

HOUSTON & TEXAS CENTRAL RAILROAD CO.

Date _____ 1909.
Received TIME TABLE No. 5,
Taking Effect at 12:01 A. M.
Sunday, April 25th, 1909.
Signature _____
Occupation _____
NOTE.—Person receiving this receipt with Time Table
must sign and send to Superintendent by first train.

SECOND DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, April 25th, 1909,

At 12:01 A. M. "Central Time."

For the Government and Information of Employees only, and not intended for the use of the public.
The Company reserves the right to vary from this Time Table at pleasure.

THORNWELL FAY,
Vice-President and General Manager.

G. RADETZKI,
General Superintendent.

WESTWARD—Toward Austin.

SECOND DIVISION: Hempstead and Austin.

EASTWARD—Toward Hempstead.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			FIRST CLASS					Distance from Hempstead	Time Table No. 5. April 25th, 1909.	Distance from Austin	FIRST CLASS					THIRD CLASS			
	759	56	47	235	233	46	45	43				42	46	45	234	236	48	55	760	
	M. K. & T. Freight	Local Freight	Local Freight	M. K. & T. Flyer	M. K. & T. Passenger	Passenger	Mixed	Passenger				Passenger	Mixed	Passenger	M. K. & T. Passenger	M. K. & T. Flyer	Local Freight	Local Freight	M. K. & T. Freight	
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
							9.20PM	10.30AM	51.30	DN	HOUSTON	166.24	6.00PM	6.10AM						
8,091	FWOY		7.00AM				11.20PM	12.10PM	0.00	DN	51.30 HEMPSTEAD	114.94	4.50PM	4.00AM					3.45PM	
3,401			7.30				s 11.55PM	s 12.31	11.09	D	11.09 CHAPPELL HILL	103.85	s 4.26	s 3.20					3.00	
9,142	W OY		8.45				s 12.32AM	s 1.00	21.30	D	10.21 BRENNHAM	93.64	s 4.02	s 2.45					2.00	
1,168			9.10				f 12.50	f 1.14	27.37		G. C. & S. F. CROSSING 6.07 MILL CREEK	87.57	f 3.40	f 2.18					1.14	
3,802			9.35				s 1.10	s 1.27	33.84	D	6.47 BURTON	81.10	s 3.29	s 2.00					12.40	
1,737	W		10.00				s 1.40	s 1.41	40.14	D	6.30 CARMINE	74.80	s 3.14	s 1.40					12.20PM	
2,112	Y F		10.40				s 2.00	1.54	46.56	D	6.42 LEDBETTER	68.38	s 2.59	s 1.17					11.55AM	
6,860	W Y		11.15				s 2.30	s 2.10	55.70	DN	9.14 GIDDINGS	59.24	s 2.42	s 12.50					11.15	
2,417			11.45AM				2.55	f 2.30	62.31		S. A. & A. P. CROSSING 6.61 HILLS	52.63	f 2.30	12.25					10.45	
1,233			12.05PM				s 3.13	s 2.42	67.23	D	4.92 PAIGE	47.71	s 2.16	s 12.10AM					10.25	
2,378	W		12.50				s 3.50	s 3.04	77.61	D	10.38 McDADE	37.33	s 1.54	s 11.30PM					9.40	
5,929	Y		1.28				s 4.25	s 3.29	87.72	D	10.11 M. K. & T. CROSSING									
1,257			2.00				f 4.40	f 3.40	93.08		5.36 ELGIN	27.22	s 1.28	s 10.53					8.50	
4,430			2.40				s 5.10	s 4.00	99.92	D	6.84 LITIG	21.86	f 1.12	f 10.32					8.15	
2,028			3.10				f 5.25	f 4.11	105.09		5.17 MANOR	15.02	s 12.57	s 10.12					7.55	
			4.00PM				4.15AM	4.50PM	113.14		8.05 DAFFAN	9.85	f 12.45	f 9.53					7.35	
	FWYT	4.03	3.45PM	3.55	4.17	4.52	5.30PM	5.57	113.60		8.05 M. K. & T. JUNCTION	1.80	12.27	9.25		11.45AM	12.11AM		7.08	7.25AM
		4.10PM	3.50PM	4.00PM	4.20	4.55	5.35	6.00 6.15	114.29		0.46 AUSTIN JUNCTION	1.34	12.26	9.23	7.37AM	11.43	12.09		7.07	7.40AM
25,395	O	4.10PM	3.50PM	4.00PM	4.20	4.55	5.35	6.00 6.15	114.29		0.69 FREIGHT DEPOT	0.65	12.24	9.20 9.05	7.34	11.40	12.06		7.05AM	7.35AM
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	114.94	DN	0.65 AUSTIN	0.00	12.20PM	9.00PM	7.30AM	11.35 10.30AM	12.01AM 11.50PM		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday

