

HOUSTON & TEXAS CENTRAL RAILROAD CO.

Date _____ 1914
Received TIME TABLE No. 17,
Taking Effect at 12:01 A. M.
Sunday, March 15th, 1914.
Signature _____
Occupation _____
NOTE.—Person receiving this receipt with Time Table must sign and send to Superintendent by first train.

CONDENSED SCHEDULES
CENTRAL TIME
SECOND DIVISION.

EMPLOYEES' TIME TABLE

To Take Effect Sunday, March 15th, 1914,

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.

W. G. VAN VLECK,
Vice-President and General Manager.

G. S. WAID,
Assistant General Manager.

CONDENSED SCHEDULES.

(CENTRAL TIME.)

No. 25	No. 21	No. 45	No. 43	No. 17	No. 15	No. 5	No. 3	Distance from Houston	STATIONS	Distance from Denison	No. 2	No. 6	No. 16	No. 18	No. 42	No. 46	No. 22	No. 26
9.00PM	7.00AM	11.55PM	9.00AM	11.45PM	11.45AM	8.40PM	9.00AM	0	HOUSTON	338	5.50PM	6.30AM	7.15PM	7.05AM	5.50PM	5.45AM	4.00PM	11.00PM
12.01AM	8.45AM	1.40AM	11.00AM	1.00AM	1.00PM	10.35PM	11.00AM	51	HEMPSTEAD	287	4.20PM	5.05AM	5.55PM	5.45AM	3.50PM	4.10AM	1.20PM	6.50PM
7.10AM		6.30AM	8.50PM				3.50PM	166	AUSTIN	402	11.00AM				11.00AM	11.30PM		
5.00AM	3.05PM			2.55AM	2.55PM	1.25AM	1.25PM	121	HEARNE	217	1.35PM	2.15AM	3.55PM	3.30AM			8.30AM	2.00PM
6.20AM	4.35PM			3.35AM	3.35PM	2.20AM	2.20PM	143	BREMOND	195	12.35PM	1.10AM	3.15PM	2.45AM			6.20AM	11.00AM
				6.55AM	5.40PM	6.55AM	5.15PM	186	WACO	238	10.40AM	10.45PM	1.00PM	10.45PM				
1.15PM	12.10AM			6.35AM	6.20PM	6.00AM	6.25PM	231	ENNIS	107	9.20AM	10.05PM	12.35PM	12.10AM			1.25AM	5.00AM
10.40PM	4.00AM			9.10AM	8.40PM	9.10AM	8.40PM	287	FORT WORTH	95	7.00AM	7.30PM	9.45AM					9.45PM
3.15PM	3.10AM			7.50AM	7.35PM	8.20AM		265	DALLAS	73		8.10PM	11.30AM	11.00PM			10.10PM	2.00AM
8.00PM	7.55AM					11.20AM		338	DENISON	0		4.35PM					5.30PM	8.00PM
23.00	24.55	6.35	6.45	8.05	7.50	14.40	8.50		THROUGH TIME		8.30	14.15	7.45	8.05	6.45	6.15	23.30	27.00
14.5	18.5	25.4	24.3	32.8	33.8	24.3	26.0		MILES PER HOUR		26.0	23.9	34.2	32.8	24.3	26.4	15.0	14.1

MILEAGE SUNSET-CENTRAL LINES

The Galveston, Harrisburg & San Antonio Railway Company.....	1,338.41
Texas & New Orleans Railroad Company.....	458.03
M. L. & T. R. R. and S. S. Co. and L. W. R. R. Co.....	631.82
Houston & Texas Central Railroad Company.....	789.01
The Houston East & West Texas Railway Company.....	190.94
Houston & Shreveport Railroad Company.....	39.78
Total Mileage.....	3,447.99

