

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

FOR THE

AUSTIN DIVISION

To Take Effect Sunday, August 10, 1930, at 12:01 A. M.

CENTRAL TIME

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

L. B. McDONALD,
General Manager.

A. D. MIMS,
Assistant General Manager.

O. C. CASTLE,
Superintendent of Transportation.

EASTWARD

CAMERON SUBDIVISION

WESTWARD

① Int weekly Tues-Thurs-Sat

② Effective 8-19-30 Daily except Mon

① Int weekly Mon-Wed-Fri

② Effective 8-19-30 Daily except Sun

③ Effective 10-30-30 Mon-Wed-Fri

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	EASTWARD			WESTWARD			Distance From Waco (Freight Yard)	STATIONS			Distance From Waco (Freight Yard)	WESTWARD			Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
	THIRD CLASS	SECOND CLASS	FIRST CLASS	THIRD CLASS	SECOND CLASS	FIRST CLASS		FIRST CLASS	SECOND CLASS	THIRD CLASS		Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays			
	268 Local Freight Leave Daily Ex. Monday	266 Freight Leave Daily	52 Motor Leave Daily	267 Local Freight Arrive Daily Ex. Sunday	265 Freight Arrive Daily	51 Motor Arrive Daily		51 Motor Arrive Daily	265 Freight Arrive Daily	267 Local Freight Arrive Daily Ex. Sunday		Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays			
Yard BOPWY	6.30AM	2.35AM	8.27AM	67.4	TO-R	GIDDINGS	103.2	11.10AM	12.15AM	3.15PM	Continuous	Continuous				
87	6.55	3.00	8.43	75.3		LINCOLN	95.3	10.54	11.29PM	2.35						
37	7.13	3.18	8.54	81.6		LEO	89.0	10.43	11.12	2.02						
25	7.25	3.29	9.01	85.5	TO	LEXINGTON	85.1	10.36	11.01	1.42	8.00AM to 12.01PM 1.01PM to 5.00PM	8.30AM to 11.30AM				
26	7.43	3.49	9.12	91.7		TANGLEWOOD	78.9	10.25	10.45	1.08						
24	7.53	3.58	9.18	94.7		HICKS	75.9	10.19	10.36	12.54						
Yard 40 TW	8.25	4.25	9.35	103.3	TO	TOWER 54 (I.-G. N. Crossing) ROCKDALE	67.3	10.06	10.10	12.17PM	Continuous	Continuous				
28	9.05	4.50	9.50	110.9	TO	MINERVA	59.7	9.50	9.47	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 49 TW	9.33 10.35	5.20	10.07	118.0	TO	CAMERON	52.6	9.33	9.25	10.35	8.00AM to 5.00PM	Closed				
19	10.49	5.35	10.17	122.7		SPLAWN	47.9	9.20	9.09	10.17						
28	10.59	5.45	10.23	125.8		BEN ARNOLD	44.8	9.14	9.01	9.51						
25	11.21AM	5.57	10.31	129.4		BURLINGTON	41.2	9.06	8.51	9.35						
25	12.02PM	6.10	10.40	133.5	TO	ROSEBUD	37.1	8.57	8.40	8.57	8.00AM to 5.00PM	8.15AM to 11.15AM				
20	12.19	6.31	10.50	138.1		TRAVIS	32.5	8.48	8.28	8.35						
25	1.03	6.45	11.00	143.1	TO	LOTT	27.5	8.39	8.15	8.18	8.00AM to 5.00PM	8.15AM to 11.15AM				
30	1.32	7.03	11.12	149.0	TO	CHILTON	21.6	8.27	7.59	7.56	8.00AM to 5.00PM	8.00AM to 5.00PM				