(0.10)	(0.05)	(9.00)	(0.10)	(0.10)	(0.10)	(7.00)	(4.25)	..... Time Over District.....	(4.30)	(7.00)	(0.07)	(0.10)	(0.10)	(8.40)	(0.05)	(0.10)
7	8	13	11	11	8	16	26	..... Average Speed per hour.....	26	16	10	11	11	13	8	7

East-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 81.

Harmon and Stone are flag stops for trains Nos. 42 and 43. Butler is flag stop for Nos. 42, 43 and 46.
 East bound Freight trains must not exceed 20 miles an hour crossing Brazos River Bridge.
 All trains moving from Austin Junction toward passenger depot at Austin must be considered west bound. All trains between Austin and Austin Junction must be governed by Second Division Time Table, page 2.
 All M. K. & T. trains bound toward Austin must report to H. & T. C. Dispatcher's office by telephone from M. K. & T. Junction for orders or clearance before occupying H. & T. C. main line.
 M. K. & T. Junction Switch must be left set and locked for H. & T. C. main line.
 During office hours all trains must get Clearance Card before leaving Brenham.

WESTWARD—Toward Llano.

SECOND DIVISION: Austin and Llano.

EASTWARD—Toward Austin.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			FIRST CLASS			Distance from Austin	Time Table No. 5. April 25th, 1909.			Distance from Llano	FIRST CLASS			THIRD CLASS		
	55			45				STATIONS	46			56					
	Local Freight	Passenger	Leave Daily Except Sunday	Local Freight	Passenger	Leave Daily			Passenger	Local Freight		Arrive Daily	Local Freight	Passenger	Arrive Daily Except Sunday		
						9.20PM	166.24	DN	HOUSTON	265.68	6.10AM						
25,395						7.30AM	0.00	DN	166.24 AUSTIN	99.44	5.40PM						
	O	7.35AM				7.34	0.65		FREIGHT DEPOT	98.79	5.35			3.50PM			
	FWYT	7.40				7.37	1.34		AUSTIN JUNCTION	98.10	5.30			3.45			
1,226		7.50			f	7.46	6.36		FISHERS	93.08	f 5.16			3.25			
972					f	7.55	10.44		SAUNDERS	89.00	f 5.07						
1,184		8.05			f	8.00	12.78		WATERS PARK	86.66	f 5.02			3.05			
									I. & G. N. CROSSING								
		8.40			s	8.07	16.46	D	McNEIL	82.98	s 4.54			2.45			
1,317		9.00			f	8.21	21.68		RUTLEDGE	77.76	f 4.42			2.25			
1,196		9.20			f	8.31	26.01		CEDAR PARK	73.43	f 4.32			2.10			
2,136		9.50			s	8.45	31.52	D	LEANDER	67.92	s 4.20			1.50			
1,193	W				f	8.52	35.01		GABRIEL RIVER	64.43	f 4.10						
1,071		10.25			s	9.02	39.11	D	LIBERTY HILL	60.33	s 3.58			1.20			
1,632		11.00			f	9.14	43.65		GROVER	55.79	f 3.47			1.00			
1,306		11.30AM			s	9.27	49.18	D	BERTRAM	50.26	s 3.35			12.35			
1,734		12.05PM			f	9.40	55.95		SUMMIT	43.49	f 3.20			12.05PM			
800	FY	12.20				9.49	59.81		WILKIE	39.63	3.12			10.20AM			
5,779	W	12.40			s	9.51	60.42	D	BURNET	40.24	s 3.08			10.10			
800	FY	12.45				9.55	59.81		WILKIE	39.63	3.00			9.55			
1,169	W	1.10			f	10.15	67.77		SUDDUTH	31.67	f 2.42			9.10			
1,605	Y	1.20			s	10.22	70.52	D	FAIRLAND	28.92	s 2.37			8.50			
		3.05				11.03	72.39		SANDSTONE SPUR	27.05	1.52			8.45			
1,469	W	3.25			s	11.20	79.89	D	KINGSLAND	19.55	s 1.35			8.15			
980		3.50			f	11.36AM	87.76		GRAPHITE	11.68	f 1.22			8.00			
6,170	WY	4.20PM				12.01PM	99.44	D	LLANO	0.00	1.00PM			7.00AM			
		Arrive Daily Except Sunday				Arrive Daily					Leave Daily			Leave Daily Except Sunday			

