

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads

HOUSTON & TEXAS CENTRAL

AUSTIN DIVISION

EMPLOYEES TIME TABLE No. 1

Effective Sunday, November 17, 1918

AT 12:01 O'CLOCK A. M. CENTRAL STANDARD TIME

Superseding Previous Time Table and Supplements

This Time Table is for the GOVERNMENT AND INFORMATION OF EMPLOYEES Only.

J. S. PYEATT,
Federal Manager

W. A. WEBB,
General Manager

H. E. MCGEE,
General Superintendent

L. H. CECIL,
Superintendent

WESTWARD TRAINS

HEMPSTEAD DISTRICT

THIRD CLASS				Passing Track Capacity in cars and location of Scales, Fuel, Water and Turning Station	Distance from Hempstead	Time Table No. 1 Effective 12:01 A. M. November 17, 1918	FIRST CLASS						
93 M. K. T. Local Freight	73 M. K. & T. Stock	167 Local Freight	147 Local Freight				143 Passenger	145 Passenger	163 Passenger	7 M. K. & T. Passenger	5 M. K. & T. Passenger	9 M. K. & T. Passenger	3 M. K. & T. Passenger	1 M. K. & T. Passenger
Daily Ex. Sunday	Daily	Daily Ex. Monday	Daily Ex. Sunday			STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	
			6.00AM	Yard FWOY	0.00	Leave HEMPSTEAD 11.11	10.35AM	1.05AM					
			6.45	50	11.11	CHAPEL HILL 10.20	11.00	s 1.28					
			8.00	60 WOY	21.31	BRENHAM 0.03	11.25	s 2.00					
			8.25	30	21.34	G. C. & S. F. CROSSING 6.05							
			8.50	40	27.39	MILL CREEK 6.45	f 11.41	f 2.15					
			9.20	40 W	33.84	BURTON 6.32	11.57	s 2.36 146					
			9.55	45 Y	40.16	CARMINE 6.43	12.13PM	s 2.51					
			10.10	30	46.59	LEDBETTER 3.86	s 12.30 148	s 3.04					
			11.00 148	Yard FWOY	50.45	KRUSE 5.26	12.40	3.11					
					55.71	GIDDINGS 0.01	s 12.56	s 3.27					
					55.72	S. A. & A. P. CROSSING 6.56							
			11.30	35	62.28	HILLS 4.96	1.14	f 3.41					
			11.50	35	67.24	PAIGE 3.89	s 1.27	s 3.57					
			12.20PM	40 W	71.13	MIDSPRING 6.45	1.37	4.08					
			12.45	30	77.58	McDADE 4.55	s 1.52	s 4.23					
			1.25		82.13	BUTLER 5.58	f 2.02	f 4.33					
					87.71	M. K. & T. CROSSING 0.01							
			2.18 142 143	60 WY	87.72	ELGIN 5.36	s 2.18 142 147	s 4.50					
			2.35	25	93.08	LITTIG 6.85	f 2.32	f 5.01					
			2.53	30	99.94	MANOR 5.16	2.44	s 5.14					
			3.10	40	105.10	DAFFAN 4.76	f 2.54	f 5.26					
			3.25		109.86	DELWAW 3.30	f 3.02	5.36					
3.20PM	9.00PM		3 40 10		113.16	PERSHING 0.34	3.08	5.42	4.20PM	4.05AM	4.40AM	12.10PM	
3.22	9.02	4.10PM	3.45	FWYT	113.50	AUSTIN JUNCTION 0.69	3.12	5.46	4.22	4.07	4.42	12.12	
3.35PM 10	9.05	4.15PM	3.50PM	Yard O	114.19	YARD OFFICE 0.75	3.16	5.50	4.35	4.10	4.45	12.15	
	9.15PM				114.94	Arrive AUSTIN Arrive	3.25PM 10	6.00AM	4.40PM	4.15 4.25AM	4.50 5.00AM	12.20 1.30PM	
93	73	167	147				143	145	163	7	5	9	
										3		1	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT No. 143 IS SUPERIOR TO M. K. & T. No. 10.

