

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

FOR THE

AUSTIN DIVISION

To Take Effect Sunday, August 18, 1929, at 12:01 A. M.

CENTRAL TIME

For the government and information of employes only and not intended for the use of the public.

G. S. WAID,
Vice President and General Manager.

L. B. McDONALD,
Assistant General Manager.

O. C. CASTLE,
Superintendent of Transportation.

CONDENSED INFORMATION
(CENTRAL TIME)

EASTWARD

WESTWARD

No. 266	No. 252	No. 248	No. 240	No. 52	No. 46	No. 42	No. 22 37	No. 20	No. 18	No. 16	Distance from Houston	STATIONS	Distance from Denison	No. 15	No. 17	No. 19	No. 38 21	No. 43	No. 45	No. 51	No. 239	No. 247	No. 251	No. 265
		6.00AM					11.00PM				210	SAN ANTONIO	404				7.45AM						11.00PM	
			7.00AM		6.00AM	6.15PM		6.15AM	7.10AM	6.05PM	0	HOUSTON	337	9.20AM	11.30PM	9.15PM		8.50AM	11.40PM			9.00PM		
			3.15AM		4.30AM 4.25AM	4.48PM 4.45PM		4.50AM		4.43PM	50	HEMPSTEAD	287	10.36AM		10.42PM		10.15AM 10.20AM	1.05AM 1.20AM			11.20PM		
			8.45PM		11.30PM	12.45PM	11.30PM				164	AUSTIN	335				7.00AM	2.55PM	7.00AM			5.30AM		
	11.15PM	5.30PM					3.55AM 4.00AM	2.15AM 2.05AM	3.55AM 3.50AM	2.35PM 2.11PM	121	HEARNE	217	12.45PM 1.05PM	2.40AM 2.50AM	1.10AM 1.20AM	2.50AM						11.00AM	11.45AM
	9.00AM										239	ALICE	489										4.45PM	
8.20AM				12.20PM			6.50AM	11.00PM		12.01PM	186	WACO	239	3.35PM	6.50AM	6.50AM	11.00PM				3.55PM			7.00PM
		11.30PM 1.30AM					6.45AM 6.47AM	10.05PM 10.00PM	12.35AM 12.30AM	10.40AM 10.30AM	231	ENNIS	107	5.05PM 5.10PM	5.55AM 6.00AM	5.30AM 5.40AM	11.53PM 11.51PM						3.30AM 11.55PM	
		2.51AM					7.45AM	9.00PM 7.35PM	11.30PM	9.30AM	265	DALLAS	73	6.20PM	7.20AM	6.55AM 8.30AM	11.00PM						10.00PM	
		5.15AM							10.40PM	8.40AM	286	FORT WORTH	157	7.20PM	7.50AM	7.50AM							8.55PM	
		7.30AM					10.55AM	5.00PM			337	DENISON	0		10.55AM	10.55AM	5.00PM						5.10PM	
9.00PM	5.00PM			6.40AM				11.35AM	11.35AM		120	YOAKUM	340									9.35PM		5.25PM 6.40AM
	8.00PM			11.50PM				5.00PM	5.00PM	5.00AM	240	CORPUS CHRISTI	490								5.00AM			7.35AM
11.40	6.10	33.29	11.15	6.15	6.30	5.30	12.05	13.15	8.20	9.50		THROUGH TIME		10.00	11.35	13.50	14.45	6.05	7.20	6.15	9.35	19.36	6.30	11.45
15.1	20.4	14.7	14.6	27.2	25.2	29.8	33.4	25.5	33.3	29.0		MILES PER HOUR		28.6	29.2	24.4	27.4	27.0	22.2	27.2	16.0	13.8	19.2	14.5

MILEAGE SOUTHERN PACIFIC LINES
(IN TEXAS AND LOUISIANA)

DIVISION	
New Orleans Terminals	17.87
Lafayette	706.40
Beaumont Division	722.81
Terminals Division (includes 4.26) Causeway	148.62
Houston	607.77
El Paso	659.97
Victoria Division	666.91
Dallas Division	682.54
Austin Division	523.91
Total System	4736.80

AUSTIN DIVISION
MAIN LINE

Hempstead to Llano.....	211.96
Yoakum to Waco.....	170.10

Total Main Line..... 382.06

BRANCHES

Hearne to Giddings	58.10
Lampasas — Burnet to Lampasas.....	23.01
Marble Falls — Fairland to Marble Falls.....	6.40
Lockhart — Shiner to Lockhart.....	54.34

Total Branches

Total Austin Division..... 523.91

EASTWARD

LLANO SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	THIRD CLASS			FIRST CLASS			Distance From Llano	TIME TABLE No. 45 August 18, 1929	Distance From Austin	FIRST CLASS			THIRD CLASS			Train Order Office Hours		
		254 Local Freight			48 Passenger						47 Passenger			253 Local Freight			Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays
		Leave Daily Ex. Monday			Leave Daily						Arrive Daily			Arrive Daily Ex. Sunday				
Yard		8.25AM			12.45PM		0.0	TO-R	LLANO -19.6	98.7				4.30PM	7.00AM to 4.00PM	11.30AM to 1.30PM		
29 BWY				s 1.20			19.6	TO	KINGSLAND -9.4	79.1				3.25	7.30AM to 4.30PM	11.15AM to 1.30PM		
25 W		9.25		f 1.35			29.0		TUGGLE -5.9	70.0				2.45				
27				s 1.55			34.9	TO	MARBLE FALLS -6.2	75.9				1.55	8.00AM to 5.00PM	10.40AM to 2.10PM		
20 Spur Y				s 2.10			29.0	TO-R	FAIRLAND -2.6	69.7				1.02	8.00AM to 5.00PM	10.20AM to 2.20PM		
29 Y		9.55		f 2.17			31.6		SUDDUTH -7.2	67.1				12.50				
17		10.43		f 2.30			38.8		WILKIE -0.6	59.9				12.24				
Yard W				s 2.39			39.4	TO-R	BURNET -0.6	60.5				12.14PM	8.00AM to 5.00PM	9.30AM to 11.30AM 1.30PM to 3.30PM		
12 Spur Y		11.05		f 2.49			42.6		WILKIE -3.8	59.9				11.34AM				
Yard 41 BFKWY		11.10		s 3.04			49.4	TO	SUMMIT -6.8	56.1				11.20				
12 Spur Y		11.34AM		f 3.14			54.9		BERTRAM -5.5	49.3				10.46	8.00AM to 5.00PM	9.00AM to 11.00AM 2.00PM to 4.00PM		
32		12.03PM		s 3.24			59.5	TO	GROVER -4.6	43.8				10.21				
21		12.38		f 3.42			67.1	TO	LIBERTY HILL -7.6	39.2				10.01	8.00AM to 5.00PM	8.30AM to 10.30AM 2.50PM to 4.30PM		
28		12.59		s 3.54			72.7	TO	LEANDER -5.6	31.6				9.26	8.00AM to 5.00PM	8.30AM to 10.30AM 3.00PM to 5.00PM		
15	W	1.18		f 4.01			77.0		CEDAR PARK -4.3	26.0				9.11				
19		1.48		s 4.13			82.2	TO	RUTLEDGE -5.2	21.7				8.48				
18		2.06		f 4.20			85.9		MENEIL -3.7	16.5				8.23	8.30AM to 5.30PM	3.00PM to 5.00PM		
21		2.23		s 4.25			88.3	TO	TOWER 132 (L-G. N. CROSSING) -2.4	12.8				7.58				
27	I	2.58		f 4.47PM			97.3	Block { Signal {	WATERS PARK -2.4	10.4				7.50				
Yard		3.57PM							FROMME -9.0	1.4				7.25AM				
		Arrive Daily Ex. Monday			Arrive Daily				AUSTIN JUNCTION					47				
		254			48									253				

(7.32) (4.02) (4.12) (9.05)
12.9 27.2 26.0 11.8
Average Speed per Hour

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)
EXCEPT: No. 47 is Superior to No. 48.