RATING OF LOCOMOTIVES. SECOND DIVISION

CLASS	ENGINE NUMBERS	HEMPSTEAD TO CHAPEL HILL	CHAPEL 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 ¹ / ₄ 53	158 to 167, inclusive, old numbers 74 to 83	725	780	725	805	605	725	780	490	375	725
E. 69 ¹ / ₄ 78	240 to 249, inclusive	1145	1230	1145	1265	975	1160	1250	795	615	1160
T. 57 ¹ / ₄ 65	347 to 354, inclusive, old numbers 201 to 208	1055	1135	1055	1170	890	1055	1135	730	565	1055
T. 57 ¹ / ₄ 76	355 to 356, inclusive, " " 209 to 210	1030	1115	1030	1145	870	1030	1115	705	545	1030
T. 57 ¹ / ₄ 83	360 to 369, inclusive, " " 211 to 220	1065	1150	1065	1180	895	1065	1150	725	560	1065
T. 57 ¹ / ₄ 74	357, old number 221	1045	1125	1045	1155	880	1045	1125	715	555	1045
T. 57 ¹ / ₄ 72	358, " " 222	1050	1130	1050	1160	885	1050	1130	725	560	1050
T. 63 ¹ / ₄ 80	300, " " 223	955	1030	955	1060	800	955	1030	650	495	955
T. 57 ¹ / ₄ 62	359, " " 224	975	1050	975	1085	825	975	1050	675	520	975
T. 57 ¹ / ₄ 96	301 to 332, inclusive	1290	1390	1290	1430	1085	1290	1390	885	685	1290
T. 57 ¹ / ₄ 102	333 to 334, inclusive	1270	1370	1270	1410	1065	1270	1370	865	665	1270
M. 63 ² / ₈ 126	410 to 459, inclusive	1450	1600	1450	1600	1250	1450	1600	1000	800	1550
M. 63 ² / ₈ 148	500 to 514, inclusive	2060	2220	2060	2300

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.

ALLOWANCE FOR EMPTY AND UNDERLOADED CARS

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

LOCATION OF SPURS.

Pointers.....	3.83 miles west of Hempstead.
Harmon.....	5.12 miles east of Chapel Hill.
Packery Hill.....	4.65 miles west of Chapel Hill.
Lusk.....	2.96 miles east of Brenham.
Menns.....	1.98 miles west of Carmine.
New Gravel Pit.....	2.20 miles east of Ledbetter.
Chalmers.....	1.81 miles east of McDade.
Mowatt.....	3.44 miles west of McDade.
Ramsey.....	4.66 miles east of Elgin.
Sand Spur.....	3.07 miles east of Elgin.
Doubling Spur.....	1.32 miles east of Daffan.
Abercrombie.....	1.24 miles west of Fishers.

Brushy.....	2.05 miles east of Cedar Park.
White Stone.....	1.20 miles west of Cedar Park.
Walkerton.....	2.16 miles west of Cedar Park.
Insalls.....	1.48 miles west of Leander.
Tally.....	2.72 miles east of Kingsland.
Badger.....	1.35 miles east of Kingsland.
Mendon.....	1.21 miles west of Kingsland.
Wood Spur.....	2.84 miles west of Kingsland.
French John.....	3.91 miles west of Kingsland.
Iron Branch.....	4.00 miles west of Graphite.
Bessemer.....	5.01 miles east of Llano.
Teich.....	1.44 miles east of Llano.

WESTWARD—Toward Austin.

