

# SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

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TEXAS AND NEW ORLEANS RAILROAD COMPANY

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TIME TABLE

FOR THE

AUSTIN DIVISION

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To Take Effect Sunday, April 6, 1930, at 12:01 A. M.

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CENTRAL TIME

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

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L. B. McDONALD,  
*General Manager.*

A. D. MIMS,  
*Assistant General Manager.*

O. C. CASTLE,  
*Superintendent of Transportation.*

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. 46 April 6, 1930	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		
Yard BFPWY	6.30AM	2.35AM	s 8.27AM	67.4	TO-R GIDDINGS	103.2	s 7.25PM	12.20AM	3.15PM	Continuous	Continuous
37	6.55	3.00	s 8.43	75.3	TO LINCOLN	95.3	s 7.10	11.48PM	2.35	8.00AM to 5.00PM	Closed
37	7.13	3.18	f 8.54	81.6	LEO	89.0	f 6.58	11.30	2.02		
25 FW	7.25	3.29	s 9.01	85.6	TO LEXINGTON	85.1	s 6.51	11.19	1.42	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed
26	7.43	3.49	s 9.12	91.7	TANGLEWOOD	78.9	s 6.39	11.04	1.08		
24	7.53	3.58	s 9.18	94.7	HICKS	75.9	s 6.33	10.54	12.54		
Yard I 46 TW	8.25	4.25	s 9.35	103.3	TO TOWER 54 (I.-G. N. Crossing) ROCKDALE	67.3	s 6.15	10.27	12.17PM	Continuous	Continuous
28	9.05	4.50	s 9.51	110.9	TO MINERVA	59.7	s 5.59	10.03	11.34AM	8.00AM to 11.30AM 12.30PM to 5.00PM	9.00AM to 11.00AM
I				117.6	TOWER 52 (G. C. & S. F. Crossing)	53.0				Continuous	Continuous
Yard TW 49 TW	10.07 10.35	5.20	s 10.07	118.0	TO CAMERON	52.6	s 5.43	9.36	10.35	8.00AM to 5.00PM	Closed
19	10.49	5.35	f 10.17	122.7	SPLAWN	47.9	f 5.34	9.21	10.17		
28	10.59	5.45	s 10.23	125.8	BEN ARNOLD	44.8	s 5.28	9.11	9.51		
25	11.21AM	5.57	s 10.31	129.4	TO BURLINGTON	41.2	s 5.20	9.00	9.35	8.30AM to 5.30PM	10.01AM to 12.01PM
25 W	12.02PM	6.10	s 10.40	133.5	TO ROSEBUD	37.1	s 5.11	8.48	9.14	8.00AM to 5.00PM	10.01AM to 12.01PM
20	12.19	6.31	s 10.50	138.1	TRAVIS	32.5	s 5.02	8.35	8.50		
25	1.03	6.45	s 11.00	143.1	TO LOTT	27.5	s 4.53	8.20	8.28	8.30AM to 5.30PM	8.30AM to 5.30PM
30	1.32	7.03	s 11.12	149.0	TO CHILTON	21.6	s 4.41	8.03	8.01	8.30AM to 5.30PM	8.30AM to 5.30PM
28	1.59	7.20	s 11.24	154.8	SATIN	15.8	s 4.30	7.46	7.36		
5 W	2.02	7.23	11.26	155.7	GUDA	14.9	4.28	7.43	7.33		
25	2.06	7.30	f 11.28	156.8	GURLEY	13.8	f 4.26	7.40	7.30		
30	2.25	7.48	f 11.40	162.8	DOWNS	7.8	f 4.15	7.22	7.10		
32	2.50	8.03	11.48	167.0	TEXAND	3.6	4.07	7.10	6.57		
Yard BFKWY	3.10PM	8.20AM	11.55AM	170.6	TO-R WACO (Freight Yard)	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 21 (M.-K.-T. Crossing)					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	Arrive Daily	WACO (UNION STATION)	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
268	266	52	12.10PM	51	265	267
(8.40) 11.9	(5.45) 17.9	(8.43) 27.9	.....Time Over Subdivision.....	(3.30) 29.5	(5.20) 19.4	(8.30) 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. 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.