All trains will move within Austin yard limits WITH CAUTION, expecting to find main and wye tracks occupied.
All trains before leaving Burnet and Marble Falls must obtain clearance card during Train Order Office hours. Figures shown at Tuggle govern Nos. 47 and 253 returning from and 48 going to Marble Falls. Extra trains will not loop between Wilkie and Burnet, unless their orders require it. Walkerton, Gabriel River, Granite Mountain, Sandstone, Harwell, Wood Spur, Graphite, Iron Spur and Teich are flag stops for Nos. 47 and 48. All trains entering Burnet except first-class trains and No. 254 must do so through west leg of wye; first-class trains will use only east leg of wye. Lampasas Subdivision trains will turn by heading out west leg of wye. When No. 254 or other trains double to Summit from Burnet, protection must be afforded at Wilkie for return of engine to east leg of wye. All trains, before leaving Llano, must obtain clearance card.

EASTWARD

LAMPASAS SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS			Distance From Lampasas	TIME TABLE No. 45 August 18, 1929	Distance From Burnet	SECOND CLASS			Train Order Office Hours					
		258 Mixed						256 Mixed			255 Mixed		257 Mixed	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays
		Leave Daily Ex. Sunday						Leave Daily Ex. Sunday			Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday		
Yard 32 BWY		12.50PM		0.0	TO-R	LAMPASAS -11.6	23.0					8.00AM to 5.00PM	Closed		
18		s 1.20		11.6		LAKE VICTOR -11.4	11.4								
Yard 41 BFKWY		2.05PM		23.0	TO-R	BURNET	0.0					8.00AM to 5.00PM	9.30AM to 11.30AM 1.30PM to 3.30PM		
		Arrive Daily Ex. Sunday													
		258													
		256													

(1.15) (1.15) (1.15) (1.15)
18.4 18.4 18.4 18.4
Average Speed per Hour

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) EXCEPT: No. 255 is Superior to No. 258.
Tumlinson and Hodge are flag stops for all trains

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	THIRD CLASS			SECOND CLASS		FIRST CLASS						Distance From Austin	TIME TABLE No. 45 August 18, 1929		Distance From Hempstead	
		253 Local Freight	236 Local Freight	92 M-K-T Local Freight		240 Freight	6 M-K-T Passenger	46 Passenger	4 M-K-T Passenger	42 Passenger	2 M-K-T Passenger		47 Passenger	10 M-K-T Passenger		STATIONS
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily			
Yard BKP							11.40PM	11.30PM	4.25PM	12.45PM	12.10PM	8.00AM	1.30AM	TO-R AUSTIN	115.0	
Yard BKP		7.20AM	7.10AM	6.00AM			11.45	11.35	4.30	12.50	12.15	8.05	1.35	R YARD OFFICE	114.2	
Yard FTWY		7.25AM	7.15	6.05			11.48	11.38	4.33	12.53	12.18	8.08AM	1.38	AUSTIN JUNCTION	113.6	
P			7.17	6.10AM			11.50PM	11.39	4.35PM	12.55	12.20PM		1.40AM	PERSHING	113.2	
32			7.28					11.45		1.01				DELWAU	109.9	
39 P			7.42					f 11.58PM		f 1.11				DAFFAN	105.1	
18 P			8.06					s 12.11AM		s 1.21				TO MANOR	100.0	
21 P			8.25					f 12.24		f 1.33				LITTIG	93.2	
26 PWY PI			9.15					s 12.36		s 1.45				TO ELGIN	87.8	
P			10.00					f 12.48		f 1.56				TOWER 100 (M-K-T. Crossing)	82.2	
26 P			10.30					s 12.58		s 2.06				BUTLER	82.2	
37 PW			10.50						1.11	2.18				TO McDADE	77.7	
26 P			11.20					s 1.20		s 2.29				MIDSPRINGS	71.2	
28 P			11.45AM					f 1.31		f 2.39				TO PAIGE	67.3	
Yard BFPWY			12.35PM					s 1.50		s 2.55				HILLS	62.2	
37			12.50					2.25		3.02				TO T. & N. O. CROSSING	55.8	
32 P			1.10					2.35		3.02				GIDDINGS	50.8	
33 P			1.34					s 2.45		s 3.09				KRUSE	50.8	
41 WP			2.01					s 2.59		s 3.22				TO LEDBETTER	46.6	
22 P			2.23					s 2.59		s 3.22				TO CARMINE	40.2	
Yard PI PWY			3.05					s 3.13		s 3.35				TO BURTON	33.9	
14			3.30					f 3.27		f 3.45				MILL CREEK	27.4	
32 P			3.54					s 3.42		s 3.59				TO TOWER 95 (G. C. & S. F. Crossing)	21.3	
Yard BFKPWY			4.20PM					3.52		4.11				BREHAM	21.3	
								s 4.04		s 4.21				PACKERY	15.8	
								4.25AM		4.45PM				TO CHAPEL HILL	11.1	
														HEMPSTEAD	0.0	

TIME AT HOUSTON AND ENGLEWOOD FOR INFORMATION ONLY. SEE DALLAS DIVISION AND BEAUMONT DIVISION CURRENT TIME TABLES FOR TRAIN MOVEMENTS BETWEEN THESE POINTS AND HEMPSTEAD.

Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
253	236	92	240	6	46	4	42	2	47	10		

.....Time Over Subdivision.....
Average Speed per Hour.....

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)

EXCEPT: No. 45 is superior to M-K-T Nos. 6 and 10. Nos. 43 and 48 are Superior to M-K-T Nos. 4 and 2.

All trains will move within Austin and Giddings yard limits WITH CAUTION, expecting to find main and wye tracks occupied.

Trains originating at Yard Office must obtain clearance card at Austin.

All trains must obtain clearance card before leaving Giddings. Giddings is a register station for all trains.

Harmon is flag stop for No. 42. Pershing switch must be left set and locked for T. & N. O. main track. Home interlocking signal east of G. C. & S. F. crossing at Brenham is located to left of main track. Home interlocking signal west of M-K-T. crossing at Elgin is located to left of main track.

All eastward M-K-T trains must report to T. & N. O. dispatcher's office by T. & N. O. telephone from Pershing the time of their arrival.

AUSTIN SUBDIVISION

WESTWARD

Distance From Austin	TIME TABLE No. 45 August 18, 1929	Distance From Hempstead	FIRST CLASS							SECOND CLASS			THIRD CLASS			Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
			5	9	45	43	3	48	1	239			93	254	237		
			M-K-T Passenger	M-K-T Passenger	Passenger	Passenger	M-K-T Passenger	Passenger	M-K-T Passenger	Freight			M-K-T Local Freight	Local Freight	Local Freight		
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays		
0.0	TO-R AUSTIN	115.0	4.05AM	5.10AM	7.00AM	2.55PM	3.15PM	4.55PM	6.00PM						Continuous	Continuous	
0.8	R YARD OFFICE	114.2	4.00	5.00	6.54	2.48	3.10	4.50	5.55	5.30AM	5.40AM	4.05PM	3.25PM				
1.4	AUSTIN JUNCTION	113.6	3.57	4.57	6.50	2.45	3.07	4.47	5.52	5.24	5.35	3.57PM	3.18				
1.8	PERSHING	113.2	3.55AM	4.55AM	6.45	2.40	3.05PM	4.45PM	5.50PM	5.21	5.30AM		3.15				
5.1	DELWAW	109.9			6.35	2.33				5.12			3.01				
9.9	DAFFAN	105.1			f 6.27	f 2.25				4.58			2.38				
15.0	TO MANOR	100.0			s 6.17	s 2.14				4.43			2.14	8.00 AM to 5.00 PM	12.50 PM to 2.50 PM		
21.8	LITTIG	93.2			f 6.02	f 2.00				4.22			1.33				
27.2	TO TOWER 100 (M-K-T Crossing)	87.8			s 5.52	s 1.45				4.04			1.11	Continuous	Continuous		
32.8	BUTLER	82.2			f 5.34	f 1.28				3.44			12.53	8.00 AM to 11.50 AM	12.45 PM to 2.45 PM		
37.3	TO McDADE	77.7			s 5.24	s 1.19				3.27			12.38	12.50 PM to 5.00 PM			
43.8	MIDSPRINGS	71.2			5.08	1.06				3.06			12.16	8.00 AM to 11.30 AM	12.15 PM to 3.15 PM		
47.7	TO PAIGE	67.3			s 4.57	s 12.58				2.54			12.02PM	12.30 PM to 5.00 PM			
52.8	HILLS	62.2			f 4.47	f 12.47				2.38			11.45AM				
59.2	TO-R T. & N. O. CROSSING	55.8			s 4.35	s 12.35				1.50			11.15	Continuous	Continuous		
64.2	GIDDINGS	50.8			3.58	12.09				1.36			10.05				
68.4	TO KRUSE	46.6			s 3.49	s 12.01PM				1.24			9.50	8.00 AM to 5.00 PM	11.25 AM to 3.25 PM		
74.8	TO LEDBETTER	40.2			s 3.32	s 11.46AM				1.06			9.20	8.00 AM to 5.00 PM	11.00 AM to 1.00 PM		
81.1	TO CARMINE	33.9			s 3.13	s 11.31				12.49			8.50	8.00 AM to 5.00 PM	11.00 AM to 1.00 PM		
87.6	BURTON	27.4			f 2.28	f 11.18				12.31			8.20	8.00 AM to 5.00 PM	3.00 PM to 5.00 PM		
93.7	TO MILL CREEK	21.3			s 2.13	s 11.06				12.14AM			8.00	Continuous	Continuous		
99.2	TO-R TOWER 95 (G. C. & S. F. Crossing)	15.8			1.55	10.51				11.59PM			6.45				
103.9	PACKERY	11.1			s 1.45	s 10.42				11.47			6.30	8.00 AM to 5.00 PM	10.05 AM to 12.05 PM		
115.0	TO-R CHAPEL HILL	11.1			1.20AM	10.20AM				11.20PM			6.00AM	Continuous	Continuous		
	HEMPSTEAD	0.0															