SECOND DIVISION: Hempstead and Austin.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS			FIRST CLASS							Distance from Hempstead	Time Table No. 17. March 15th, 1914.		STATIONS	
	93	56	47	73	54	49	7	9	3	5	52	45	43					
	M. K. & T. Way Freight	Local Freight	Local Freight	M. K. & T. Freight	Mixed	Fast Freight	M. K. & T. Passenger	M. K. & T. Limited	M. K. & T. Passenger	M. K. & T. Flyer	Passenger	Passenger	Passenger					
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
						7.30PM							11.55PM	9.00AM	51.30	DN	HOUSTON	
FWOY 8,091			7.00AM			11.45PM							1.50AM	11.00AM	0.00	DN	51.30 HEMPSTEAD	
3,401			7.40			12.30AM							s 2.15	s 11.25	11.09	D	11.09 CHAPEL HILL	
9,142WOY			8.40			1.10							s 2.42	s 11.53AM	21.30	DN	10.21 BRENHAM	
1,168			9.05			1.32							f 3.00	f 12.05PM	27.37		G. C. & S. F. CROSSING 6.07 MILL CREEK	
3,802			9.40			1.55							s 3.15	s 12.20	38.84	D	6.47 BURTON	
1,737 W			10.10			2.26							s 3.29	s 12.35	40.14	D	6.30 CARMINE	
2,112 Y			10.45			2.53							s 3.43	s 12.50	46.56	D	6.42 LEDBETTER	
1,500 W			11.00			3.04								3.50	12.57	50.44		3.88 KRUSE
6,880FWY			11.30AM			3.23							s 4.02	1.10 1.30	55.70	DN	5.26 GIDDINGS	
2,417			12.05PM			3.44								4.14	f 1.42	62.31		S. A. & A. P. CROSSING 6.61 HILLS
1,233			1.08			4.02							s 4.24	s 1.53	67.23	D	4.92 PAIGE	
2,378 W			1.40			4.49							s 4.49	s 2.18	77.61	D	10.38 McDADE	
2,600 W			2.00			5.07							f 4.57	f 2.28	82.12		4.51 BUTLER	
5,929 Y			2.46			5.32							s 5.17	s 2.46	87.72	DN	5.60 M. K. & T. CROSSING	
1,257			3.10			5.55							f 5.28	f 2.58	93.08		5.36 LITTIG	
4,430			3.40			6.15							s 5.43	s 3.13	99.92	D	6.84 MANOR	
2,028			4.10			6.33							f 5.55	f 3.25	105.09		5.17 DAFFAN	
		3.00PM	4.35		9.00PM	6.55			3.25AM	4.55PM	11.40AM	4.00AM		6.12	3.41	113.14		8.05 M. K. & T. JUNCTION
FWYT		3.05	4.40		9.05	4.20PM	6.58		3.27	4.57	11.42	4.02	6.19PM	6.14	3.42	113.60		0.46 AUSTIN JUNCTION
25,395 O		3.10PM	4.45PM		9.15 9.35	4.30	7.10AM See No. 51		3.30	5.00	11.45	4.05	6.25	6.20	3.45	114.19		0.69 YARD OFFICE
					9.40PM	4.35PM			3.35 3.45AM	5.05 5.10PM	11.50AM 1.10PM	4.10 4.20AM	6.30PM	6.30AM	3.50PM	114.94	DN	0.75 AUSTIN
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			

(0.10) 4 (0.10) 3 (9.45) 11 (0.40) 3 (0.14) 5 (7.25) 15 (0.10) 6 (0.10) 6 (0.10) 6 (0.10) 6 (0.11) 6 (4.40) 25 (4.50) 25 Time Over District
..... Average Speed per hour.....

East-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction, except No. 43 is Superior to M. K. & T. No. 4. See Rule 72.

Harmon and Lusk are flag stops for Trains Nos. 42 and 43.
All trains moving from M. K. & T. or Austin Junctions toward passenger depot at Austin must be considered west-bound. All trains between Austin and M. K. & T. Junction must be governed by H. & T. C. Time Table, pages 4 and 5.
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. All trains must move between M. K. & T. Junction and Austin with train under absolute control, expecting to find track occupied.
All trains must get Clearance Card before leaving Brenham.

SECOND DIVISION: Austin and Hempstead.

EASTWARD—Toward Hempstead.