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. 46 April 6, 1930			Distance From Austin	FIRST CLASS			THIRD CLASS			Train Order Office Hours	
	254 Local Freight			48 Passenger				STATIONS	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 BWY	7.00AM			12.56PM			0.0	TO-R LLANO	98.7	12.33PM			4.30PM			7.00 AM to 4.00 PM	11.30 AM to 1.30 PM		
25 W	7.55			s 1.29			19.6	TO KINGSLAND	79.1	s 11.58AM			3.25			7.30 AM to 4.30 PM	11.30 AM to 1.45 PM		
27				f 1.44			29.0	TUGGLE	70.0	f 11.41			2.45						
20 Spur Y				s 2.02			34.9	TO MARBLE FALLS	75.9	s 11.28			2.02			8.00 AM to 5.00 PM	11.00 AM to 2.30 PM		
29 Y	8.25			s 2.16			29.0	TO-R FAIRLAND	69.7	s 11.10			1.10			8.00 AM to 5.00 PM	10.30 AM to 2.30 PM		
17	8.37			f 2.24			31.6	SUDDUTH	67.1	f 11.05			12.55						
Yard W							38.8	WILKIE	69.9	10.53			12.24						
12 Spur Y	9.02						39.4	TO-R BURNET	60.5	s 10.50			12.14PM			8.00 AM to 5.00 PM	10.01 AM to 1.20 PM 1.30 PM to 3.30 PM		
Yard 41 BFKWY	9.07			s 2.41			38.8	WILKIE	69.9	10.43			11.41AM						
Yard 12 Spur Y	9.12						42.6	SUMMIT	56.1	f 10.35			11.30						
32	10.35			f 2.52			49.4	TO BERTRAM	49.3	s 10.21			10.55			8.00 AM to 5.00 PM	9.20 AM to 11.20 AM 2.00 PM to 4.00 PM		
21	10.55			s 3.06			64.9	GROVER	43.8	f 10.08			10.33						
28	11.13			f 3.15			69.5	TO LIBERTY HILL	39.2	s 9.59			10.18			8.00 AM to 5.00 PM	9.00 AM to 11.00 AM 2.30 PM to 4.30 PM		
15	11.29			s 3.25			67.1	TO LEANDER	31.6	s 9.43			9.43			8.00 AM to 5.00 PM	8.45 AM to 10.45 AM 2.45 PM to 4.45 PM		
19 W	11.56AM			s 3.40			72.7	CEDAR PARK	26.0	s 9.28			9.14						
18	12.14PM						77.0	RUTLEDGE	21.7	f 9.19			8.58						
21	12.30			f 3.59			82.2	TO McNEIL	16.5	s 9.09			8.38			8.30 AM to 5.30 PM	3.00 PM to 5.00 PM		
27 I	1.01			s 4.09			85.9	TOWER 132 (1-G. N. CROSSING)	12.8	f 8.59			8.13						
22	1.17			f 4.17			88.3	WATERS PARK	10.4	f 8.55			8.05						
13	1.27			f 4.21			97.3	FROMME											
Yard	2.20PM							Block Signal { AUSTIN JUNCTION	1.4	8.38AM			7.35AM						
	Arrive Daily Ex. Monday			Arrive Daily						Leave Daily			Leave Daily Ex. Sunday						
	254			48						47			253						