All trains must get clearance card before leaving Brenham.

Harmon and Lusk are flag stops for Trains Nos. 142 and 143.

All westward M. K. & T. Trains must report to H. & T. C. Dispatcher's office by telephone from Pershing for clearance before occupying H. & T. C. main track.

Pershing Switch must be left set and locked for H. & T. C. main track. All trains must move between Pershing and Austin with train under absolute control expecting to find main track occupied.

TELEGRAPH OFFICE HOURS:

Hempstead, Brenham, Giddings, Elgin and Austin, 24 hours; Chapel Hill, 8:30 a. m. to 5:30 p. m., Burton, Carmine, Ledbetter, Paige, McDade and Manor, 8:00 a. m. to 5:00 p. m.

HEMPSTEAD DISTRICT

EASTWARD TRAINS

FIRST CLASS									Time Table No. 1		Distance from Austin.	THIRD CLASS			
6 M. K. & T. Passenger	8 M. K. & T. Passenger	10 M. K. & T. Passenger	4 M. K. & T. Passenger	2 M. K. & T. Passenger	162 Passenger	146 Passenger	142 Passenger	Effective 12:01 A. M. November 17, 1918	STATIONS	148 Local Freight		166 Local Freight	74 M. K. & T. Stock	92 M. K. & T. Local Freight	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday		
						4.25AM	5.55PM	Arrive	HEMPSTEAD 11.11	114.94	4.00PM				
						s 3.55	s 5.28		CHapel Hill 10.20	103.83	3.15				
						s 3.25	s 5.05		Brenham 0.03	93.63	2.30				
									G. C. & S. F. CROSSING 6.05	93.60					
						f 2.53	f 4.37		MILL CREEK 6.45	87.55	1.55				
						s 2.36	s 4.23		BURTON 6.32	81.10	1.39				
						s 2.23	s 4.07		CARMINE 6.43	74.78	12.57				
						s 2.10	s 3.52		LEDBETTER 3.86	68.35	12.30PM				
						2.03	3.44		KRUSE 5.26	64.49	11.35				
						s 1.55	s 3.35		GIDDINGS 0.01	59.23	11.00				
									S. A. & A. P. CROSSING 6.56	59.22					
						f 1.42	f 3.17		HILLS 4.96	52.66	10.35				
						s 1.32	s 3.08		PAIGE 3.89	47.70	10.15				
						1.19	2.55		MIDSPRING 6.45	43.81	9.50				
						s 1.07	s 2.43		McDADE 4.55	37.36	9.30				
						f 12.55	f 2.30		BUTLER 5.58	32.81	9.10				
									M. K. & T. CROSSING 0.01	27.23					
						s 12.42	s 2.18		ELGIN 5.36	27.22	8.45				
						f 12.28	f 2.01		LITTIG 6.85	21.86	8.15				
						s 12.10AM	s 1.48		MANOR 5.16	15.00	7.40				
						f 11.58	f 1.36		DAFFAN 4.76	9.84	7.15				
						11.48	f 1.25		DELWAU 3.30	5.08	7.03				
12.20AM	11.25PM	3.40PM	11.35AM	10.15AM		11.42	1.19		PERSHING 0.34	1.78	6.55	7.05AM	7.40AM		
12.18	11.23	3.38	11.33	10.13	7.10AM	11.40	1.18		AUSTIN JUNCTION 0.69	1.44	6.51	7.42AM	7.35		
12.15	11.20	3.35	11.30	10.10	7.06	11.36	1.16		YARD OFFICE 0.75	0.75	6.45AM	7.35AM	6.55		
12.10AM 11.59PM	11.15 11.00PM	3.30 3.15PM	11.25 11.20AM	10.05AM	7.00AM	11.30PM	1.10PM	Leave	AUSTIN	0.00	Leave	6.50AM			
6	8	10	4	2	162	146	142				148	166	74	92	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, EXCEPT No. 143 IS SUPERIOR TO M. K. & T. No. 10.