(7.35) 13 (4.01) 25 Time over District (4.01) 25 (8.50) 11
 Average Speed per hour 25 11

East-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 81.

Read carefully Rules of Operating Department Nos. 99 and 512.
 Trains 45, 46 and 55 loop between Fairland, Tuggle and Marble Falls.
 All trains moving from Austin Junction towards Austin must be considered west-bound and governed by Time Table, page 2
 Extra trains will not loop between Wilkie and Burnet unless their orders require it.
 Abercrombie, Walkerton, Insall, Hoover, Wood Spur, Bessemer, Iron Branch and Teich are flag stops for Trains Nos. 45 and 46.

WESTWARD—Toward Lampasas.

SECOND DIVISION: Burnet and Lampasas.

EASTWARD—Toward Burnet.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS				Distance from Burnet	Time Table No. 5. April 25th, 1909.	Distance from Lampasas	SECOND CLASS			
	53		51					52		54	
	Local Mixed	Local Mixed	Local Mixed	Local Mixed				Local Mixed	Local Mixed	Local Mixed	Local Mixed
	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
		9.20PM		226.66	DN	HOUSTON	259.79		6.10AM		
5.779 W		3.40PM	10.20AM	0.00	D	^{226.66} BURNET ^{7.47}	23.03	9.20AM	2.35PM		
		f 4.02	f 10.42	7.47		HODGE ^{3.91}	15.56	f 8.57	f 2.12		
2.377		s 4.17	s 10.57	11.38		LAKE VICTOR ^{3.67}	11.65	s 8.45	s 2.00		
1.700		f 4.30	f 11.10	15.05		TUMLINSON ^{7.98}	7.97	f 8.30	f 1.45		
4.903 WY		4.55PM	11.35AM	23.03	D	LAMPASAS	0.00	8.05AM	1.20PM		
		Arrive Daily	Arrive Daily					Leave Daily	Leave Daily		

(1.15) (1.15) Time over District (1.15) (1.15)
 18 18 Average Speed per hour 18 18

East-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 81.
 Read carefully Rules of Operating Department Nos. 99 and 512.

WESTWARD—Toward Marble Falls.

SECOND DIVISION: Fairland and Marble Falls.

EASTWARD—Toward Fairland.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			FIRST CLASS			Distance from Fairland	Time Table No. 5. April 25th, 1909.	Distance from Marble Falls	FIRST CLASS		
	55			45						46		
	Local Freight	Local Freight	Local Freight	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily		STATIONS	Leave Daily	Leave Daily	Leave Daily		
				236.76	DN	HOUSTON	242.76					
1.605 Y	1.20PM		s 10.22AM	0.00	D	^{236.76} FAIRLAND ^{4.00}	6.00	s 2.37PM				
3.037 O	1.35		f 10.30	4.00		GRANITE MOUNTAIN ^{2.00}	2.00	f 2.28				
1.058 WY	1.45 } 2.23 }		10.36 } 10.41 }	6.00	D	MARBLE FALLS ^{2.00}	0.00	2.23 } 2.15 }				
3.037 O	2.35		s 10.48	0.10		GRANITE MOUNTAIN ^{3.90}		s 2.08				
1.605	2.50PM		f 10.57AM			TUGGLE		f 1.57PM				
	Arrive Daily Ex. Sunday		Arrive Daily					Leave Daily				

(0.52) (0.30) Time over District (0.32)
 13 24 Average Speed per hour 23

East-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 81.
 Trains 45, 46 and 55 will loop between Fairland, Tuggle and Marble Falls.
 Figures shown at Tuggle govern 45 and 55 returning from and 46 going to Marble Falls.

SPECIAL INSTRUCTIONS.

SUPPLEMENTAL TO RULE 210.—Conductors must deliver in person "31" Train Orders, received by them, to their Engineers, and Engineers must sign the Conductor's copy of such orders as are delivered to them.