Time Table No. 17. March 15th, 1914.	Distance from Austin	FIRST CLASS								SECOND CLASS			THIRD CLASS		
		42	46	51	4	10	8	6	50	53	72	48	55	92	
		Passenger	Passenger	Passenger	M. K. & T. Passenger	M. K. & T. Limited	M. K. & T. Passenger	M. K. & T. Flyer	Fast Freight	Mixed	M. K. & T. Freight	Local Freight	Local Freight	M. K. & T. Way Freight	
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
DN HOUSTON	166.24	5.50PM	5.45AM												
DN 51.30 HEMPSTEAD	114.94	3.50PM	4.10AM						4.00AM			4.25PM			
D 11.09 CHAPEL HILL	103.85	s 3.20	s 3.44						3.20			3.20			
DN 10.21 BRENHAM	93.64	s 2.55	s 3.20						2.42			2.35			
G. C. & S. F. CROSSING															
6.07 MILL CREEK	87.57	f 2.34	f 3.00						2.17			2.05			
D 6.47 BURTON	81.10	s 2.19	s 2.42						1.55			1.40			
D 6.30 CARMINE	74.80	s 2.04	s 2.26						1.25			1.15			
D 6.42 LEDBETTER	68.38	s 1.49	s 2.12						12.55			12.50PM			
3.88 KRUSE	64.50	1.41	2.01						12.35			11.55AM			
5.26 DN GIDDINGS	59.24	s 1.30	s 1.52						12.20AM			11.30			
S. A. & A. P. CROSSING															
6.61 HILLS	52.63	f 1.18	1.36						11.55PM			11.00			
D 4.92 PAIGE	47.71	s 1.08	s 1.26						11.35			10.40			
D 10.38 McDADE	37.33	s 12.46	s 1.01						10.55			9.50			
4.51 BUTLER	32.82	f 12.35	f 12.49						10.32			9.20			
5.60 M. K. & T. CROSSING															
DN 5.36 ELGIN	27.22	f 12.22	s 12.34						10.15			8.55			
5.36 LITTIG	21.86	f 11.50AM	f 12.19						9.55			8.15			
D 6.84 MANOR	15.02	s 11.37	s 12.07AM						9.36			8.00			
5.17 DAFFAN	9.85	f 11.25	f 11.55PM						9.18			7.35			
8.05 M. K. & T. JUNCTION	1.80	11.08	11.38		4.00PM	12.11PM	11.45PM	12.11AM	8.50		4.55AM	7.14	8.10AM		
0.46 AUSTIN JUNCTION	1.34	11.07	11.37	7.17AM	3.58	12.09	11.43	12.09	8.48	10.16AM	4.50	7.12	7.40AM		
0.69 YARD OFFICE	0.75	11.04	11.34	7.14	3.55	12.06	11.40	12.06	8.45PM	10.12	4.45 3.30	7.10AM See No. 51	7.35AM		
DN 0.75 AUSTIN	0.00	11.00AM	11.30PM	7.10AM	3.50PM 9.50AM	12.01PM 11.55AM	11.35 11.25PM	12.01AM 11.55PM		10.00AM	3.25AM				
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		

..... Time Over District	(4.50)	(4.40)	(0.07)	(0.10)	(0.10)	(0.10)	(0.10)	(0.10)	(7.15)	(0.16)	(1.30)	(9.15)	(0.05)	(0.10)
..... Average Speed per hour	25	25	6	6	6	6	6	6	15	3	3	12	4	7

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 All trains must get Clearance Card before leaving Brenham.