All trains must get clearance card before leaving Brenham.
 Harmon and Lusk are flag stops for Trains Nos. 142 and 143.
 All westward M. K. & T. Trains must report to H. & T. C. Dispatcher's office by telephone from Pershing for clearance before occupying H. & T. C. main track.
 Pershing Switch must be left set and locked for H. & T. C. main track. All trains must move between Pershing and Austin with train under absolute control expecting to find main track occupied.

TELEGRAPH OFFICE HOURS:
 Hempstead, Brenham, Giddings, Elgin and Austin, 24 hours; Chapel Hill, 8:30 a. m. to 5:30 p. m., Burton, Carmine, Ledbetter, Paige, Mc Dade and Manor, 8:00 a. m. to 5:00 p. m.

WESTWARD TRAINS

LLANO DISTRICT

EASTWARD TRAINS

THIRD CLASS			FIRST CLASS			Passing Track Capacity in cars and contents of scales, Fuel, Water and Turning Station	Distance from Austin	Time Table No. 1 Effective 12:01 A. M. November 17, 1918		Distance from Llano	FIRST CLASS			THIRD CLASS			
155 Local Freight			151 Passenger					STATIONS	Leave		Arrive	152 Passenger			156 Local Freight		
Daily Ex. Sunday			Daily									Daily			Daily Except Monday		
	7.42AM				7.10AM	FWYT	1.44	AUSTIN JUNCTION	98.03	4.22PM					4.10PM		
	7.56			f	7.20		6.36	FISHERS	93.17	f	4.12				3.53		
				f	7.28	20	10.44	TISDALE	89.03	f	4.03				3.40		
	8.15			f	7.32	20	12.78	WATERS PARK	86.69	f	3.58				3.25		
							16.42	I. & G. N. CROSSING	83.05								
	8.40			s	7.43	30	16.42	McNEIL	83.05	s	3.50				3.10		
	9.00			f	7.53	25	21.68	RUTLEDGE	77.70	f	3.38				2.45		
	9.20			s	8.05	25 W	26.01	CEDAR PARK	73.45	s	3.27				2.25		
	9.50			s	8.18	25	31.57	LEANDER	67.90	s	3.15				2.05		
	10.05			f	8.27		35.09	GABRIEL RIVER	64.38	f	3.03				1.50		
	10.25			s	8.37	20	39.19	LIBERTY HILL	60.28	s	2.53				1.37		
	10.55			f	8.48	30	43.77	GROVER	55.70	f	2.42				1.20		
	11.30			s	9.00	25	49.31	BERTRAM	50.16	s	2.30				12.52		
	12.05PM 156			f	9.12	35	56.12	SUMMIT	43.35	f	2.15				12.05PM 155		
	12.20				9.20		59.81	WILKIE	39.66		2.07				9.45		
	12.40			s	9.25	25 FWY	60.42	BURNET	39.05	s	2.05				9.40		
	12.45				9.30	156	59.81	WILKIE	39.66		1.56				9.30 151		
	1.10			f	9.49	25	67.77	SUDDUTH	31.70	f	1.40				8.25		
	1.33 152			s	9.55	35	70.52	FAIRLAND	28.95		1.33 155				8.15		
	1.43			f	10.04	25	74.57	GRANITE MOUNTAIN	33.00	f	1.24						
	1.51			s	10.12	30	76.68	MARBLE FALLS	35.11	s	1.16						
	2.08			f	10.18	25	74.57	GRANITE MOUNTAIN	33.00	f	1.09						
	2.29			f	10.26		70.52	TUGGLE	28.95	f	1.01						
	3.15			s	10.46	30	79.89	KINGSLAND	19.58	s	12.44				7.45		
	3.40			f	11.00		87.76	GRAPHITE	11.71	f	12.28				7.25		
	4.15PM				11.25AM	40 WY	99.47	LLANO	0.00		12.05PM				7.00AM		
	155				151						152				156		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.