(7.20)  
12.8

(3.45)  
29.8

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

(3.55)  
28.6

(8.55)  
12.6

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. 46 April 6, 1930			Distance From Burnet	SECOND CLASS				Train Order Office Hours	
	258 Mixed		256 Mixed			STATIONS	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			Arriv. Daily Ex. Sunday					
Yard 32 BWY	1.00PM		9.20AM		0.0	TO-R LAMPASAS	23.0	12.20PM		4.00PM		8.00 AM to 5.00 PM	Closed		
18	s 1.30		s 9.50		11.6	LAKE VICTOR	11.4	s 11.40		s 3.20					
Yard 41 BFKWY	2.15PM		10.35AM		23.0	TO-R BURNET	0.0	11.05AM		2.45PM		8.00 AM to 5.00 PM	10.01 AM to 12.01 PM 1.30 PM to 3.30 PM		
	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday		Leave Daily Ex. Sunday					
	258		256					255		257					

(1.15)  
18.4

(1.15)  
18.4

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

(1.15)  
18.4

(1.15)  
18.4

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. 46 April 6, 1930		Distance From Hempstead		
		253	236	92		240	6	46	4	42	2	47		10	STATIONS			
		Local Freight	Local Freight	M-K-T Local Freight		Freight	M-K-T Passenger	Passenger	M-K-T Passenger	Passenger	M-K-T Passenger	Passenger		M-K-T Passenger				
		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		Leave Daily				
Yard BKP							11.40PM	11.30PM	4.25PM	12.45PM	12.10PM	8.30AM	1.30AM	0.0	TO-R AUSTIN	115.0		
Yard BKP		7.30AM	7.10AM	6.00AM		8.45PM	11.45	11.35	4.30	12.50	12.15	8.35	1.35	0.8	R YARD OFFICE	114.2		
Yard FTWY		7.35AM	7.15	6.05		8.50	11.48	11.38	4.33	12.52	12.18	8.38AM	1.38	1.4	AUSTIN JUNCTION	113.6		
P			7.17	6.10AM		8.51	11.50PM	11.39	4.35PM	12.53	12.20PM		1.40AM	1.8	PERSHING	113.2		
32			7.28			8.59		11.45		12.58				5.1	DELWAW	109.9		
39 P			7.42			9.15		11.58PM		1.08				9.9	DAFFAN	106.1		
18 P			8.06			9.30		12.11AM		1.18				15.0	TO MANOR	100.0		
21			8.25			9.48		12.24		1.30				21.8	LITTIG	93.2		
26 PWY PI			9.15			10.04		12.36		1.40				27.2	TO TOWER 100 (M-K-T. Crossing)	87.8		
P			10.00			10.19		12.48		1.53				32.8	BUTLER	82.2		
26 P			10.30			10.33		12.58		2.02				37.3	TO McDADE	77.7		
37 PW			10.50			10.51		1.11		2.15				43.8	MIDSPRINGS	71.2		
26 P			11.20			11.03		1.20		2.22				47.7	TO PAIGE	67.3		
28 P			11.45AM			11.18		1.31		2.32				52.8	HILLS	62.2		
Yard BFPWY			12.38PM			11.48PM 12.35AM		1.50 2.25		2.45				59.2	TO-R T. & N. O. CROSSING GIDDINGS	55.8		
37			12.53			12.50		2.35		2.54				64.2	KRUSE	50.8		
32 P			1.10			1.01		2.45		3.01				68.4	TO LEDBETTER	46.6		
42 P			1.34			1.17		2.59		3.13				74.8	TO CARMINE	40.2		
41 WP			2.01			1.34		3.13		3.26				81.1	TO BURTON	33.9		
22 P			2.23			1.52		3.27		3.38				87.6	MILL CREEK	27.4		
Yard PI PWY			3.05			2.13		3.42		3.49				93.7	TO TOWER 95 (G. C & S. F. Crossing) BREHAM	21.3		
14			3.30			2.28		3.52		4.01				99.2	PACKERY	15.8		
32 P			3.54			2.43		4.04		4.10				103.9	TO CHAPEL HILL	11.1		
Yard BFPWY			4.20PM			4.00AM		4.25AM		4.35PM				115.0	TO-R HEMPSTEAD	0.0		

TIME AT HOUSTON FOR INFORMATION ONLY. SEE DALLAS DIVISION CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN HEMPSTEAD AND HOUSTON.