28	1.59	7.20	11.24	154.8		SATIN	15.8	8.15	7.43	7.36						
5 W	2.02	7.23	11.26	155.7		GUDDA	14.9	8.13	7.40	7.33						
25	2.06	7.30	11.28	156.8		GURLEY	13.8	8.11	7.37	7.30						
30	2.25	8.00	11.40	162.8		DOWNES	7.8	8.00	7.21	7.10						
83 Yard	2.50	8.12	11.48	167.0		TEXAND	3.6	7.52	7.10	6.57						
Yard BOKWY	3.10PM	8.25AM	11.55AM	170.6	TO-R	WACO (Freight Yard)	0.0	7.45AM	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	(8.50) 17.7	(8.28) 29.8	.....Time Over Subdivision.....	(8.25) 30.2	(5.15) 19.6	(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 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. 47 August 10, 1930	Distance From Austin	FIRST CLASS		THIRD CLASS		Train Order Office Hours	
	254 Local Freight	Leave Daily Ex. Monday	48 Motor	Leave Daily				47 Motor	253 Local Freight	Arrive Daily	Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays
Yard BWY 29	7.00AM		7.00A	12.56PM	0.0	TO-R LLANO 19.6	98.7	2.33PM	4.30PM	7.00AM to 4.00PM	11.30AM to 1.30PM		
25 W	7.55		1.29		19.6	KINGSLAND 9.4	79.1	11.58AM	3.25				
27			1.44		29.0	TUGGLE 5.9	70.0	11.41	2.45				
20 Spur Y			8.52A	2.02	34.9	TO MARBLE FALLS 6.2	75.9	11.28	2.02	8.00AM to 5.00PM	11.00AM to 2.30PM		
29 Y	12:30P	8.25	9.17A	2.16	29.0	TO-R FAIRLAND 2.6	69.7	11.10	1.10	8.00AM to 5.00PM	10.30AM to 2.30PM		
17 Yard W		8.37	2.24		31.6	SUDDUTH 7.2	67.1	11.05	12.55				
12 Spur Y		9.02	2.36		38.8	WILKIE 0.6	59.9	10.53	12.24				
Yard 41 BOKWY	2:15	9.00	10:50A	2.41	39.4	TO-R BURNET 0.6	60.5	10.50	2.14PM	8.00AM to 5.00PM	10.01AM to 1.201PM	1.30PM to 3.30PM	
Yard 12 Spur Y		9.12	2.43		38.8	WILKIE 3.8	59.9	10.43	11.41AM				
32		10.35	2.52		42.6	SUMMIT 6.8	56.1	10.35	11.30				
21		10.55	3.06		49.4	TO BERTRAM 5.5	49.3	10.21	10.55	8.00AM to 5.00PM	9.20AM to 11.20AM	2.00PM to 4.00PM	
28		11.13	3.15		54.9	GROVER 4.6	48.8	10.08	10.33				
15		11.29	3.25		59.5	TO LIBERTY HILL 7.6	39.2	9.59	10.18	8.00AM to 5.00PM	9.00AM to 11.00AM	2.30PM to 4.30PM	
19 W		11.56AM	3.40		67.1	TO LEANDER 5.6	31.6	9.43	9.43	8.00AM to 5.00PM	8.45AM to 10.45AM	2.45PM to 4.45PM	
18		12.14PM	3.52		72.7	CEDAR PARK 4.3	26.0	9.28	9.14				
21		12.30	3.59		77.0	RUTLEDGE 5.2	21.7	9.19	8.58				
27 I		1.01	4.09		82.2	TO McNEIL 3.7	16.5	9.09	8.38	8.30AM to 5.30PM	3.00PM to 5.00PM		
22		1.17	4.17		85.9	WATERS PARK 2.4	12.8	8.59	8.13				
13		1.27	4.21		88.3	FROMME 9.0	10.4	8.55	8.05				
Yard	6:30P	2.20PM	4.41PM		97.3	Automatic Block	1.4	8.38AM	7:00A 7.35AM				

(7.20)
12.8

(8.45)
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 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.