Length of sidings in feet and location of Scales, Fuel, Water and Turning Stations.	WESTWARD				FIRST CLASS		Distance from Austin	STATIONS	Distance from Llano	EASTWARD		SECOND CLASS				THIRD CLASS
	THIRD CLASS	SECOND CLASS		FIRST CLASS		FIRST CLASS				SECOND CLASS		THIRD CLASS				
	55	151	57	53	51	52				53	54	58	152	56		
	Local Freight	Local Mixed	Local Mixed	Mixed	Passenger					Passenger	Mixed	Mixed	Local Mixed	Local Mixed	Local Freight	
	Leave Daily Except Sunday	Leave Sunday Only	Leave Daily	Leave Daily Except Sunday	Leave Daily					Arrive Daily	Arrive Daily Except Sunday	Arrive Daily Except Sunday	Arrive Daily	Arrive Sunday Only	Arrive Daily Except Sunday	
					11.55PM	166.24	DN	HOUSTON	265.68	5.45AM						
25,395				10.00AM	7.10AM	0.00	DN	166.24 AUSTIN	99.44	6.30PM			4.35PM			
	O	7.35AM		10.12	7.14	0.75		YARD OFFICE	98.69	6.23			4.30		4.15PM	
	FWYT	7.40		10.16	7.17	1.34		0.69 AUSTIN JUNCTION	98.10	6.19			4.20		4.05	
1,226		8.00		10.32	f 7.29	6.36		5.02 FISHERS	93.08	f 6.06			4.07		3.45	
972				f 10.43	f 7.38	10.44		4.08 SAUNDERS	89.00	f 5.57			f 3.56		3.32	
1,184		8.15		f 10.50	f 7.43	12.78		2.34 WATERS PARK	86.66	f 5.52			f 3.50		3.25	
								3.68 I. & G. N. CROSSING								
8,049		8.40		s 11.03	s 7.51	16.46	D	McNEIL	82.98	s 5.44			s 3.40		3.10	
1,317		9.00		f 11.20	f 8.04	21.68		5.22 RUTLEDGE	77.76	f 5.32			f 3.20		2.45	
1,196		9.20		f 11.35	f 8.15	26.01		4.33 CEDAR PARK	73.43	f 5.21			f 3.05		2.25	
2,136		9.50		s 11.55AM	s 8.28	31.52	D	5.51 LEANDER	67.92	s 5.09			s 2.45		2.05	
1,193	W	10.05		12.07PM	f 8.37	35.01		3.49 GABRIEL RIVER	64.43	f 4.58			2.30		1.50	
1,071		10.25		s 12.23	s 8.47	39.11	D	4.10 LIBERTY HILL	60.33	s 4.48			s 2.16		1.35	
1,632		10.55		f 12.38	f 8.58	43.65		4.54 GROVER	55.79	f 4.37			f 2.01		1.15	
1,306		11.30AM		s 12.56	s 9.10	49.18	D	5.53 BERTRAM	50.26	s 4.25			s 1.48		12.56	
1,734		12.05PM		f 1.27	f 9.22	55.95		6.77 SUMMIT	43.49	f 4.10			f 1.27		12.05PM	
800	Y	12.20		1.37	9.30	59.81		3.86 WILKIE	39.63	4.02			1.15		10.40AM	
5,779	W	12.40		1.40 1.50	s 9.35	60.42	D	0.61 BURNET	40.24	s 3.59			s 1.10		10.30	
800	Y	1.00			9.40	59.81		0.61 WILKIE	39.63	3.51		3.10PM			10.25	
1,169	W	1.25		f 2.13	f 9.59	67.77		7.96 SUDDUTH	31.67	f 3.33			2.47		9.59	
1,605	Y	1.35		s 2.22	s 10.05	70.52	D	2.75 FAIRLAND	28.92	3.26 2.45			2.35		9.25	
3,037	O	1.50			f 10.14	74.52		4.00 GRANITE MOUNTAIN	32.92	f 3.16						
1,058	WY	2.00 2.10			s 10.22	76.52	D	2.00 MARBLE FALLS	34.92	s 3.06						
3,037	O	2.25			f 10.31	74.52		2.00 GRANITE MOUNTAIN	32.92	f 2.58						
1,605		2.49		2.25	f 10.40	70.52		3.90 TUGGLE	28.92	f 2.49		2.25PM				
		3.10			f 10.45	72.39		1.87 SANDSTONE SPUR	27.05	f 2.41					9.05	
1,469	W	3.50			s 11.02	79.89	D	7.50 KINGSLAND	19.55	s 2.24					8.40	
980		4.15			f 11.20	87.76		7.87 GRAPHITE	11.68	f 2.08					8.15	
6,170	FWY	5.00PM			11.50AM	99.44	D	11.68 LLANO	0.00	1.45PM					7.45AM	
5,729	W		4.15PM	9.45AM	4.15	60.42	D	40.24 BURNET	40.24				1.00	9.15AM	3.35PM	
2,377			s 4.50	s 10.10	s 4.50	71.80		11.38 LAKE VICTOR	51.62				s 12.34	s 8.40	s 3.00	
1,700			f 5.03	f 10.19	f 5.03	75.47		3.67 TUMLINSON	55.29				f 12.23	f 8.25	f 2.45	
4,903	FWY		5.30PM	10.40AM	5.30PM	83.45	D	7.98 LAMPASAS	63.27				12.05PM	8.00AM	2.20PM	
		Arrive Daily Except Sunday	Arrive Sunday Only	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily				Leave Daily	Leave Daily Except Sunday	Leave Daily Except Sunday	Leave Daily	Leave Sunday Only	Leave Daily Except Sunday	
		(9.25) 12	(1.15) 18	(0.55) 24	(7.30) 16.5	(4.40) 24		Time over District	(4.45) 24	(0.45) 11	(4.20) 18.5	(1.15) 18	(1.15) 18	(8.30) 12		
		Average Speed per hour														