TIME AT HOUSTON AND ENGLEWOOD FOR INFORMATION ONLY. SEE DALLAS DIVISION AND BEAUMONT DIVISION CURRENT TIME TABLES FOR TRAIN MOVEMENTS BETWEEN THESE POINTS AND HEMPSTEAD.

Distance From Austin	Distance From Hempstead	FIRST CLASS							SECOND CLASS			THIRD CLASS		
		5	9	45	43	3	48	1	239			93	254	237
STATIONS		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily Ex. Monday	
49.4	HOUSTON (Grand Central Station)			11.40PM	8.50AM									
3.7	ENGLEWOOD									9.00PM				
		5	9	45	43	3	48	1	239		93	254	237	

..... Time Over Subdivision..... (5.40) 20.3 (4.35) 25.1 (9.10) 18.5 (9.25) 12.1
 Average Speed per Hour

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)

EXCEPT: No. 45 is Superior to M-K-T Nos. 6 and 10. Nos. 43 and 48 are Superior to M-K-T Nos. 4 and 2.

All trains will move within Austin and Giddings yard limits WITH CAUTION, expecting to find main and wye tracks occupied.

All trains must obtain clearance card before leaving Giddings. Giddings is a register station for all trains.

Harmon is a flag stop for No. 43. All westward M.-K.-T. trains must report to T. & N. O. dispatcher's office by telephone from Pershing for clearance before occupying T. & N. O. main track. All T. & N. O. westbound trains, except first class, must report to T. & N. O. dispatcher's office by telephone from Pershing for clearance on all over-due trains before passing Pershing. Pershing switch must be left set and locked for T. & N. O. main track. Home interlocking signal east of G. C. & S. F. crossing at Brenham is located to left of main track. Home interlocking signal west of M.-K.-T. crossing at Elgin is located to left of main track.

Discontinued effective 7-2-29. Effective same date daily except Sunday train will operate between Yoakum and Giddings

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.

Yard	THIRD CLASS	SECOND CLASS				FIRST CLASS			Distance From Yoakum	TIME TABLE No. 45 August 18, 1929	STATIONS	Distance From Waco (Freight Yard)		
		234	232	266	252	248	250	50					52	22
		Local Freight	Local Freight	Freight	Freight	Freight	Freight	Passenger					Passenger	The Lark
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Yard BFKTWYP			6.00AM	9.05PM	5.00PM			3.35PM	6.40AM		0.0	TO-R YOAKUM	170.6	
24 P			6.20	9.25	5.14			f 3.44	6.50		4.2	4.2	ADEL	166.4
Yard 55 WP		11.20AM	6.50	9.45	5.33			s 3.56	s 7.03		10.8	TO-R SHINER	159.8	
YP		11.24AM	6.54	9.48	5.36			3.59PM	7.05		11.6	SHINER JUNCTION	159.0	
29 WP		<i>Effective</i>	7.23	10.13	6.04				s 7.23		21.2	TO MOULTON	149.4	
Yard 34 PY		<i>9-2-29</i>	8.44	10.34	6.27	1.00PM	11.48PM		s 7.39	s 1.15AM	29.3	TO-R TOWER 3 (T. & N. O. CROSSING)	141.3	
11		<i>extended</i>	9.08	10.55	6.43	1.18	12.06AM		f 7.50	1.25	35.9	FLATONIA	134.7	
55 P		<i>to</i>	9.19	11.05	6.53	1.30	12.15		s 7.56	1.30	39.4	TO FLOY	131.2	
55 P		<i>Yoakum</i>	9.33	11.18	7.08	1.44	12.28		f 8.05	1.39	44.5	TO MULDOON	126.1	
55 WY IP		<i>do not</i>	9.46	11.31	7.22	1.58	12.42		s 8.15	1.47	49.4	LENA	121.2	
W		<i>on Sables</i>	10.00	11.48PM	7.52	2.13	12.56		s 8.24	1.54	53.8	TO WEST POINT	116.8	
57 P		<i>sub div.</i>	10.21	12.08AM	8.14	2.32	1.14		s 8.37	2.06	61.0	TO TOWER 91 (M.-K.-T. CROSSING)	109.6	
Yard BFPWY			10.40AM	12.31AM	8.30PM	2.50PM	1.36AM		s 8.50AM	s 2.18AM	67.4	TO WINCHESTER	103.2	
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
		234	232	266	252	248	250	50	52	22				

(4.40) 13.5 (3.20) 19.0 (3.30) 19.2 (1.50) 20.8 (1.48) 21.2 (0.24) 29.0 (2.10) 31.1 (1.03) 38.3
Time Over Subdivision.....
Average Speed per Hour.....

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)

EXCEPT: No. 21 is Superior to No. 52. No. 49 is Superior to Nos. 50 and 52. No. 235 is Superior to No. 234.

All trains will move within Yoakum, Shiner, Shiner Junction and Giddings yard limits WITH CAUTION, expecting to find main and wye tracks occupied.

Shiner is a register station for Nos. 50 and 234.

No. 52 will stop at Adel to discharge passengers from points beyond Yoakum, and to receive passengers for points east of Shiner. No. 22 will stop on flag at West Point to receive passengers for Austin, Houston, Dallas and Fort Worth, and to discharge passengers from San Antonio.

Trains using Houston Division tracks at Flatonia will be governed by current time table and special instructions of that division.

Discontinued between Yoakum and Giddings effective with last train Jan. 27, 1930.

FLATONIA SUBDIVISION

WESTWARD

Discontinued effective 9-2-29. Effective same date daily except Sunday train will operate between Yoakum and Giddings.