Hempstead and Austin are initial or terminal stations for all regular trains between those points.
Austin and Llano are initial or terminal stations for all regular trains between those points.
Fairland or Marble Falls are initial or terminal stations for all regular trains between those points.
Burnet and Lampasas are initial or terminal stations for Lampasas Branch regular trains.

When first-class trains are late, Foremen and Engineers of switch engines must ascertain from Dispatcher, if practicable, the time the train will arrive; if this cannot be done, they must confer with each other and take such precautions as will guard against accident. In stormy or foggy weather extraordinary care must be used.

When so directed by Dispatcher, Operators having "19" orders for delivery must, when the train approaches, raise and lower the arm of train order signal two or three times and leave it set against train, which will be information to the engine and trainmen that "19" orders await them.

Trains receiving signal for "19" orders must approach slowly and not increase speed until orders have been delivered. The signal for "19" orders will not excuse Conductors or Engineers for failure to use all precautions necessary for safety or compliance with the rules.

Operators must not give a train the signal for "19" orders unless so directed by the Dispatcher.
A Clearance Card must be delivered with each delivery of "19" orders.

Trains must be kept under control approaching railroad crossings, junctions, meeting points or in limits of established yards.

All trains must obtain a Clearance Card before leaving Brenham, Hempstead, Austin and Llano. At ALL OTHER STATIONS a Clearance Card must be issued all trains stopped by train order signal and must show numbers of orders, if any, for that train; if there are no orders for the train the operator must issue Clearance Card, stating there are no orders, no further orders, or plainly state reason why clear signals cannot be given for the train addressed; this clearance will permit the train to pass the signal without requiring it to be changed from the stop position. The signal must be fastened at proceed only when no operator is on duty (that is, when a day office is closed for the night). If a train is unnecessarily stopped or delayed to receive a clearance, the conductor must forward such clearance, with statement of facts, to the Superintendent.

At stations printed in full face type Conductors of all trains and enginemen in charge of light engines must personally register their trains and color of signals carried. If no signals carried, register "no signals." At Austin train registers for passenger trains will be kept at Passenger Station. Operator at Freight Depot **MUST BE GIVEN WRITTEN REPORT BY PASSENGER CONDUCTORS AS THEY PASS**, showing color of signals carried, or no signals, as the case may be. This report must be registered by the operator on the Freight Train Register for the information of freight trains. Trains must be registered and reported under date they are due where report is made.

Passenger Extras may pass and run ahead of Second and Third Class Trains without special instructions. Freight Extras may pass and run ahead of Third Class Trains without special instructions.

When trains stop at any unusual place, the Engineman will be held to strict account for failure to immediately whistle back the flagman. At regular station stops the Conductor will see that the flagman goes back, if the train is to be detained more than three minutes, and before starting he must have the Engineman call the flagman in.

Standard Clock is located in Superintendent's office at Austin.

Bulletin orders for trainmen must be kept in Bulletin Books at Freight Depot and office of Superintendent at Austin, and for Enginemen in Books in Roundhouse at Austin.

Conductor's Register Check, Form 2645, must be filled out by Conductors, before leaving or passing all registering stations on each Division and delivered to Engineman. This will relieve the Engineman from personally checking the train register; but, as the Engineman is jointly responsible with the Conductor for the safety of the train, he must see that each train having right over his train is specified as having arrived or departed (as the case may be).

"When a passenger train approaches a station at which it is to stop for an opposing train, the Conductor must give one short blast of the air whistle immediately after passing the station whistling post, which the Engineman must acknowledge by two short blasts of the steam whistle."

Dispatchers must know that Conductors and Engineers are provided with copy of current time table or supplements thereto in effect on their Division, and make particular inquiry concerning the subject when crews from other Divisions or foreign lines run on their Division. Conductors and Engineers of trains under such circumstances must know by inquiry at initial or starting points that they are provided with the correct time table.

PASSENGERS MUST NOT BE CARRIED ON FREIGHT TRAINS, except on special authority, in cases of extreme emergency. Freight Conductors must report to the General Superintendent, in writing, attaching instructions, when passengers are carried on their trains.

SIGNS AND CHARACTERS.