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	Arrive Daily	49.4 HOUSTON (Grand Central Station)
253	236	92	240	6	46	4	42	2	47	10				

(9.10)  
12.4

(7.15)  
15.7

(4.55)  
23.7

(3.50)  
30.0

.....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. 46 April 6, 1930		Distance From Hempstead	FIRST CLASS						SECOND CLASS			THIRD CLASS			Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
	STATIONS			5	9	45	43	3	48	1	239	93	254	237	Daily Except Sundays and Legal Holidays		
	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	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday		Arrive Daily Ex. Monday	
Arrive Daily	Arrive Daily	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					
0.0	TO-R	AUSTIN	115.0	4.05AM	5.10AM	7.00AM	2.55PM	3.15PM	4.50PM	6.00PM						Continuous	Continuous
0.8	R	YARD OFFICE	114.2	4.00	5.00	6.54	2.44	3.10	4.43	5.55	5.30AM		5.40AM	2.25PM	3.25PM		
1.4		AUSTIN JUNCTION	113.6	3.57	4.57	6.50	2.40	3.07	4.41	5.52	5.24		5.35	2.20PM	3.18		
1.8		PERSHING	113.2	3.55AM	4.55AM	6.45	2.35	3.05PM	4.39PM	5.50PM	5.21		5.30AM		3.15		
5.1		DELWAU	109.9			6.35	2.28				5.12				3.01		
9.9		DAFFAN	105.1			f 6.27	f 2.19				4.58				2.38		
15.0	TO	MANOR	100.0			s 6.17	s 2.08				4.43				2.08	8.00AM to 5.00PM	12.50PM to 2.50PM
21.8		LITTIG	93.2			f 6.02	f 1.54				4.22				1.30		
27.2	TO	ELGIN TOWER 100 (M-K-T. Crossing)	87.8			s 5.52	s 1.40				4.04				1.11	Continuous	Continuous
32.8		BUTLER	82.2			f 5.34	f 1.30				3.45				12.53		
37.3	TO	McDADE	77.7			s 5.24	s 1.22				3.29				12.38	8.00AM to 11.50AM 12.50PM to 5.00PM	12.45PM to 2.45PM
43.8		MIDSPRINGS	71.2				5.08	1.10			3.09				12.16		
47.7	TO	PAIGE	67.3			s 4.57	s 1.03				2.57				12.02PM	8.00AM to 11.30AM 12.30PM to 5.00PM	12.15PM to 3.15PM
52.8		HILLS	62.2			f 4.47	f 12.54				2.43				11.45AM		
59.2	TO-R	T. & N. O. CROSSING GIDDINGS	55.8			s 4.35 s 4.10	12.43 12.38				2.25 1.59				11.15	Continuous	Continuous
64.2		KRUSE	60.8				3.58	12.29			1.46				10.05		
68.4	TO	LEDBETTER	46.6			s 3.49	s 12.22				1.35				9.50	8.00AM to 5.00PM	11.25AM to 3.25PM
74.8	TO	CARMINE	40.2			s 3.32	s 12.09PM				1.17				9.20	8.00AM to 5.00PM	11.00AM to 1.00PM 2.30PM to 4.30PM
81.1	TO	BURTON	33.9			s 3.13	s 11.56AM				12.57				8.50	8.00AM to 5.00PM	11.00AM to 1.00PM 2.30PM to 4.30PM
87.6		MILL CREEK	27.4			f 2.28	f 11.43				12.40				8.20		
93.7	TO	TOWER 95 (G. C. & S. F. Crossing) BREHAM	21.3			s 2.13	s 11.29				12.24				8.00	Continuous	Continuous
99.2		PACKERY	15.8				1.55	11.19			12.09AM				6.45		
103.9	TO	CHAPEL HILL	11.1			s 1.45	s 11.10				11.57PM				6.30	8.00AM to 5.00PM	10.05AM to 12.05PM 3.15PM to 5.15PM
115.0	TO-R	HEMPSTEAD	0.0				1.20AM	10.50AM			11.30PM				6.00AM	Continuous	Continuous

TIME AT HOUSTON FOR INFORMATION ONLY. SEE DALLAS DIVISION CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN HOUSTON AND HEMPSTEAD.