*Effective 11-18-29
Law 6:15 AM*

Distance From Yoakum	TIME TABLE No. 45 August 18, 1929	Distance From Waco (Freight Yard)	FIRST CLASS				SECOND CLASS				THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
			21	49	51		265	249	247	251	235	233		
			The Lark	Passenger	Passenger		Freight	Freight	Freight	Freight	Local Freight	Local Freight		
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays
0.0	TO-R YOAKUM	170.6		11.25AM	9.35PM		6.40AM			5.25PM		4.05PM	Continuous	Continuous
4.2	4.2 6.6 ADEL	166.4		11.14	9.25		6.20			5.03		3.44		
10.8	TO-R SHINER	159.8		11.01	9.12		5.55			4.45	10.11AM	2.59	8.00AM to 5.00PM	8.00AM to 5.00PM
11.6	SHINER JUNCTION	159.0		10.59AM	9.08		5.51			4.42	10.07AM	2.40		
21.2	TO MOULTON	149.4			8.53		5.24			4.18		2.15	8.00AM to 5.00PM	Closed
29.3	TO-R TOWER 3 (T. & N. O. CROSSING)	141.3	s	5.30AM	8.38		5.02	5.30AM	3.30PM	3.57		1.25	Continuous	Continuous
35.9	6.6 FLOY	134.7		5.18	8.26		4.47	5.00	3.11	3.41		12.40		
39.4	TO MULLDOON	131.2		5.13	8.20		4.40	4.51	3.00	3.32		12.30	7.30AM to 12.30PM 1.30PM to 4.30PM	7.30AM to 12.30PM 1.30PM to 4.30PM
44.5	5.1 LENA	126.1		5.04	8.10		4.25	4.37	2.44	3.17		12.15PM		
49.4	TO WEST POINT TOWER 91 (M.-K.-T. CROSSING)	121.2		4.56	8.00		4.11	4.22	2.29	3.03		11.50AM	Continuous	Continuous
53.8	4.4 TO WINCHESTER	116.8		4.49	7.52		3.58	4.07	2.13	2.50		11.30	8.00AM to 12.30PM 1.30PM to 5.00PM	8.00AM to 12.30PM 1.30PM to 5.00PM
61.0	7.2 TO NORTHRUP	109.6		4.38	7.38		3.38	3.49	1.52	2.32		11.01	8.00AM to 12.01PM 1.01PM to 5.00PM	8.00AM to 12.01PM 1.01PM to 5.00PM
67.4	6.4 TO-R T. & N. O. CROSSING GIDDINGS	103.2	s	4.28AM	7.25PM		3.21AM	3.31AM	1.30PM	2.13PM		10.40AM	Continuous	Continuous
			Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		
			21	49	51		265	249	247	251	235	233		

.....Time Over Subdivision.....	(1.02)	(0.26)	(2.10)	(3.10)	(1.50)	(2.00)	(3.12)	(5.25)
.....Average Speed per Hour.....	36.9	26.8	31.1	20.3	19.2	19.0	21.1	12.4

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)

EXCEPT: No. 21 is Superior to No. 52. No. 49 is Superior to Nos. 50 and 52. No. 235 is Superior to No. 234.

All trains will move within Yoakum, Shiner, Shiner Junction and Giddings yard limits WITH CAUTION, expecting to find main and wye tracks occupied.
Shiner is a register station for Nos. 49 and 235.

No. 51 will stop at Adel to discharge passengers from points east of Shiner, and to receive passengers for points beyond Yoakum.
No. 21 will stop on flag at West Point to discharge passengers from Austin, Houston, Dallas and Fort Worth, and to receive passengers for San Antonio.

Trains using Houston Division tracks at Flatonia will be governed by current time table and special instructions of that division.

Discontinued between Giddings and Yoakum effective with last train Jan 28, 1930.

Dis. Continued Effective 9-2-29.

effective 12-22-29 Daily except Sunday.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.

Yard	THIRD CLASS	SECOND CLASS				FIRST CLASS				Distance From Giddings	TIME TABLE No. 45		Distance From Hearne
		232	252	230	248	250	22	August 18, 1929	STATIONS				
	Local Freight	Freight	Mixed	Freight	Freight	The Lark							
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
BFPWY	10.40AM	8.30PM	3.00PM	2.50PM	1.36AM	s 2.18AM	0.0	TO-R	GIDDINGS	59.0			
56 P	11.05	8.55 f	3.14	3.04	1.52	2.28	6.6		LOEBAU	52.4			
54 P	11.50AM	9.12 s	3.30	3.19	2.20	2.40	13.8	TO	DIME BOX	45.2			
54 W	12.28PM	9.31 s	3.47	3.35	2.38	2.52	20.5	TO	DEANVILLE	38.5			
54 P	12.57	9.53 s	4.07	3.51	3.04	s 3.04	28.3	TO	CALDWELL	30.7			
Yard 73 PW													
55 P	1.17	10.11 f	4.25	4.11	3.33	3.14	34.9		COOK'S POINT	24.1			
56 P	1.38	10.26 f	4.43	4.27	3.50	3.24	40.4		BRYAN JUNCTION	18.6			
73 P	2.00	10.42 f	4.59	4.47	4.08	3.34	46.9		MUMFORD	12.1			
55 1P	2.19	10.56 f	5.15	5.01	4.23	3.42	52.1	TO	TATSIE TOWER 140 (I-G. N. CROSSING)	6.9			
Y	2.39PM	11.12PM	5.30PM	5.20PM	4.38AM	3.52AM	58.1		HEARNE JUNCTION	0.9			

TIME AT HEARNE FOR INFORMATION ONLY. SEE DALLAS DIVISION CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN HEARNE JUNCTION AND HEARNE.

Yard	THIRD CLASS	252	230	248	250	22	Distance From Giddings	STATIONS	Distance From Hearne	
BKPTWY	2.45PM	11.15PM	5.40PM	5.30PM	4.48AM	3.55AM	59.0	TO-R	0.9 HEARNE	0.0
	Arrive Daily Ex Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
	232	252	230	248	250	22				

(3.59) 14.6 (2.42) 21.5 (2.30) 23.2 (2.30) 23.2 (3.02) 19.2 (1.34) 37.1

.....Time Over Subdivision.....
Average Speed per Hour.....

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)

EXCEPT: Nos. 231, 247 and 251 are Superior to No. 230.

All trains will move within Giddings yard limits WITH CAUTION, expecting to find main and wye tracks occupied.

Handwritten numbers: 12, 10, 34

*Effective 12-22-29
Daily except Sunday.*

GIDDINGS SUBDIVISION

*Discontinued
effective 9-2-29*

WESTWARD

Distance From Giddings	TIME TABLE No. 45		Distance From Hearne	FIRST CLASS				SECOND CLASS				THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations.									
	August 18, 1929			21				249	231	247	251			233		Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays						
	STATIONS			The Lark				Freight	Mixed	Freight	Freight			Local Freight		Arrive Daily Ex. Sunday							
			Arrive Daily											Arrive Daily									
0.0	Black Signs TO-R	GIDDINGS	59.0	s 4.28AM										3.21AM	12.30PM	1.30PM	2.13PM			9.00AM		Continuous	Continuous
6.6		LOEBAU	52.4	4.18										3.07	f 12.06PM	1.04	1.50			8.41			
13.8	TO	DIME BOX	45.2	4.07										2.40	s 11.50AM	12.48	1.34			8.20		8.30AM to 12.30PM 1.30PM to 5.30PM	8.30AM to 12.30PM 1.30PM to 5.30PM
20.5	TO	DEANVILLE	38.5	3.55										2.04	s 11.31	12.28	1.17			8.00		7.45AM to 12.01PM 1.01PM to 4.45PM	11.00AM to 1.00PM 3.00PM to 5.00PM
28.3	TO	CALDWELL	30.7	f 3.43										1.45	s 11.09	12.10PM	12.57			7.35		12.01AM to 8.00AM 9.30AM to 5.30PM	12.01AM to 8.00AM 9.30AM to 5.30PM
34.9		COOK'S POINT	24.1	3.33										1.28	f 10.48	11.54AM	12.41			7.10			
40.4		BRYAN JUNCTION	18.6	3.24										1.14	f 10.30	11.40	12.28			6.56			
46.9		MUMFORD	12.1	3.14										12.58	f 10.08	11.25	12.14			6.38			
52.1	TO	TOWER 140 (I-G. N. CROSSING)	6.9	3.06										12.46	f 9.49	11.14	12.02PM			6.23		Continuous	Continuous
58.1		HEARNE JUNCTION	0.9	2.57AM										12.32AM	9.35AM	11.02AM	11.48AM			6.05AM			

TIME AT HEARNE FOR INFORMATION ONLY. SEE DALLAS DIVISION CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN HEARNE JUNCTION AND HEARNE.

59.0	TO-R	0.9 HEARNE	0.0	2.50AM						12.30AM	9.30AM	11.00AM	11.45AM							6.00AM			Continuous	Continuous
				Leave Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily							Leave Daily Ex. Sunday				
				21						249	231	247	251							233				

.....Time Over Subdivision..... (1.31)
.....Average Speed per Hour..... 38.3

(2.49) 20.8 (2.55) 19.9 (2.28) 23.5 (2.25) 24.0 (2.55) 19.9

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)

EXCEPT: Nos. 231, 247 and 251 are Superior to No. 230.

Austin Division trains, before leaving Hearne Junction, must obtain clearance card at Hearne.

All trains will move within Giddings yard limits WITH CAUTION, expecting to find main and wye tracks occupied.