Except that No. 151 is Superior to No. 152.

Figures shown at Tuggle govern Trains 151 and 155 returning from and 152 going to Marble Falls.

Trains Nos. 155 and 156 will carry passengers between Llano and Burnet.

All trains must get clearance card before leaving Burnet between 8:00 a. m. and 5:00 p. m.

Leander, 7:30 a. m. to 4:30 p. m., Liberty Hill, Bertram, Burnet, Fairland, Marble Falls, Kingsland, 8 a. m. to 5 p. m., Llano, 7:00 a. m. to 4:00 p. m.

Extra trains will not loop between Wilkie and Burnet, unless their orders require it.

Abercrombie, Walkerton, Sand Stone Spur, Hoover, Wood Spur, Bessemer, Iron Branch and Teich are flag stops for Trains Nos. 151 and 152.

TELEGRAPH OFFICE HOURS:

McNeil, week days, 7:30 a. m. to 5:30 p. m.; Sundays, 2:00 p. m. to 5:00 p. m.

WESTWARD TRAINS

LAMPASAS BRANCH

EASTWARD TRAINS

Passing Track capacity in cars and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS						Distance from Burnet	Time Table No. 1		Distance from Lampasas	SECOND CLASS									
								Effective 12:01 A. M. November 17, 1918												
								STATIONS												
					153	157														
					Mixed	Mixed														
					Daily	Daily														
25	FWY				2.20PM	9.35AM	0.00	Leave	BURNET	Arrive	22.99	9.15AM	1.45PM							
					s 2.50	s 10.10	11.37		11.37		11.62	s 8.41	s 1.10							
					f 3.03	f 10.20	15.05		3.68		7.94	f 8.31	f 12.55							
40	FWY				3.35PM	10.50AM	22.99	Arrive	LAMPASAS	Leave	0.00	8.10AM	12.30PM							
					153	157						158	154							

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

Except No. 157 is Superior to No. 154.
Hodge is flag stop for all trains.

TELEGRAPH OFFICE HOURS:

Burnet and Lampasas, 8:00 a. m. to 5:00 p. m.

All trains must get clearance card before leaving Burnet and Lampasas between 8:00 a. m. and 5:00 p. m.

WESTWARD TRAINS

HEARNE DISTRICT

EASTWARD TRAINS

Passing track capacity in cars and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				SECOND CLASS		Distance from Hearne	Time Table No. 1		Distance from Giddings	SECOND CLASS		THIRD CLASS	
								Effective 12:01 A. M. November 17, 1918						
					STATIONS									
					135	133								
					Mixed	Mixed								
					Daily	Daily								
Yard	WPTYO				1.35PM	7.55AM	0.00	Leave	HEARNE	Arrive	59.02	6.45PM	10.40AM	3.50PM
									6.86					
									I. & G. N. CROSSING					
					s 1.55	s 8.20	6.87		0.01		51.84	6.28	s 9.55	s 3.20
					s 2.10	s 8.45	12.12		4.94		46.90	6.15	s 9.25	s 2.55
					s 2.25PM	s 9.05AM	18.56		6.44		40.46	s 5.58	s 9.10AM	s 2.30PM
							19.79		1.23		39.23	f 5.55		
							24.04		INTERURBAN JUNCTION		34.98	f 5.45		
							30.77		4.25		28.25	s 5.25		
							38.51		6.73		20.51	s 4.35		
							45.22		COOK S POINT		13.80	s 4.15		
							52.44		7.74		6.58	f 3.56		
Yard	WYF						59.02	Arrive	GIDDINGS	Leave	0.00	3.40PM		
					135	133						136	132	134

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

Except Nos. 133 and 135 are Superior to Nos. 132 and 134, and No. 131 is Superior to No. 136.

TELEGRAPH OFFICE HOURS:

Dime Box, 8:00 a. m. to 5:00 p. m.

Hearne and Giddings, 24 hours.