East-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.
 Except that No. 51 is Superior to No. 52, and No. 53 Westward is Superior to No. 53 Eastward between Wilkie and Tuggle.

Trains Nos. 51, 52 and 55 loop between Fairland, Tuggle and Marble Falls. Figures shown at Tuggle govern Trains 51 and 55 returning from and 52 going to Marble Falls.
 Train No. 53 loops between Wilkie and Tuggle. See Schedule on Eastward side of Time Table for No. 53 returning from Tuggle to Wilkie.
 Train No. 53 will do local work, Burnet to Lampasas.
 Train No. 55 will carry passengers between Marble Falls and Llano and No. 56 will carry passengers between Llano and Burnet except Sunday or Monday.

All trains moving from Austin Junction towards Austin must be considered west-bound and governed by Time Table, pages 4 and 5.
 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. 51 and 52.
 Hodge is flag stop for all trains.
 Walkerton is flag stop for Nos. 53 and 54.

WESTWARD—Towards Giddings.

SECOND DIVISION: Giddings and Hearne.

EASTWARD—Toward Hearne.

Length of sidings in feet at location of Seals, Fuel, Water and Turning Stations.	SECOND CLASS					Distance from Hearne	Time Table No. 17		Distance from Giddings	SECOND CLASS					
							March 15th, 1914.								
							STATIONS								
					247		HEARNE		248						
					Local Mixed		17.13		Local Mixed						
					Leave Daily Ex. Sunday		BRYAN JUNCTION		Arrive Daily Ex. Sunday						
Yard WFTYO						0.00	17.13								
							27.83								
9952 Y							17.13								
							18.53								
							18.81								
							23.05								
3000							29.69								
6970 W					11.50AM		37.47								
8000					12.25PM		44.09								
3000 W					12.50		51.37								
3056					1.30		57.97								
6860 WYF					2.10PM										
					Arrive Daily Ex. Sunday										

(2.20) Time Over District (2.20)
 12 Average Speed per Hour 12

East-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.

Track between Bryan Junction and Interurban Junction is joint track for H. & T. C., H. & B. V. and Bryan & Central Texas Interurban trains. All trains must move between these points under full control, expecting to find track occupied. H. & T. C. trains operating between Bryan Junction and Bryan. Time tables for each of these railroads will be furnished at Bryan Junction. Telephone connections for train orders with each of these offices may be had at Bryan Junction and Bryan. All trains between Giddings and Hearne must obtain clearance card before leaving Giddings.