49.4 HOUSTON (G and Central Station)																		
	Leave Daily	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					
	5	9	45	43	3	48	1	239	93	254	237							
				11.40PM														

.....Time Ove Subdivision.....  
.....Average Speed per Hour.....

(5.40)      (4.05)      (6.00)      (9.25)  
20.3      28.2      18.9      12.1

**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.

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 Yoakum	TIME TABLE No. 46 April 6, 1930	Distance From Waco (Freight Yard)	FIRST CLASS			SECOND CLASS			THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays
	234	232	250	252	248	50	52	22	21				49	51	249	251	247	235	233				
	Local Freight	Local Freight	Freight	Freight	Freight	Passenger	Passenger	The Lark	The Lark				Passenger	Passenger	Freight	Freight	Freight	Local Freight	Local Freight				
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday							
Yard BFKTWYP		6.45AM		5.00PM		3.55PM	6.15AM		0.0	TO-R YOAKUM	170.6		11.25AM	9.35PM		6.00AM		5.00PM	Continuous	Continuous			
24 P		6.59		5.14		4.04	6.26		4.2	4.2 ADEL	166.4		11.14	9.25		5.36		4.04					
Yard 55 WP	11.20AM	7.29		5.33		4.16	6.40		10.8	TO-R SHINER	159.8		11.01	9.12		5.19		10.11AM	3.41	8.00AM to 5.00PM	8.00AM to 5.00PM		
YP	11.24AM	7.33		5.36		4.19PM	6.42		11.6	9.6 SHINER JUNCTION	159.0		10.59AM	9.08		5.16		10.07AM	3.36				
29 WP		8.03		6.04			7.00		21.2	TO MOULTON	149.4			8.53		4.51			3.07	8.00AM to 5.00PM	Closed		
Yard 34 I PY		8.48	11.10PM	6.27	1.00PM		7.16	1.15AM	29.3	TO-R TOWER 3 (T. & N. O. CROSSING) FLATONIA	141.3	s 5.30AM		8.38	2.55AM	4.30	3.30PM		2.35		Continuous	Continuous	
72 P		9.18	11.25	6.40	1.16		7.26	1.22	34.6	5.3 KERR	136.0	f 5.21		8.28	2.34	4.13	3.12		2.10				
55 P		9.33	11.38	6.53	1.30		7.34	1.29	39.4	TO MULDOON	131.2		5.13	8.20	2.19	3.59	3.00		1.57	7.00AM to 12.01PM	1.01PM to 4.00PM	7.00AM to 9.00AM	
55 P		9.48	11.51PM	7.08	1.44		7.43	1.37	44.5	5.1 LENA	126.1		5.04	8.10	2.05	3.44	2.44		1.44				
55 WY IP		10.03	12.05AM	7.22	1.58		7.53	1.45	49.4	4.9 WEST POINT													
57 W P		10.38	12.20	7.52	2.13		8.02	1.53	53.8	TO TOWER 91 (M.-K.-T. CROSSING)	121.2		4.56	8.00	1.45	3.29	2.29		1.04		Continuous	Continuous	
59 P		11.01	12.38	8.14	2.32		8.14	2.05	61.0	4.4 WINCHESTER	116.8		4.49	7.52	1.29	3.12	2.13		12.44	7.30AM to 12.30PM	1.30PM to 4.30PM	7.30AM to 9.30PM	
Yard BFPWY		11.25AM	12.52AM	8.30PM	2.50PM		8.27AM	2.18AM	67.4	7.2 NORTHRUP	109.6		4.38	7.38	1.10	2.54	1.52		12.19PM	8.00AM to 11.30AM	12.30PM to 5.00PM	Closed	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		6.4 T. & N. O. CROSSING GIDDINGS	103.2	s 4.28AM		7.25PM	12.52AM	2.35AM	1.30PM		11.55AM		Continuous	Continuous	
	234	232	250	252	248	50	52	22					21	49	51	249	251	247	235	233			
	(4.40)	(1.42)	(3.30)	(1.50)	(0.24)	(2.12)	(1.03)			.....Time Over Subdivision.....			(1.02)	(0.26)	(2.10)	(2.03)	(3.23)	(2.00)	(5.05)				
	14.5	22.4	19.2	20.8	29.0	30.6	36.3			.....Average Speed per Hour.....			36.9	26.8	31.1	18.6	19.7	18.0	13.2				