RATING OF LOCOMOTIVES

IN TONS
AUSTIN 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	HEARNE TO GIDDINGS
		Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight
		RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING
T. 571-9-24 96	301 to 332, inclusive.....	650	700	700	700	550	650	700	450	350	650	700
M. 63-20-28 152	410 to 459.....	750	800	750	800	650	750	800	500	400	750	1000
C. 57-22-30 187	800 to 850.....	...	...	...	...	...	...	...	...	...	...	1500

NOTE.—Super heaters 10% increase over above rating.

LOCATION OF SPURS

Pointers	3.48 miles west of Hempstead.	Abercrombie	1.30 miles west of Fishers.
Harmon	5.03 miles east of Chapel Hill.	White Stone	1.20 miles west of Cedar Park.
Packery	4.65 miles west of Chapel Hill.	Walkerton	2.18 miles west of Cedar Park.
Lusk	3.05 miles east of Brenham.	Tally	2.59 miles east of Kingsland.
Menns	2.03 miles west of Carmine.	Badger	1.39 miles east of Kingsland.
Gravel Pit	2.19 miles east of Ledbetter.	Wood Spur	2.91 miles west of Kingsland.
Cherry	4.64 miles east of Elgin.	French John	4.61 miles west of Kingsland.
Sand Spur	3.04 miles east of Elgin.	Iron Branch	4.00 miles west of Graphite.
Doubling Spur	1.31 miles east of Daffan.	Teich	1.25 miles east of Llano.

SPECIAL RULES AND REGULATIONS

GENERAL.

- With trains of more than twenty (20) cars engine must be detached before spotting for fuel or water.
- Outfit cars and empty wooden coal and flat cars must be handled on rear of train, outfit cars to be placed next ahead of caboose.
- In conformity with Rule 14-C, Enginemen must whistle out Flagman to protect the rear of their trains, and will recall them with engine whistle as per Rule 14-D, or 14-E, as the case may be, when ready to proceed, unless a passenger train is due, and will not start until proceed signal is given from the rear of train. Flagman must not wait for signal from either Engineman or Conductor to protect train.
 - When a train is stopped by a block signal it may proceed when the signal is cleared. On single track send a Flagman ahead and to the rear immediately, wait five (5) minutes after the Flagman has started, and then proceed under control to the next clear signal; or if the signal next in advance is in plain view and the track ahead is seen to be clear, proceed under control, not exceeding six (6) miles per hour, after first calling in the Flagman from the rear.
 - When a train is stopped by the explosion of one torpedo, or red flag or red light unaccompanied, the Engineman will whistle out a Flagman, after which he should call for a signal. If no one can be located as in charge of flag or light, or responsible for the one torpedo, train may proceed with caution for distance of one-half mile after first calling in Flagman. In cases of this kind it is reasonable to assume that some one has placed the stop signal to protect against broken rail or other track obstruction, and extreme care must be taken in moving train until full flagging distance has been covered.
 - Five hundred (500) feet in advance of all curves of four (4) degrees or more, caution signals are set seven (7) feet from the rail on the Engineman's side. These signals consist of posts four (4) inches square extending three (3) feet above ground, with short fish-tail targets painted yellow, face of posts painted white, and sides and back painted brown. First-class trains will reduce speed to twenty-five (25) miles per hour and all other trains to eighteen (18) miles per hour around curves protected by these signals.
 - All trains carrying signals for following sections must sound one long and two short blasts of engine whistle in meeting or passing other trains, and will sound same signal passing caboose on freight trains, to be acknowledged by two short blasts of whistle from engine and proceed signal from Conductor.
 - Should an interlocking Home Signal be found with light not burning or spectacle glass broken, showing white light, train should stop in advance of signal and proceed according to Interlocking Rules 630 and 603.

SIGNS AND CHARACTERS.

The following signs when placed opposite names of stations in Time Table indicate:

W—Water Station.	O—Track Scales.
F—Fuel Station.	Y—Wye.
T—Turntable.	

LOCAL.