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

HOME STAFF.

- Houston.....Dr. R. W. Knox, Chief Surgeon.
- Houston.....Dr. E. J. Hamilton, House Surgeon.
- Houston.....Dr. Geo. P. Hall, Local Oculist.
- Houston.....{ Dr. L. Allen, Dr. E. P. Daviss, Local Oculists and Aurists.
- Houston.....Dr. C. C. Green, Local Surgeon.
- Houston.....Dr. H. L. McNeil, Pathologist.
- Houston.....{ Dr. Z. F. Lillard, Dr. H. C. Feagin, Dr. C. C. Cody, Dr. F. B. Smith, Examining Surgeons.
- Austin.....{ Dr. T. J. Bennett, Consulting Surgeon. Dr. S. E. Hudson, Dr. Joe Gilbert, Surgeons.
- Austin.....Dr. H. L. Hilgartner, Oculist.

LOCAL SURGEONS.

- Brenham.....{ Dr. J. R. Williamson and Dr. T. J. Pier.
- Burnet.....Dr. A. Howell,
- Carmine.....Dr. P. E. Suehs.
- Chapel Hill.....Dr. W. H. Langhorn.
- Elgin.....{ Dr. I. B. Nofsinger and Dr. Edwin Auler.
- Giddings.....{ Dr. L. C. Grady and Dr. J. M. Johnson.
- Hempstead.....{ Dr. C. A. Searcy, Dr. L. L. Mahan and Dr. C. W. Le Grand.
- Lampasas.....Dr. W. D. Francis.
- Leander.....Dr. W. R. Hazelwood.
- Ledbetter.....Dr. J. T. O'Barr.
- Liberty Hill.....{ Dr. C. L. Simmons and Dr. W. D. Fowler.
- Llano.....{ Dr. C. F. Darnall and Dr. Henry Sellman.
- Manor.....{ Dr. Geo. P. Smart and Dr. Frank C. Gregg.
- Marble Falls.....Dr. T. M. Yett.
- McDade.....Dr. G. W. Southern.
- Paige.....Dr. C. H. Otkin.

LOCATION OF HOSPITALS.

GENERAL HOSPITAL—Southern Pacific Hospital, James and Paschal Sts., Houston.
 EMERGENCY HOSPITAL—Austin, Seton Infirmary; Austin, Presbyterian Sanitarium.

SPECIAL INSTRUCTIONS.

All trains must obtain a Clearance Card before leaving Hempstead, Austin, Llano and Lampasas. 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.

All trains displaying signals for a following section must sound one long and two short blasts of engine whistle in passing both the engine and caboose on freight trains. This signal must be acknowledged by two short blasts of whistle from engine and by a proceed signal from Conductor.

When first-class trains are late, Foremen and Enginemen 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.

Five hundred feet in advance of the beginning of all curves of five degrees or more Caution Signals are set seven feet from the rail on engineman's side. First-class trains must reduce speed to 25 miles per hour, and all other trains to 18 miles per hour around the curves protected by these signals.

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. Car clerk at Yard Office **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 car clerk on the Freight Train Register for the information of freight trains.

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.

Conductor's Register Check, Form 3204, 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 of same or superior class is specified as having arrived or departed (as the case may be).

Standard Clocks are located in Superintendent's office and Yard Office at Austin and Telegraph office at Burnet.

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

Dispatchers must know that Conductors and Enginemen 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 Enginemen 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 Superintendent, in writing, attaching instructions, when passengers are carried on their trains.

Outfit cars and empty flat cars and wooden coal cars must be handled next to caboose—outfit cars in all cases placed first ahead of caboose.

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.

INTERLOCKING SIGNAL RULES.