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. 47 August 10, 1930	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	
Yard 32 BWY	1.00PM	9.20AM	0.0	TO-R LAMPASAS 11.6	23.0	12.20PM	4.00PM	8.00AM to 5.00PM	Closed	
18	1.30	9.50	11.6	LAKE VICTOR 11.4	11.4	11.40	3.20			
Yard 41 BOKWY	2.15PM	10.35AM	23.0	TO-R BURNET	0.0	11.05AM	2.45PM	8.00AM to 5.00PM	10.01AM to 12.01PM	1.30PM to 3.30PM
	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

① Tri-weekly 6-30-30
② Effective 8-12-30 daily ex. Sunday
③ Effective 10-20-30 Mon-Wed-Fri

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. 47		Distance From Hempstead	
																August 10, 1930			
																STATIONS			
	253	236	92				240		6	46	4	42	2	47	10				
	Local Freight	Local Freight	M-K-T Local Freight				Freight		M-K-T Passenger	Passenger	M-K-T Passenger	Passenger	M-K-T Passenger	Motor	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							(12-1-30) 10:00 PM		11.40 PM	11.30 PM	4.25 PM	12.45 PM	12.10 PM	8.30 AM	1.30 AM	0.0	TO-R	AUSTIN	115.0
Yard BKP	7:00 A 7.30 AM	7.10 AM	6.00 AM				8.45 PM		11.45	11.35	4.30	12.50	12.15	8.35	1.35	0.8	R	YARD OFFICE	114.2
Yard OTWY	7.35 AM	7.15	6.05				8.50		11.48	11.38	4.33	12.52	12.18	8.38 AM	1.38	1.4		AUSTIN JUNCTION	113.6
P		7.17	6.10 AM				8.51		11.50 PM	11.39	4.35 PM	12.53	12.20 PM		1.40 AM	1.8		PERSHING	113.2
32		7.28					8.59			11.45		12.58				5.1		DELWAU	109.9
39 P		7.42					9.15			f 11.58 PM		f 1.08				9.9		DAFFAN	105.1
18 P		8.06					9.30			s 12.11 AM		s 1.18				15.0		MANOR	100.0
21		8.25					9.48			f 12.24		f 1.30				21.8		LITIG	98.2
26 PWY PI		9.15					10.04			s 12.36		s 1.40				27.2	TO	TOWER 100 (M-K-T. Crossing)	87.8
P		10.00					10.19			f 12.48		f 1.53				32.8		BUTLER	82.2
26 P		10.30					10.33			s 12.58		s 2.02				37.3	TO	McDADE	77.7
37 P		10.50					10.51			1.11		2.15				43.8		MIDSPRINGS	71.2
26 P		11.20					11.03			s 1.20		s 2.22				47.7		PAIGE	67.3
28 P		11.45 AM					11.18			f 1.31		f 2.32				52.8		HILLS	62.2
Yard BOPWY		12.38 PM					11.48 PM 12.35 AM			s 1.50 2.25		s 2.45				59.2	TO-R	T. & N. O. CROSSING GIDDINGS	55.8
37 P		12.53					12.50			2.35		2.54				64.2		KRUSE	50.8
32 P		1.10					1.01			s 2.45		s 3.01				68.4		LEDBETTER	46.6
42 P		1.34					1.17			s 2.59		s 3.13				74.8	TO	CARMINE	40.2
41 P		2.01					1.34			s 3.13		s 3.26				81.1	TO	BURTON	33.9
22 P		2.23					1.52			f 3.27		f 3.38				87.6		MILL CREEK	27.4
Yard PI PWY		3.05					2.13			s 3.42		s 3.49				93.7	TO	TOWER 95 (G. C. & S. F. Crossing) BRENHAM	21.3
14		3.30					2.28			3.52		4.01				99.2		PACKERY	15.8
32 P		3.54					2.43			s 4.04		s 4.10				103.9	TO	CHAPEL HILL	11.1
Yard BOKPWY		4.20 PM					4.00 AM			4.25 AM		4.35 PM				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	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) 30.0Time 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 at Austin.