- Trains between Bryan Junction and Interurban Junction will operate under protection of automatic block signals instead of by time table or train orders.
- Westward H. & T. C. and B. & C. T. I. trains finding home signal clear may proceed to Interurban Junction without orders against overdue superior trains.
- Eastward H. & T. C. trains finding home signal clear may proceed to Bryan Junction without orders against overdue superior trains.
- Eastward B. & C. T. I. trains will stop in clear of signal 02 at Interurban Junction and consult indicator at switch. If the indicator is clear switch may be thrown, when signal 02 will clear if block is unoccupied, and train may proceed without orders against overdue superior trains.
- Westward trains will approach Bryan Junction and Eastward trains approach Interurban Junction under control, expecting to find main track occupied.
- Standard Clocks are located in Telegraph Office at Hempstead, Hearne and Burnet, and Dispatcher's Office and Yard Office at Austin.
- Special orders issued by the heads of departments will be kept for Trainmen and Yardmen, in a book or on a bulletin board at Yard office and Dispatcher's office at Austin and Telegraph offices at Hearne, Hempstead, Giddings, Llano and Lampasas.
- (a) For employes of Locomotive Department, at Roundhouses at Austin, Hempstead and Hearne.
- Train Registers are located at the following stations: Hempstead, Hearne, Giddings, Burnet, Fairland, Llano, Lampasas, Yard Office and Dispatcher's Office at Austin.
- Third class and extra trains may run ahead of second class trains without special instructions.
- Train and Enginemen of the Missouri, Kansas & Texas Railroad will be governed by the current Time Table, Rules and Regulations of, and are subject to the orders of the officers of, the Houston & Texas Central Railroad between Austin and Pershing.
- (a) Train and Enginemen of the Bryan & Central Texas Interurban Railroad will be governed by the current Time Table, Rules and Regulations of, and are subject to the orders of the officers of, the Houston & Texas Central Railroad between Bryan Junction and Interurban Junction.

Conductors will advise Enginemen when they have loaded oil tanks in their train that require speed of eighteen (18) miles per hour to be observed. This will in no way relieve Conductors of responsibility for speed of trains. Conductors will also advise Enginemen when they have gasoline in their train so Enginemen can use their judgment when they see fire on right of way.

East and west switches at Fairland will be left lined up for Marble Falls; the switch at Tuggle will be left as used, but locked.

Under no circumstances must engine heavier than Number 307, which weighs 122,000 pounds on drivers, be run over Bridges 14-B and 16-B on the Lampasas Branch, and engines of this weight must not exceed ten (10) miles per hour in going over these bridges.

SPEED REGULATIONS

Freight train, in pulling away from stations and water tanks, will not exceed a speed of ten (10) miles per hour until train has moved its length, for purpose of allowing Trainmen to thoroughly inspect the train for defective equipment.

Trains must not exceed ten (10) miles per hour through cross-overs, junction and other diverging switches.

Engines backing up must not exceed fifteen (15) miles per hour.

While running through the Corporate Limits of cities and towns named below, trains must not exceed speed shown and engine bell must be kept ringing within such limits:

Through Hempstead, Brenham, Giddings and Elgin, not to exceed six (6) miles an hour.

Trains must not exceed six (6) miles per hour between Passenger Station Austin and East Avenue, and twelve (12) miles per hour between City Limits and East Avenue.

Trains handling oil tanks, loaded, of twelve thousand gallon capacity, or more, will not exceed eighteen (18) miles per hour.

Passenger trains must not exceed forty-five (45) miles per hour between Austin and Hempstead; forty (40) miles per hour between Austin and Llano, including Marble Falls Branch; forty (40) miles per hour between Giddings and Hearne, and twenty-five (25) miles per hour between Burnet and Lampasas.

Speed of all freight and mixed trains restricted to twenty-five (25) miles per hour.

Trains are not permitted to back up in either direction between Fairland and Marble Falls, except trains moving from Fairland to Granite Mountain, which will be permitted to back up from Fairland at speed not to exceed fifteen (15) miles per hour.