The following signs when placed before the figures of the schedule, indicate:
s—Regular stop.
f—Flag stop to receive or discharge passengers or freight.
¶—Stop for meal.
DN—Day and Night Telegraph office.

D—Day Telegraph office.
N—Night Telegraph office.
P—Telegraphphone.
W—Water station.

F—Fuel station.
T—Turntable.
Y—Wye.
O—Track scales.

FOLLOWING IS LIST OF CHIEF, LOCAL AND CONSULTING SURGEONS AND OCULISTS AND AURISTS OF SECOND DIVISION:

HOME STAFF.

Houston.....Drs. Stuart, Red & Stuart,
Chief Surgeons.
Houston.....Dr. Geo. W. Larendon,
Consulting Surgeon.
Houston.....Dr. F. J. Slataper,
House Surgeon.
Houston.....Drs. Hall & Rogers,
Oculists.
Houston.....Dr. W. W. Ralston,
Consulting Oculist.

Houston.....Dr. J. W. Scott,
Consulting Surgeon.
Houston.....Dr. Sydney J. Smith,
Consulting Surgeon.
Houston.....Dr. F. B. Smith,
Consulting Surgeon.
Austin.....Dr. H. L. Hilgartner,
Oculist.
Austin.....Dr. T. J. Bennett,
Division Surgeon.

LOCAL SURGEONS.

Hempstead.....Dr. C. W. Le Grand.
Hempstead.....Dr. L. L. Mahan.
Chappell Hill.....Dr. W. H. Langhorn.
Brenham.....Dr. J. R. Williamson and
Dr. T. J. Pier.
Carmine.....Dr. P. E. Suehs.
Ledbetter.....Dr. J. T. O'Barr.
Giddings.....Dr. J. M. Johnson.
McDade.....Dr. D. C. Atkinson.

Elgin.....Dr. J. B. Nofsinger.
Elgin.....Dr. Edwin Auler.
Manor.....Dr. Geo. P. Smart.
Austin.....Dr. S. E. Hudson.
Liberty Hill.....Dr. C. L. Simmons.
Burnet.....Dr. A. Howell.
Marble Falls.....Dr. T. M. Yett.
Llano.....Dr. C. F. Darnall.
Lampasas.....Dr. R. O. Smith.

LOCATION OF HOSPITALS.

GENERAL HOSPITAL—Houston Infirmary, Washington and Tenth Sts., Houston.
EMERGENCY HOSPITAL—Austin, Seton Infirmary.

W. L. BISBEE,
Superintendent.

W. E. LANGLEY,
Assistant Superintendent.

SPECIAL INSTRUCTIONS

RATING OF LOCOMOTIVES. SECOND DIVISION

CLASS	ENGINE NUMBERS	HEMPSTEAD TO CHAPPELL HILL	CHAPPELL HILL TO AUSTIN	AUSTIN TO PAIGE	PAIGE TO HEMPSTEAD	AUSTIN TO SUMMIT	SUMMIT TO LLANO	LLANO TO FAIRLAND	FAIRLAND TO WILKIE	WILKIE TO SUMMIT	SUMMIT TO AUSTIN
		Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight
		RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING
E. 63 $\frac{1}{4}$ 53	73 to 83, inclusive.....	725	780	725	805	605	725	780	490	375	725
T. 57 $\frac{1}{4}$ 65	201 to 208, inclusive.....	1055	1135	1055	1170	890	1055	1135	730	565	1055
T. 57 $\frac{1}{4}$ 76	209 to 210, inclusive.....	1030	1115	1030	1145	870	1030	1115	705	545	1030
T. 57 $\frac{1}{4}$ 83	211 to 220, inclusive.....	1065	1150	1065	1180	895	1065	1150	725	560	1065
T. 57 $\frac{1}{4}$ 74	221.....	1045	1125	1045	1155	880	1045	1125	715	555	1045
T. 57 $\frac{1}{4}$ 72	222.....	1050	1130	1050	1160	885	1050	1130	725	560	1050
T. 63 $\frac{1}{4}$ 80	223.....	955	1030	955	1060	800	955	1030	650	495	955
T. 57 $\frac{1}{4}$ 62	224.....	975	1050	975	1085	825	975	1050	675	520	975
T. 57 $\frac{1}{4}$ 96	301 to 332, inclusive.....	1290	1390	1290	1430	1085	1290	1390	885	685	1290
T. 57 $\frac{1}{4}$ 102	333 to 334, inclusive.....	1270	1370	1270	1410	.....	.....	.....	.....	.....	.....