All trains must obtain clearance 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

① In-weekly 6-30-30
② Effective 8-12-30 daily ex. Monday

Distance From Austin	TIME TABLE No. 47 August 10, 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	③ Effective 10/20/30 Tues-Thurs-Sat
	Arrive Daily	Arrive Daily		Passenger	Passenger	Passenger	Passenger	Motor	Passenger	Freight	Freight	M-K-T Local Freight	Local Freight	Local Freight			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	4.50PM 5:15P	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	6:30P 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		DELWAW	109.9			6.35	2.28				5.12			3.01				
9.9		DAFFAN	105.1			6.27	2.19				4.58			2.38				
15.0		MANOR	100.0			6.17	2.08				4.43			2.08				
21.8		LITTIG	93.2			6.02	1.54				4.22			1.30				
27.2	TO	TOWER 100 (M-K-T Crossing)	87.8			5.52	1.40				4.04			1.11	Continuous	Continuous		
82.8		BUTLER	82.2			5.34	1.30				3.45			12.53				
87.3	TO	McDADE	77.7			5.24	1.22				3.29			12.38	8.00 AM to 11.50 AM 12.50 PM to 5.00 PM	12.45 PM to 2.45 PM		
43.8		MIDSPRINGS	71.2			5.08	1.10				3.09			12.16				
47.7		PAIGE	67.3			4.57	1.03				2.57			12.02PM				
52.8		HILLS	62.2			4.47	12.54				2.43			11.45AM				
59.2	TO-R	T. & N. O. CROSSING GIDDINGS	55.8			4.35 4.10	12.43 12.38				2.25 1.59			11.15	Continuous	Continuous		
64.2		KRUSE	50.8			3.58	12.29				1.46			10.05				
68.4		LEDBETTER	46.6			3.49	12.22				1.35			9.50				
74.8	TO	CARMINE	40.2			3.32	12.09PM				1.17			9.20	8.00 AM to 5.00 PM	11.00 AM to 1.00 PM 2.30 PM to 4.30 PM		
81.1	TO	BURTON	33.9			3.13	11.56AM				12.57			8.50	8.00 AM to 5.00 PM	11.00 AM to 1.00 PM 2.30 PM to 4.30 PM		
87.6		MILL CREEK	27.4			2.28	11.43				12.40			8.20				
93.7	TO	TOWER 95 (G. C. & S. F. Crossing) BREHAM	21.3			2.13	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			1.45	11.10				11.57PM			6.30	8.00 AM to 5.00 PM	10.05 AM to 12.05 PM 3.15 PM to 5.15 PM		
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 (Grand Central Station)			11.40PM														
	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			

.....Time Over Subdivision..... (5.40) (4.05) (6.00) (9.25)
Average Speed per Hour..... 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 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.