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, 50, 234 and 235.

No. 52 will stop at Adel to discharge passengers from points beyond Yoakum, and to receive passengers for points east of Shiner. No. 51 will stop at Adel to discharge passengers from points east of Shiner and to receive passengers for points beyond Yoakum.

Nos. 21 and 22 will stop at Muldoon and West Point on flag to receive revenue passengers destined San Antonio, Houston, Dallas and Austin, and to discharge revenue passengers from same points.

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

EASTWARD

GIDDINGS SUBDIVISION

WESTWARD

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

Yard	SECOND CLASS				FIRST CLASS		Distance From Giddings	TIME TABLE No. 46 April 6, 1930	Distance From Hearne	FIRST CLASS		SECOND CLASS				Train Order Office Hours and Hours of Signalmen at Interlocking Stations.	
		252	230	248	250	22				21	231	247	249	251	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays	
		Freight	Mixed	Freight	Freight	The Lark				The Lark	Mixed	Freight	Freight	Freight			
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily					
BFPWY		8.30PM	3.00PM	2.50PM	12.52AM	2.18AM	0.0	TO-R	GIDDINGS 6.6	59.0	4.28AM	12.30PM	1.30PM	12.52AM	1.40AM	Continuous	Continuous
66 P		8.55	f 3.14	3.04	1.16	2.28	6.6		LOEBAU 7.2	52.4	4.14	12.06PM	1.04	12.27	1.16		
54 P		9.12	s 3.30	3.19	1.35	2.39	13.8	TO	DIME BOX 6.7	45.2	4.03	11.50AM	12.48	12.08AM	12.59	8.30AM to 12.30PM 1.30PM to 5.30PM	Closed
54 W P		9.31	s 3.47	3.35	1.54	2.50	20.6	TO	DEANVILLE 7.8	38.6	3.53	11.31	12.28	11.48PM	12.43	7.45AM to 1.01PM 1.01PM to 4.45PM	Closed
Yard 73 PW		9.53	s 4.07	3.51	2.15	3.02	28.3	TO	CALDWELL 6.6	30.7	f 3.42	11.09	12.10PM	11.29	12.25	9.30AM to 5.30PM 10.20PM to 6.30AM	9.30AM to 5.30PM 10.30PM to 6.30AM
55 P		10.11	f 4.25	4.11	2.35	3.12	34.9		COOK'S POINT 6.5	24.1	3.32	10.48	11.54AM	11.12	12.09AM		
56 P		10.26	f 4.43	4.27	2.50	3.22	40.4		BRYAN JUNCTION 6.5	18.6	3.22	10.30	11.40	10.58	11.56PM		
73 P		10.43	f 4.59	4.47	3.11	3.32	46.9		MUMFORD 5.2	12.1	3.11	10.08	11.25	10.43	11.42		
55 1P		10.56	f 5.15	5.01	3.40	3.40	52.1	TO	TATSIE TOWER 140 (I.-G. N. CROSSING) 6.0	6.9	3.03	9.49	11.14	10.31	11.30	Continuous	Continuous
Y		11.12PM	5.30PM	5.20PM	4.00AM	3.50AM	58.1		HEARNE JUNCTION	0.9	2.54AM	9.35AM	11.02AM	10.17PM	11.17PM		