Effective 11-18-29 will operate in connection with No. 260 (Sa Special) leaving Hearne 12:15 AM + arriving Trakum 6:15 AM, Connecting with 355.

Handles important freight for Corpus Christi Sub-Division via S.A. + 353. In opposite direction business handled on 354-248.

In addition to handling all freight for Sandoval Valley points, will also handle freight for Skidmore, Corpus Christi, Rockport Branch and points between S.A. + Kenedy which arrive Hearne after departure # 247.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	EASTWARD			Distance From Yoakum	TIME TABLE No. 45 August 18, 1929	Distance From Waco (Freight Yard)	WESTWARD			Train Order Office Hours and Hours of Signalmen at Interlocking Stations		
	THIRD CLASS	SECOND CLASS	FIRST CLASS				FIRST CLASS	SECOND CLASS	THIRD CLASS			
	268 Local Freight Leave Daily Ex. Monday	266 Freight Leave Daily	52 Passenger Leave Daily				51 Passenger Arrive Daily	265 Freight Arrive Daily	267 Local Freight Arrive Daily Ex. Sunday			
					STATIONS							
Yard BFPWY	7.05AM	2.35AM	s 8.50AM	67.4	TO-R GIDDINGS 7.9	103.2	s 7.25PM	12.20AM		3.15PM	Continuous	Continuous
37	7.30	3.00	s 9.06	75.3	TO LINCOLN 6.3	95.3	s 7.10	11.48PM		2.35	8.00AM to 5.00PM	Closed
37	7.48	3.18	f 9.18	81.6	LEO 3.9	89.0	f 6.58	11.30		2.02		
25 FW	8.01	3.29	s 9.25	85.5	TO LEXINGTON 6.2	85.1	s 6.51	11.19		1.42	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed
26	8.19	3.49	s 9.37	91.7	TANGLEWOOD 3.0	78.9	s 6.39	11.04		1.08		
24	8.30	3.58	s 9.43	94.7	HICKS 8.6	75.9	s 6.33	10.54		12.54		
Yard I 46 TW	9.13	4.25	s 10.01	103.3	TO TOWER 54 (I-G. N. Crossing) ROCKDALE 7.6	67.3	s 6.15	10.27		12.17PM	Continuous	Continuous
28	9.53	4.50	s 10.17	110.9	TO MINERVA 6.7	59.7	s 5.59	10.03		11.34AM	7.30AM to 11.30AM 12.30PM to 4.30PM	9.00AM to 11.30AM
I				117.6	TOWER 52 (G. C. & S. F. Crossing) 0.4	53.0					Continuous	Continuous
Yard 49 TW	10.29 10.33	5.20	s 10.33	118.0	TO CAMERON 4.7	52.6	s 5.43	9.36		10.33 10.29	8.00AM to 5.00PM	Closed
19	11.18	5.35	f 10.42	122.7	SPLAWN 3.1	47.9	f 5.34	9.21		10.01		
28	11.34	5.45	s 10.48	125.8	BEN ARNOLD 3.6	44.8	s 5.28	9.11		9.45		
25	11.51AM	5.57	s 10.56	129.4	TO BURLINGTON 4.1	41.2	s 5.20	9.00		9.31	8.30AM to 5.30PM	10.01AM to 12.01PM
25 W	12.36PM	6.10	s 11.05	133.5	TO ROSEBUD 4.6	37.1	s 5.11	8.48		9.11	8.00AM to 5.00PM	10.30AM to 12.30PM
20	12.53	6.31	s 11.14	138.1	TRAVIS 5.0	32.5	s 5.02	8.35		8.50		
25	1.28	6.45	s 11.23	143.1	TO LOTT 5.9	27.5	s 4.53	8.20		8.28	8.30AM to 5.30PM	10.30AM to 12.30PM
30	1.59	7.03	s 11.35	149.0	TO CHILTON 5.8	21.6	s 4.41	8.03		8.01	8.30AM to 5.30PM	8.30AM to 5.30PM
28	2.27	7.20	s 11.46	154.8	SATIN 0.9	15.8	s 4.30	7.46		7.36		
5 W	2.30	7.23	11.48	155.7	GUDA 1.1	14.9	4.28	7.43		7.33		
25 Y	2.34	7.30	f 11.50AM	156.8	GURLEY 6.0	13.8	f 4.26	7.40		7.30		
30	2.53	7.48	f 12.01PM	162.8	DOWNS 4.2	7.8	f 4.15	7.22		7.10		
32	3.25	8.03	12.09	167.0	TEXAND 3.6	3.6	4.07	7.10		6.57		
Yard BFKWY	3.45PM	8.20AM	12.16PM	170.6	TO-R WACO (Freight Yard) 0.3	0.0	4.00PM	7.00PM		6.45AM	5.00AM to 1.00PM 2.00PM to 10.00PM	5.00AM to 1.00PM 2.00PM to 10.00PM
I				170.9	TOWER 59 (M.-K.-T. Crossing) 0.1						Continuous	Continuous
				171.0	ST. L. S. W. CROSSING							

TIME AT WACO (UNION STATION) FOR INFORMATION ONLY. TRAINS BETWEEN WACO (UNION STATION) AND ST. L. S. W. CROSSING WILL BE GOVERNED BY RULES AND CURRENT TIME TABLE OF THE ST. L. S. W. RY. CO.

Arrive Daily Ex. Monday	Arrive Daily	12.20PM	WACO (UNION STATION)	3.55PM	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
268	266	52		51	265	267	

(8.40)
11.9

(5.45)
17.9

(3.30)
29.5

.....Time Over Subdivision.....
.....Average Speed per Hour.....

(3.30)
29.5

(5.20)
19.4

(8.30)
12.1

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)

EXCEPT: No. 265 is superior to No. 266.

All trains will move within Giddings yard limits WITH CAUTION, expecting to find main and wye tracks occupied.

No. 51 must obtain clearance card at Waco (Freight Yard).

Dallas Division trains and engines will use tracks between St. L. S. W. crossing and Waco (Freight Yard), and all trains and engines will move between these points WITH CAUTION, expecting to find main track occupied. Kiersey, M P 152, and Asa, MP 160, are flag stops for Nos. 51 and 52. Home interlocking signals east and west of G. C. & S. F. crossing at Cameron are located to the left of main track.

② Effective 12-23-29 Daily except Sunday local service between Yoakum + Lockhart discontinued. Daily except Sunday local established on following schedule:-

① Effective 1-2-29 two crews assigned on Lockhart Sub-division working on six day basis, one crew to leave Yoakum daily except Sunday and the other one to leave Lockhart daily except Monday.

EASTWARD

LOCKHART SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	
PY	
20	
9 Spur	
17	W
24	
19	
I	
41	Y
I	
84	Y
12 Spur	
Yard	
29 BFTW	

Houston, Texas, Dec. 14, 1929.
I-54-2-28

Mr. G. S. Fay:-

Effective following operation of Train 235 Dec. 22, 1929, Trains 234 and 235 now operating between Lockhart and Yoakum will be discontinued. In lieu thereof service will be provided from Lockhart to Shiner and return on Monday, Wednesday and Friday and from Lockhart to Gonzales and return on Tuesday, Thursday and Saturday.

cc - Messrs. L. B. McDonald
F. G. Beard
E. H. Norris
C. W. Hiles
Nat Parks,
San Antonio.

Train Order Office Hours and Hours of Signalmen at Interlocking Stations

Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays
8.00 AM to 5.00 PM	8.00 AM to 5.00 PM
8.45 AM to 5.45 PM	8.45 AM to 10.45 AM 4.30 PM to 6.30 PM
Continuous	Continuous
Continuous	Continuous
8.15 AM to 5.15 PM	8.15 AM to 5.15 PM

All trains w

LLANO TO AUS

Distance from Llano	
1.3	Teich.....
7.7	Iron Branch.....
11.7	Graphite.....
14.5	Doke Spur.....
16.6	Wood Spur.....
22.2	Harwell.....
27.1	Sandstone.....
32.8	Granite Mountain.....
63.6	Gabriel River.....
70.5	Walkerton.....
71.4	Whitestone.....
91.0	Abercrombie.....