J. T. SMITH,
Assistant Superintendent.

J. McKEOWN,
Chief Dispatcher.

J. DOYLE,
Road Foreman of Engines.

Following are Spurs and Flag Stations for Trains Nos. 132, 133, 134 and 135.

STATION	Distance from Hearne	STATION	Distance from Hearne	STATION	Distance from Hearne
Glass	3.85	Nicholas	8.39	Davises	15.14
Westbrook	4.36	Carrs	9.31	Steels	15.85
Rache	5.35	Watts	9.43	Mills	18.17
Providence	6.28	Astin	13.93		

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

HOME STAFF

- Houston Dr. R. W. Knox,
Chief Surgeon.
- Houston Dr. E. J. Hamilton,
Surgeon.
- Houston Dr. J. C. Ellis,
Dr. C. B. Harwood,
Local Oculists and Aurists.
- Houston Dr. G. H. Spurlock,
Dr. H. C. Feagin,
Dr. J. L. Taylor,
Local Surgeons.

- Austin Dr. A. F. Beverly,
Dr. J. C. A. Eckhardt,
Local Surgeons.
- Austin Dr. S. E. Hudson,
Dr. Joe Gilbert,
Division Surgeons.
Dr. H. L. Hilgartner,
Oculist.

LOCAL SURGEONS

- Burton..... Dr. O. S. Moore
- Brenham Dr. J. R. Williamson and
Dr. T. J. Pier.
- Bertram Dr. H. L. Edens.
- Burnet Dr. H. C. Eargle.
- Caldwell Dr. A. G. Krueger.
- Carmine Dr. A. J. Beyer.
- Chapel Hill Dr. W. H. Langhorn.
- Elgin Dr. I. B. Nofsinger and
Dr. Edwin Auler.
- Giddings Dr. J. M. Johnson.
- Hearne Dr. H. W. Cummings.
- Hempstead Dr. C. A. Searcy,
Dr. L. L. Mahan and
Dr. C. W. Le Grand.
- Lampasas Dr. W. D. Francis.
- Leander Dr. W. R. Hazlewood.
- Liberty Hill Dr. J. H. Vaughan.
- Llano Dr. C. F. Darnall.
- Manor Dr. Geo. P. Smart and
Dr. Frank C. Gregg.
- Marble Falls Drs. Yett and Yett.
- McDade Dr. G. W. Southern.

LOCATION OF HOSPITALS.

General Hospital.—Southern Pacific Hospital, James and Paschal Sts., Houston.
Emergency Hospital.—Austin, Seton Infirmery; Austin, Presbyterian Sanitarium.

SPEED TABLE

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

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in in Seconds
	Min.	Sec.		Min.	Sec.		Min.	Sec.		
30	10	30	30	1	50	30	1	10	30	51
31	9	30	31	1	45	31	1	9	30	50
32	8	30	32	1	40	32	1	8	30	49
33	7	30	33	1	35	33	1	7	30	48
34	6	30	34	1	30	34	1	6	30	47
35	5	30	35	1	25	35	1	5	30	46
36	4	30	36	1	20	36	1	4	30	45
37	3	30	37	1	15	37	1	3	30	44
38	2	30	38	1	10	38	1	2	30	43
39	1	30	39	1	5	39	1	1	30	42
40	0	30	40	1	0	40	1	0	30	41
41	0	29	41	1	0	41	1	0	29	40
42	0	29	42	1	0	42	1	0	29	39
43	0	29	43	1	0	43	1	0	29	38
44	0	29	44	1	0	44	1	0	29	37
45	0	29	45	1	0	45	1	0	29	36
46	0	29	46	1	0	46	1	0	29	35
47	0	29	47	1	0	47	1	0	29	34
48	0	29	48	1	0	48	1	0	29	33
49	0	29	49	1	0	49	1	0	29	32
50	0	29	50	1	0	50	1	0	29	31
51	0	29	51	1	0	51	1	0	29	30

AUSTIN DIVISION

TIME TABLE No. 1

Effective
November 17, 1918