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

Yard	252	230	248	250	22	Distance From Giddings	HEARNE	Distance From Hearne	21	231	247	249	251	Train Order Office Hours and Hours of Signalmen at Interlocking Stations.
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		0.9	0.0	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	
BFKPTWY	11.15PM	5.40PM	5.30PM	4.15AM	3.55AM	59.0	HEARNE	0.0	2.50AM	9.30AM	11.00AM	10.15PM	11.15PM	Continuous

(2.42)	(2.30)	(2.30)	(3.08)	(1.32)	..... Time Over Subdivision.....				(1.34)	(2.55)	(2.28)	(2.35)	(2.23)
81.5	22.2	23.2	18.6	37.0	..... Average Speed per Hour.....				37.1	19.9	23.5	22.5	24.4

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

EXCEPT: Nos. 231, 247, 249 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.

Nos. 21 and 22 will stop at Dime Box on flag to receive revenue passengers destined San Antonio, Houston, Dallas and Austin, and to discharge revenue passengers from same points.

Main time table with columns for Class (Third, First), Station, Distance From Shiner Jct., Time Table No. 46 (April 6, 1930), and Distance From Lockhart. Includes arrival and departure times for various stations like PY, 20, 9 Spur, 17 W, 24, 19, 41 Y, 84 Y, 12 Spur, and 29 BFTW.

(3.46) 14.3

(2.21) 23.0

.....Time Over Subdivision.....

(2.34) 21.0

(3.37) 14.9

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

EXCEPT: No. 49 is Superior to No. 50. No. 235 is Superior to No. 234.

Big Hill, M. P. 7.7; Elm, 16.6; Andrews, 35.; Williams, 43.3; Hales, 49.2 are flag stops for Nos. 49 and 50.

All trains must obtain clearance card before leaving Gonzales during train order office hours. Nos. 50 and 234 must obtain clearance card at Shiner before leaving Shiner Junction.

All trains must obtain clearance card before leaving T. & N. O. Tower No. 40. All trains, before leaving Lockhart, must obtain clearance card.

All trains will use Houston Division freight and passenger facilities at Gonzales and Luling and will move, WITH CAUTION, within Gonzales, Luling, Shiner and Shiner Junction yard limits, expecting to find main track occupied.

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

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Table detailing stations and tracks for LLANO TO AUSTIN, AUSTIN TO HEMPSTEAD, GIDDINGS TO HEARNE, YOAKUM TO WACO, LAMPASAS TO BURNET, and SHINER JUNCTION TO LOCKHART. Includes distance and car capacity information.

SPEED TABLE

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

Speed table with columns for Miles per Hour and 1 Mile in (Min, Sec). Shows speed increments from 6 to 27 mph.

Table governing 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.





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.

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.

12. Second paragraph of Rule 867, Rules and Regulations of Transportation Department, changed to read as follows: "Freight trains must not run more than 40 miles without a stop for such inspection, except that when an additional stop can be avoided thereby, the distance may be increased to 50 miles."

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).

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

21. 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.

Table with 2 columns: Load limit—between and Limit. Rows: 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, employes 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 and hooked.

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; Enginehouse; Dispatcher's Office. At Austin—Yard Office; Enginehouse, Dispatcher's Office. At Yoakum—Telegraph Office; Enginehouse. At Waco—Agent's Office; Enginehouse.

SPEED

Table with columns: 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. STATIONS, Miles per Hour. Rows: Llano and Austin, Marble Falls and Fairland, Lampasas and Burnet, Austin and Hempstead, Yoakum and Flatonia, Flatonia and Giddings, Giddings and Hearne Jct., Giddings and M. P. 98, M. P. 98 and Waco, Lockhart and Shiner Jct., and a list of stations with their respective speeds.

(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 crossovers, junctions and other diverging switches, twenty-five (25) miles per hour over drawbridges, and thirty-five (35) miles per hour over railroad crossings at grade.

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

53. 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.

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

These engines 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.

55. 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.

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

REMOTE SWITCH CONTROL

57. 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.



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

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

## AUSTIN AND VICINITY

SCALE OF MILES.