50.6	Nicholas.....	7.9	5-E
51.1	Woods.....	6.3	5-E
52.7	Providence.....	5.4	25-E
53.6	Rache.....	4.4	11-E
54.6	Westbrook.....	3.9	6-E
55.1	Glass.....		

n track occupied.

ER JUNCTION, TO LOCKHART

	Distance from Lockhart	Car Capacity and Direction of Opening if Spur
Big Hill.....	46.3	
Elm.....	37.4	
Andrews.....	19.0	
Williams.....	10.7	
Hales.....	4.8	

COMPANY SURGEONS

Houston Dr. R. W. Knox..... Chief Surgeon Dr. C. C. Green..... Asst. Chief Surgeon Dr. F. A. Waples..... Division Surgeon Dr. M. L. O'Banion..... Local Oculist and Aurist Dr. J. Chas. Dickson..... Local Aculist and Aurist Dr. E. M. Arnold..... Local Aculist and Aurist Dr. H. C. Feagin..... Examining Surgeon Dr. R. H. Harrison..... Examining Surgeon Dr. Allan Collette..... Local Surgeon Dr. J. L. Taylor..... Local Surgeon Dr. C. M. Warner..... Local Surgeon Dr. Neal Davis..... Local Surgeon Dr. A. M. Parsons..... Local Surgeon Dr. Edwin A. Moers..... Local Surgeon Dr. C. J. I. Ekman..... Local Surgeon Austin Dr. S. E. Hudson..... Division Surgeon Dr. Joe Gilbert..... Division Surgeon Dr. T. M. Yett..... Local Surgeon Dr. A. F. Beverly..... Examining Surgeon Dr. J. W. McLaughlin..... Examining Surgeon Dr. H. L. Hilgartner..... Division Oculist Dr. H. L. Hilgartner, Jr..... Local Oculist Dr. S. J. Clark..... Local Oculist Brenham Dr. W. F. Hasskarl..... Local Surgeon Dr. O. F. Schoenvogel..... Local Surgeon	Bertram Dr. T. D. Vaughn..... Local Surgeon Burnet Dr. J. L. Williamson..... Local Surgeon Burton Dr. F. H. Hodde..... Local Surgeon Caldwell Dr. A. G. Krueger..... Local Surgeon Dr. T. L. Goodnight..... Local Surgeon Cameron Dr. T. J. Denson..... Local Surgeon Dr. G. B. Taylor..... Local Surgeon Dr. A. S. Epperson..... Local Surgeon Dr. W. R. Newton..... Local Surgeon Dr. J. L. Denson..... Local Surgeon Carmine Dr. A. C. Miller..... Local Surgeon Chapel Hill Dr. W. R. Campbell..... Local Surgeon Chilton Dr. W. A. Denson..... Local Surgeon Dr. J. A. Mercer..... Local Surgeon Dime Box Dr. T. C. Loose..... Local Surgeon Elgin Dr. I. B. Nofsinger..... Local Surgeon Dr. Edwin Auler..... Local Surgeon Flatonia Dr. F. J. Marecic..... Local Surgeon Giddings Dr. J. M. Johnson..... Local Surgeon Dr. W. E. York..... Local Surgeon Gonzales Dr. W. T. Dunning..... Local Surgeon Dr. Louis J. Stahl..... Local Surgeon Gurley Dr. H. W. Wills..... Local Surgeon Hearne Dr. H. W. Cummings..... Examining Surgeon Dr. S. J. Alexander..... Examining Surgeon	Hempstead Dr. Malcolm A. Jones..... Local Surgeon Dr. F. K. Laurentz..... Local Surgeon Lampasas Dr. W. D. Francis..... Local Surgeon Dr. J. E. Willerson..... Local Surgeon Leander Dr. C. R. Miller..... Local Surgeon Lexington Dr. A. C. Connor..... Local Surgeon Liberty Hill Dr. W. D. Fowler..... Local Surgeon Llano Dr. W. Y. Fowler..... Local Surgeon Lockhart Dr. W. H. O'Banion..... Local Surgeon Dr. A. A. Ross..... Local Surgeon Lott Dr. M. A. Hayes..... Local Surgeon Dr. J. D. Moore..... Local Surgeon Luling Dr. S. J. Francis..... Local Surgeon Dr. M. W. Pitts..... Local Surgeon Mulldoon Dr. J. T. Buchanan..... Local Surgeon Manor Dr. Ben R. Eppright..... Local Surgeon Marble Falls Dr. George Harwood..... Local Surgeon McDade Dr. G. W. Southern..... Local Surgeon	Moulton Dr. J. V. Dozier..... Local Surgeon Paige Dr. J. A. T. Page..... Local Surgeon Rockdale Dr. T. S. Barkley..... Local Surgeon Dr. H. T. Coulter..... Local Surgeon Dr. I. P. Sessions..... Local Surgeon Dr. R. W. Wallis..... Local Surgeon Rosebud Dr. F. C. Aycock..... Local Surgeon Dr. J. B. Buford..... Local Surgeon Shiner Dr. A. L. Fuller..... Local Surgeon Dr. F. M. Wagoner..... Local Surgeon Waco Drs. Colgin & Colgin..... Examining Surgeons Dr. C. H. Brooks..... Examining Surgeon Dr. M. W. Colgin..... Local Surgeon Dr. I. E. Colgin..... Local Surgeon Dr. H. T. Aynesworth..... Local Oculist & Aurist West Point Dr. F. E. Young..... Local Surgeon Yoakum Dr. H. H. Brown, Sr..... Division Surgeon Dr. H. H. Brown, Jr..... Examining Surgeon Dr. J. D. Gray..... Local Surgeon Dr. Robt. M. Milner..... Local Surgeon Dr. Chas. Kopecky..... Local Oculist and Aurist
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LOCATION OF HOSPITALS

General Hospital—
 Houston: Southern Pacific Hospital, James and Paschal Streets.
Emergency Hospital—
 Austin: Seton Infirmary and St. David's Hospital.
 Yoakum: John Huth Memorial.

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	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		28	2	8	45	1	20
8	7	30	29	2	4	46	1	18
10	6		30	2		47	1	16
12	5		31	1	56	48	1	15
15	4		32	1	52	49	1	13
16	3	45	33	1	49	50	1	12
17	3	31	34	1	45	51	1	10
18	3	20	35	1	42	52	1	9
19	3	9	36	1	40	53	1	7
20	3		37	1	37	54	1	6
21	2	51	38	1	34	55	1	5
22	2	43	39	1	33	56	1	4
23	2	36	40	1	30	57	1	3
24	2	30	41	1	27	58	1	2
25	2	24	42	1	25	59	1	1
26	2	18	43	1	23	60	1	
27	2	13	44	1	21			

The following table will govern in maximum loading "total weight car and contents" for cars of the size of journals shown regardless of nominal capacity of car. See A. R. A. (M. C. B.) rule 86.

Nominal Capacity	Journal	Total Weight Car and Capacity
40,000 lbs.	3 $\frac{3}{4}$ x 7	66,000 lbs.
60,000 "	4 $\frac{1}{4}$ x 8	103,000 "
80,000 "	5 x 9	136,000 "
100,000 "	5 $\frac{1}{2}$ x10	169,000 "
140,000 "	6 x11	210,000 "

PASSENGER LOCOMOTIVE RATINGS

RUN AND TRAIN NUMBERS	NUMBER OF CARS													
	610 TO 621	600 TO 609	738 TO 794	388 TO 399	369 TO 376	289 TO 292	273 TO 278	261 TO 272	240 TO 258	225 TO 236	220 TO 223	212 TO 219	205 TO 209	
San Antonio & Dallas 21-22	12	10	13	11		7	7	6	5					
Hempstead & Austin 42-43-45-46		11		12		8	8	7	7	6	7	6	6	
Yoakum & Waco 51-52					7				7	6	7	6	6	
Austin & Llano 47-48							7	7	5	4				

TIME INSPECTORS

Sidney F. Ball, General Time Inspector.....	Chicago, Ill.
Joe Koen.....	Austin, Texas
E. H. Roberts.....	Lampasas, Texas
Thomas and Myers.....	Hearne, Texas
Albrecht Jewelry Co.....	Yoakum, Texas
J. W. Conway.....	Yoakum, Texas
S. A. Gordon Co.....	Lockhart, Texas
Fred Studer Co.....	Waco, Texas
T. A. Armstrong Jewelry Co.....	Waco, Texas

SIGNAL MAINTAINERS

Location	Name	Number of Signals and Interlocking Towers Maintained.
West Point.....	I. D. Pounds.....	294 to 531
Giddings.....	J. C. Sheffield.....	530 to 571
Brenham.....	J. B. Devers.....	Elgin Tower No. 100 Brenham Tower No. 95
Hearne.....	J. W. Hooten.....	McNeil Tower No. 132 Tatsie Tower No. 140

LEGAL HOLIDAYS

New Year's Day.....	January 1st.
Washington's Birthday.....	February 22nd.
Decoration Day.....	May 30th.
Independence Day.....	July 4th.
Labor Day.....	First Monday in September
Thanksgiving Day.....	Last Thursday in November
Christmas.....	December 25th.