ALLOWANCE FOR EMPTY AND UNDERLOADED CARS

Less than 40 Ms.....	3
40 to 50 Ms.....	0
More than 50 Ms.....	0

AVERAGE WEATHER CONDITIONS. Maximum Speed at any point 35 miles per hour; Minimum Speed 10 miles per hour

To find maximum load that can be hauled at 10 miles per hour on ruling grades between any two Stations, multiply rating for through freights by figures in column opposite stations desired, East or West, as case may be.

To find maximum load that can be hauled at 10 miles per hour on ruling grades between any two Stations, multiply rating for through freights by figures in column opposite stations desired, East or West, as case may be.

STATIONS		EAST	WEST	STATIONS		EAST	WEST	STATIONS		EAST	WEST	STATIONS		EAST	WEST
Hempstead and Chappell Hill.....	1.00	1.00	Paige and McDade.....	1.00	1.00	Austin and Fishers.....	2.00	1.00	Liberty Hill and Grover.....	2.00	1.00	Grover and Bertram.....	2.00	1.00	
Chappell Hill and Brenham.....	1.00	1.20	McDade and Elgin.....	1.05	1.05	Fishers and Saunders.....	2.00	1.00	Bertram and Summit.....	2.00	1.00	Bertram and Summit.....	2.00	1.00	
Brenham and Mill Creek.....	1.00	1.10	Elgin and Littig.....	1.00	2.25	Saunders and Waters Park.....	1.00	2.00	Summit and Wilkie.....	1.00	1.50	Wilkie and Sudduth.....	1.10	1.25	
Mill Creek and Burton.....	2.20	1.10	Littig and Manor.....	1.00	1.40	Waters Park and McNeil.....	2.00	1.00	Sudduth and Fairland.....	1.00	2.00	Fairland and Kingsland.....	1.00	2.00	
Burton and Carmine.....	1.50	1.10	Manor and Daffan.....	1.15	1.00	McNeil and Rutledge.....	1.50	1.00	Kingsland and Graphite.....	1.50	1.00	Graphite and Llano.....	1.10	1.00	
Carmine and Ledbetter.....	1.50	1.50	Daffan and Austin.....	1.00	2.25	Rutledge and Cedar Park.....	1.30	1.60							
Ledbetter and Giddings.....	2.00	2.00				Cedar Park and Leander.....	1.50	1.00							
Giddings and Hills.....	1.85	1.60				Leander and Gabriel River.....	1.00	2.00							
Hills and Paige.....	1.20	1.25				Gabriel River and Liberty Hill.....	2.00	1.00							

W. E. LANGLEY

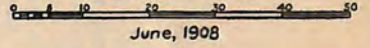
W. J. RISSER

LOCATION OF SPURS.

Pointers	3.83 miles west of Hempstead.
Harmon.....	5.12 miles east of Chappell Hill.
Stone.....	2.96 miles east of Brenham.
Packery Hill.....	4.65 miles west of Chappell Hill.
Menns.....	1.98 miles west of Carmine.
New Gravel Pit	2.20 miles east of Ledbetter.
Gravel Pit.....	1.59 miles east of Ledbetter.
Kruse Quarry.....	3.88 miles west of Ledbetter.
Coons.....	3.96 miles east of Giddings.
Chalmers	1.81 miles east of McDade.
Mowatt	3.44 miles west of McDade.
Butlers	4.51 miles west of McDade.
Sand.....	3.07 miles east of Elgin.
Doubling Spur.....	1.32 miles east of Daffan.
Abererombie.....	1.24 miles west of Fishers.
Brushy	2.05 miles east of Cedar Park.
Walkerton.....	2.16 miles west of Cedar Park.
Insalls.....	1.48 miles west of Leander.
Wood.....	2.84 miles west of Kingsland.
Gravel Pit.....	3.26 miles east of Graphite.
Teich.....	1.44 miles east of Llano.
Tally.....	2.72 miles east of Kingsland.
French John.....	3.91 miles west of Kingsland.
Mendon.....	1.21 miles west of Kingsland.
Iron Branch	4.00 miles west of Graphite.

MAP of the RAILROAD LINES of the H. & T. C. R. R.

SCALE OF STATUTE MILES



June, 1908