Unless otherwise advised, interlocking signals are placed on right-hand side of track they govern, as seen when approaching

Home signals (having signal arm painted red with white stripe and end cut square) must not be passed when arm is in horizontal or "Stop" position or red light is showing, unless given proper hand signal by towerman with yellow flag or yellow light. When two home signals are placed on the same pole, the top one governs movements on main or superior route only, and the lower one governs movements on all diverging or inferior routes.

Dwarf signals similarly placed have same meaning as home signals. A Signal pole, with one bracket and one Doll pole with blue light at night, indicates that there is a track between the Signal pole and the track which the signal governs. A Signal pole with double bracket and two Doll poles, with signal arms on the Doll poles, indicates that the signals govern first and second tracks to the left of the Signal pole. Signals on the right-hand Doll pole govern movements on the track next to the pole and signals on the left-hand Doll pole govern movements on the second track.

When switches and signals are handled from tower, trains approaching same must give one long blast of whistle in calling for main or superior route, two for passing tracks and three for transfer tracks. Trains on passing tracks must whistle the same, preceded by one short blast to indicate to the towerman that they are approaching on passing track.

When signals are cleared for trains they must be answered by two short blasts of the whistle. Signals must not be called for unless trains are ready to move at once after signals are cleared and no car or engine must be left standing

between home signals and crossing, longer than absolutely necessary, as it prevents towerman from moving levers in tower. If an engine or car should pass a signal at danger, even a few feet, it must be backed out beyond signal at once.

Distant or Caution signals (having signal arm painted yellow with black stripe and end cut forked and yellow light at night) are placed 1200 feet in advance of home signals, and only indicate position of home signal. If arm is in horizontal or caution position, train must be gotten under control and stopped before reaching home signal, unless home signal is cleared before reaching it. Distant signal can not be cleared when lower arm on a two-arm home signal pole is cleared.

If a home signal light is extinguished or glass broken, showing white light, or signal is out of order and can not be cleared, train must stop and not proceed until hand signal is given by signalman on the ground with yellow flag by day or yellow lantern by night.

At night a red light indicates "danger," a yellow light indicates signal is at caution, and a green light indicates that signal is at clear, or proceed.

A signal arm is in the clear position when it has dropped to an angle of about forty-five degrees from the horizontal. A train or engine having entered or passed over a route in one direction must not return over same until given proper signal to do so, regardless of whether they have passed out of block or not.

Enginemen must not dump ashes, use sand or waste water inside the home signal limits.

W. L. BISBEE,
Superintendent.

AUSTIN { **J. McKEOWN, Chief Dispatcher,**
S. A. STEVENSON, Dispatcher.
J. F. MULCAHY, Dispatcher.
THOS. HEANEY, Dispatcher.

W. E. LANGLEY
J. M. TEACHWORTH } Assistant Superintendents.

SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules governing speed of trains.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in Seconds
	Min.	Sec.		Min.	Sec.		Min.	Sec.		
6	10		31	1	56	51	1	10	71	51
8	7	30	32	1	52	52	1	9	72	50
10	6		33	1	49	53	1	7	73	49
12	5		34	1	45	54	1	6	74	49
15	4		35	1	42	55	1	5	75	48
16	3	45	36	1	40	56	1	4	76	47
17	3	31	37	1	37	57	1	3	77	47
18	3	20	38	1	34	58	1	2	78	46
19	3	9	39	1	33	59	1	1	79	45
20	3		40	1	30	60	1		80	45
21	2	51	41	1	27	61		59	81	44
22	2	43	42	1	25	62		58	82	44
23	2	36	43	1	23	63		57	83	43
24	2	30	44	1	21	64		56	84	43
25	2	24	45	1	20	65		55	85	42
26	2	18	46	1	18	66		54	86	42
27	2	13	47	1	16	67		54	87	41
28	2	8	48	1	15	68		53	88	41
29	2	4	49	1	13	69		52	89	40
30	2		50	1	12	70		51	90	40

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

SCALE OF STATUTE MILES
0 10 20 30 40
June, 1908