RATING OF LOCOMOTIVES IN FREIGHT TRAIN SERVICE

Table with columns: CLASS, ENGINE NUMBERS, and 15 locomotive categories (Hempstead to Chapel Hill, Chapel Hill to Austin, Austin to Summit, Summit to Llano, Llano to Fairland, Fairland to Wilkie, Wilkie to Summit, Summit to Austin, Austin to Paige, Paige to Hempstead, Burnet to Lampasas, Lampasas to Burnet, Hearne and Flatonia, Yoakum and Waco, Shiner to Lockhart, Lockhart to Shiner).

NOTE: These ratings represent maximum loading of locomotives behind tender, expressed in units of 1,000 lbs. (Ms)

Allowance for empty and underloaded cars: Less than 40 Ms, 6 Ms; 40 to 50 Ms, 3 Ms; more than 50 Ms, 0.

RULING GRADES AND CURVES

EASTWARD

WESTWARD

Table with columns: DISTRICT, PERCENT GRADE, DEGREES CURVE, EQUIVALENT GRADE. Rows include segments like Lajno to Fairland, Fairland to Wilkie, etc.

To find the maximum load that can be hauled between any two stations, at an average speed of 12 1/2 miles per hour, multiply rating by the figures shown opposite the various stations in the following table. Symbol "F" opposite any station indicates a descending grade on which the loading limit is the car maximum for the district.

Table with columns: STATIONS, Eastward, Westward. Rows include station pairs like Llano and Austin, Lampasas and Burnet, Austin and Hempstead, etc.

SPECIAL INSTRUCTIONS

GENERAL

1. When a train is stopped by a red signal, burning fusee, explosion of one torpedo, block signal or interlocking signal, engineman, before proceeding in accordance with provisions of rules 10 (G), 11 or 14 (j), 15, 509 or 663, as the case may be, must whistle out flagman to protect train. Flagman must be recalled as per rule 14 (d) or 14 (e), and train will not start until proceed signal is given from the rear. Flagman must not wait for signal from either engineman or conductor to protect train.

2. Operators having a "19" train order for delivery, which does not restrict the superiority of the train addressed at that station, will, when the approaching train calls for signal, lower the semaphore arm twice, returning it to STOP position, as a signal that a "19" order is to be delivered. Operator will then go out and deliver the order with clearance card to engineman and conductor. No answer will be made by engineman to a "19" train order signal. Trains receiving such signal will approach and pass train order office slowly and not increase speed until the order has been received.

3. Trains displaying signals for following sections must sound one long and two short blasts of engine whistle when passing both engine and caboose of freight trains, which must be acknowledged by two short blasts of whistle and proceed signal from a member of train crew.

Conductors of trains displaying green signals must register in person.

4. A train may arrive at a station in advance of its schedule arriving time.

5. Third-class trains may pass and run ahead of second-class trains without train order authority.

6. When trains, or engines with or without cars, meet in vicinity of highway crossings at grade they must proceed WITH CAUTION, and, if necessary to avoid accident, STOP.

7. Open top cars loaded with rail, pipe, structural steel, poles and mounted wheels, must not be placed in trains next to cabooses, occupied outfit cars, cars loaded with high explosives or inflammables, or tenders of oil burning locomotives.

8. Running switches of cars loaded with piling or live stock must not be made. Cars so loaded must not be detached while in motion, and other cars must not be kicked or dropped against them.

9. Employees are forbidden to ride front foot board of yard engines in direction of movement, or on pilot of road engines.

10. Green signals displayed to the right of track in the direction of movement, in connection with yellow signals as prescribed by Rule 10-H, define the limits of restricted movement.

11. All trains and engines must be brought to a stop before crossing another Railway at grade unless protected by an Interlocking plant.

LOCAL

15. Extreme west wye switch, Austin yard, on Llano Subdivision, may be left as used, but locked.

16. West switch at Fairland must be left lined for Marble Falls; east switch at Fairland must be left lined for main track; the switch at Tuggle must be left lined and locked for westward trains.

17. Two main track wye switches at Lampasas may be left as used, but locked.

18. First class trains not displaying green signals may register at Yard Office and Fairland by register ticket (Form 2642).

19. First and second class trains not displaying green signals operating over Flatonia Subdivision between Yoakum and Giddings may register at Flatonia by register ticket (Form 2642).

First class trains not displaying green signals operating over the Flatonia and Giddings subdivisions may register at Giddings by register ticket (Form 2642).

20. Loaded cars weighing in excess of 160,000 pounds gross, and engines heavier than class M-4 must not be operated over the Lampasas Subdivision.

Loaded cars weighing in excess of 169,000 pounds must not be moved over the Lockhart Subdivision, and where there is more than one car handled in the train weighing 169,000 pounds, they must be spaced between two cars weighing less than 135,000 pounds gross weight.

Cars handled between Hicks and Waco weighing in excess of 169,000 pounds must be spaced with an empty or lightly loaded car between them, and the speed is restricted over the Little River span to 6 miles per hour. Conductor must advise the engineman when such cars are in his train.

Load limit—between	Limit
Hicks and Waco	190,000
Shiner and Lockhart	169,000

The maximum load of S. A. & A. P. Hart Convertible ballast cars is 88,000 pounds which is 10% excess over the stenciled capacity of 80,000 pounds.

21. Track No. 4, through Hempstead yard, is known as Austin Division main track and switches must be lined and locked accordingly and track left clear. Trains 42, 43, 45 and 46 will enter and leave Dallas Division main track at east end of track No. 4.

22. Before entering on the main track of the M-K-T at Lockhart when switching the compress track, engine or engine and cars must stop not less than 100 feet from the switch at the connection with the M-K-T main track; and must not proceed on the M-K-T main track without first obtaining information from the M-K-T dispatcher that the track may be used.

In operating over the M-K-T tracks at Lockhart, employees of the T. & N. O. will at all times be governed by rules and regulations of the M-K-T.

23. Class MK-5 and F-1 engines must not use compress and creamery tracks at Giddings.

24. Main track switch just east of Ross Street, Waco, which is used by M.-K.-T. and St. L. & S. W. in making delivery to T. & N. O., will be left unlocked, but must be lined for main track.

25. The scale track serving Elgin Cotton Oil Company at Elgin must not be used in switch movements. The west switch on oil mill track must be left lined for the spur track.

26. Yards located at the following stations are designated by Yard Limit Signs: Hempstead, Brenham, Giddings, Hearne, Caldwell, Flatonia, Shiner, Shiner Junction, Gonzales, Luling, Lockhart, Yoakum, Rockdale, Cameron, Waco, Austin, Austin Junction, Wilkie, Burnet, Lampasas and Llano.

27. Flagman on passenger and freight trains are required to ride on rear platform of train to look out for fires crossing Colorado River near West Point and Little River near Cameron.

28. Location of bulletin books:

At San Antonio—East Yard train order office; Roundhouse; Dispatcher's Office.
At Austin—Yard Office; Roundhouse, Dispatcher's Office.
At Yoakum—Telegraph Office; Roundhouse.
At Waco—Agent's Office; Roundhouse.

SPEED

50. The following speed restrictions must be observed between the points indicated:	Passenger Trains			Freight and Mixed Trains			Trains handling derricks, ditching machines, steam shovels, drag lines, piledrivers, scale test cars, and machines of similar kind on own wheels.			Trains handling yard engines, with side rods up, or loaded oil tanks of 12,000 gallons capacity or over.			Yard engines, and road engines backing up, with or without cars, or when cars are being shoved ahead of engine.			50(a). Through corporate limits of the cities and towns named trains and engines must not exceed the speed indicated.	
	Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour				
BETWEEN	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	STATIONS	Miles per Hour
	Llano and Austin	40	35		25	20		20	15		15	15		15	15		
Marble Falls and Fairland	35	30		20	15		15	10		15	15		15	15		Brenham	6
Lampasas and Burnet	25	20	GOVERN	20	15	GOVERN	15	10		12	12		15	15		Giddings	6
Austin and Hempstead	45	40		25	20		25	18		18	18		15	15		Elgin	6
Yoakum and Flatonia	45	40		25	20		25	18		18	18		15	15		Austin:	
Flatonia and Giddings	50	45		35	25		25	18		18	18		15	15		Psgr. Station to East Ave.	6
Giddings and Hearne Jct.	50	45	GOVERN	35	25	GOVERN	25	18		18	18		15	15		East Ave. to City Limits.	12
Giddings and M. P. 98	45	40		25	20		20	15		15	15		15	15		Yoakum (Passenger)	15
M. P. 98 and Waco	30	25		20	15		18	12		15	12		15	15		Yoakum (Freight)	10
Lockhart and Shiner Jct.	30	25		20	15		15	10		12	12		15	15		Flatonia	6
																Rockdale:	
																Main St. to Freight Depot	6
																Other Points	10
																Cameron	8
																Waco (Passenger)	18
																Waco (Freight)	12
																Lockhart	8
																Luling	10

(b) The maximum speed of trains on track protected by oval slow boards is shown on the face of slow board, the first figures indicating maximum speed of passenger trains and second figures indicating maximum speed of all other trains.

(c) Cars must not be shoved ahead of engines between stations when it can be avoided.

(d) Booms of derricks must trail while being handled in trains.

(e) Yard engines moving in trains must be placed with tank ahead. Conductors will advise their enginemen and the Chief Train Dispatcher when they have such engines, loaded oil tanks of 12,000 gallons capacity or over, derricks, steam shovels, drag lines, pile drivers, scale test cars, or machines of similar kind on own wheels.

51. Trains must not exceed fifteen (15) miles per hour through cross-overs, junctions and other diverging switches, and twenty-five (25) miles per hour over draw bridges and railroad crossings at grade.

52. Trains must not exceed ten (10) miles per hour when moving through No. 8 slip switch at Giddings.

REMOTE SWITCH CONTROL

53. Switch at east end of siding at West Point is electrically controlled and operated from Tower 91. When fixed signals at east end of siding at West Point are inoperative trainmen or enginemen will communicate with signalman at Tower 91 by means of telephone located in a box on Signal 499. Telephonic authority from signalman will be accepted in lieu of hand signals provided in Rules 628 and 663. Instructions for operating the switch, when so authorized by signalman, are located inside of instrument case in iron box on post behind switch machine.

54. Passenger trains handled by class MK-5 and C-9 freight engines must not exceed forty (40) miles per hour between Flatonia and Hearne Junction.

55. Trains handled by class MK-5 and F-1 locomotives must enter and leave all sidings and move through the No. 8 slip switch at Giddings with care.

These locomotives will not operate in any of the spur tracks between Flatonia and Hearne Junction, and will not use tail track at Flatonia beyond 200 feet from wye.

56. 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.

57. Trains handled by class M-4, C-23 and C-24 engines must not exceed eighteen (18) miles per hour over the Lampasas Subdivision.

INTERLOCKING WHISTLE CODES

TOWER 100, M-K-T CROSSING, ELGIN

Main track _____
 Main track to siding _____ o
 Siding to main track _____ o
 Main track to house track o _____ o
 House track to main track o _____ o
 Siding to house track o _____
 House track to siding o _____
 Siding to transfer _____ o o

TOWER 95, G. C. & S. F. CROSSING, BRENHAM

Main track _____

TOWER 59, M-K-T CROSSING, WACO

Main track _____

TOWER 52, G. C. & S. F. CROSSING, CAMERON

Main track _____

TOWER 54, I.-G. N. CROSSING, ROCKDALE

Main track _____

TOWER 140, I.-G. N. CROSSING, TATSIE

Main track _____
 Main track to siding _____ o
 Siding to main track _____ o

TOWER 91, M-K-T CROSSING, WEST POINT

Main track _____
 Main track to siding _____ o
 Siding to main track _____ o

TOWER 3, T. & N. O. CROSSING, FLATONIA

Main track o _____ o
 Main track to Houston Division _____

TOWER 40, G. H. & S. A. CROSSING, LULING

Main track _____

Switch at west end of east siding is located within Home Interlocking limits of Tower 40, and is hand operated with pipe connecting derail at fouling point.

CABIN TOWER 132, I.-G. N. CROSSING, McNEIL

Normal route will be lined for I.-G. N., showing clear signals.

The agent will handle the signals during his tour of duty, and the whistle code for the main track will be one long (_____).

Outside of hours of the agent, it will be necessary for T. & N. O. trains to stop in advance of the home signal and send a member of the train crew to the operating room, who will handle levers in accordance with instructions on manipulation chart located directly above the interlocking machine.

J. H. WALSH,
Superintendent,
Austin

H. F. KELLEY,
Assistant Superintendent,
Austin

J. J. MOORE,
Trainmaster,
Giddings

F. CLINKSCALES,
Traveling Engineer,
Austin

J. McKEOWN,
Chief Train Dispatcher, Austin

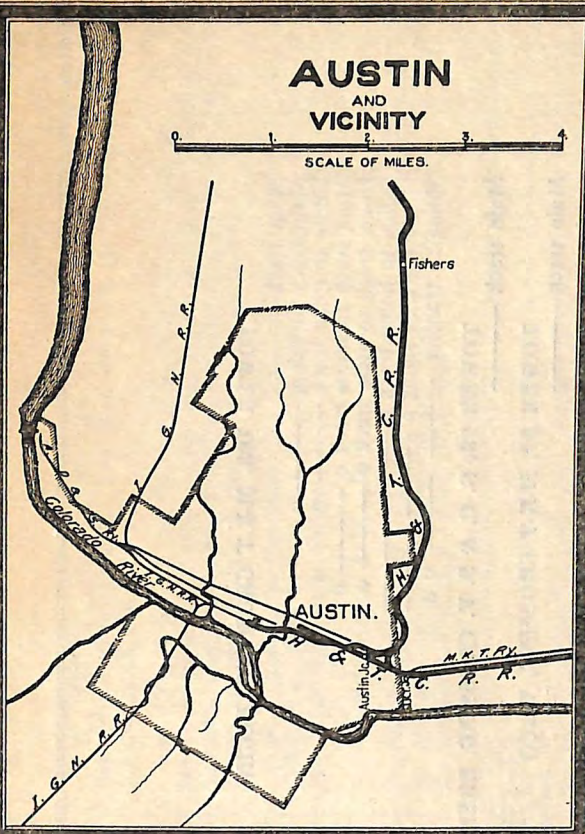
L. SCARBOROUGH,
Chief Train Dispatcher, Austin

Traveling Engineer will exercise duties of Trainmaster when on line.

MAP OF THE AUSTIN DIVISION T.&N.O.R.R.CO.

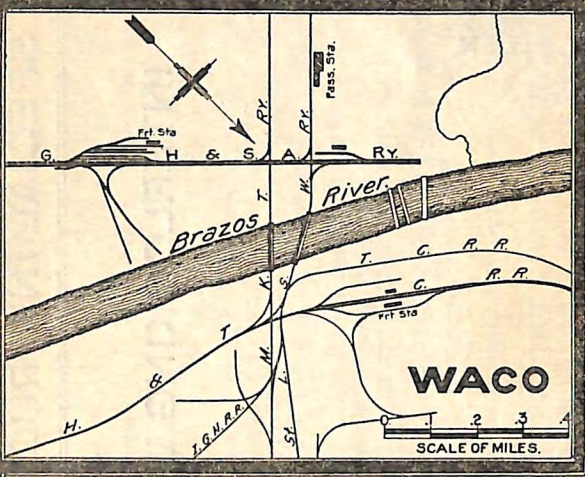
AUSTIN AND VICINITY

SCALE OF MILES.



WACO

SCALE OF MILES.



SCALE OF MILES
0 5 10 20 30 40 50 60
JULY-1925.



M. LOZANO