See note ①

See note on page 7

See note on page 7

See note ①

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. 47 August 10, 1930	Distance From Waco (Freight Yard)	FIRST CLASS		SECOND CLASS			THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations			
	232	250	252	248	234	52	22				21	51	249	251	235	247	233	Daily Except Sundays and Legal Holidays		Sundays and Legal Holidays	
	Local Freight	Freight	Freight	Freight	Mixed	Motor	The Lark				The Lark	Motor	Freight	Freight	Mixed	Freight	Local Freight				
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday						
BOKTWYP	6.30AM		7.00PM			6.15AM		TO-R YOAKUM	170.6	1.35PM		6.00AM		5.00PM	Continuous		Continuous				
24 P	6.44		7.14			6.26	4.2	4.2 ADEL	166.4	1.24		5.36		4.04							
55 WP	7.14		7.33		1.15PM	6.40	10.8	TO-R SHINER	159.8	1.12		5.19	12.30PM	3.41	8.00AM to 5.00PM		12.01PM to 2.01PM				
YP	7.18		7.36		1.18PM	6.42	11.6	0.8 SHINER JUNCTION	159.0	1.09		5.16	12.25PM	3.36							
29 WP	7.48		8.04			7.00	21.2	9.6 TO MOULTON	149.4	12.51		4.51		3.07	7.00AM to 4.00PM		6.30AM to 8.30AM 12.01PM to 2.01PM				
84 I PY	8.33	11.10PM	8.27	1.00PM		7.16	29.3	8.1 TO-R TOWER 3 (T. & N. O. CROSSING) FLATONIA	141.3	5.30AM	12.35	4.30		3.30PM	2.35	Continuous		Continuous			
72 P	9.03	11.25	8.40	1.16		7.26	34.6	5.3 KERR	136.0	5.21	12.15	2.34	4.13	3.12	2.10						
55 P	9.18	11.38	8.53	1.30		7.34	39.4	4.8 TO MULLDOON	131.2	5.13	12.07PM	2.19	3.59	3.00	1.57	7.00AM to 12.01PM 1.01PM to 4.00PM		7.00AM to 9.00AM 11.30AM to 1.30PM			
55 P	9.33	11.51PM	9.08	1.44		7.43	44.5	5.1 LENA	126.1	5.04	11.57AM	2.05	3.44	2.44	1.44						
55 WY IP	9.48	12.05AM	9.22	1.58		7.53	49.4	4.9 WEST POINT	121.2	4.56	11.48	1.45	3.29	2.29	1.04	Continuous		Continuous			
57 W P	10.15	12.20	9.52	2.13		8.02	53.8	4.4 TO TOWER 91 (M.-K.-T. CROSSING) WINCHESTER	116.8	4.49	11.40	1.29	3.12	2.13	12.44	7.30AM to 12.30PM 1.30PM to 4.30PM		7.30AM to 9.30AM 11.01AM to 1.01PM			
59 P	10.40	12.38	10.14	2.32		8.14	61.0	7.2 NORTHROP	109.6	4.38	11.27	1.10	2.54	1.52	12.19PM						
Yard BOPWY	11.15AM	12.52AM	10.30PM	2.50PM		8.27AM	67.4	6.4 T. & N. O. CROSSING GIDDINGS	103.2	4.28AM	11.15AM	12.52AM	2.35AM	1.30PM	11.55AM	Continuous		Continuous			
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday						
	232	250	252	248	234	52	22			21	51	249	251	235	247	233					

(4.45)	(1.42)	(3.30)	(1.50)	(2.12)	(1.03)	.....Time Over Subdivision.....		(1.02)	(2.20)	(2.33)	(3.25)	(2.00)	(5.05)
14.2	22.4	19.2	20.8	30.6	36.3	.....Average Speed per Hour.....		36.9	28.8	18.6	19.7	19.0	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. 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. 234 and 235.

Nos. 21 and 22 will stop at Mulldoon 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.

(265) Effective 12-2-30
To Flat 6:45 am
at Flat 10:15 am

Note ① - Effective 2-23-31 tri-weekly local service established between Flatonia + Heame -
To Flat Mon Wed Fri
To Heame Tues Thurs Sat

Effective 12-2-30
To Flat 6:55 am
at Flat 8:30 am

Discontinued effective with last train 2-21-31

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	BOPWY	SECOND CLASS				FIRST CLASS		Distance From Giddings	TIME TABLE No. 47 August 10, 1930	Distance From Hearne	FIRST CLASS		SECOND CLASS				Train Order Office Hours and Hours of Signalmen at Interlocking Stations			
		LOCAL	252	230	248	250	22				The Lark	21	The Lark	231	247	249	251	LOCAL	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays
			Freight	Mixed	Freight	Freight								Mixed	Freight	Freight	Freight			
		Leave Daily	Leave Daily Ex Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily Ex Sunday	Arrive Daily	Arrive Daily	Arrive Daily						
		10.40PM	3.00PM	2.50PM	12.52AM	2.18AM	0.0	Automatic Block System TO-R	59.0	4.28AM	12.30PM	1.30PM	12.52AM	1.40AM						
56	P	11.05	3.14	3.04	1.16	2.28	6.6	GIDDINGS 6.6	52.4	4.14	12.06PM	1.04	12.27	1.16						
54	P	11.23	3.30	3.19	1.35	2.39	13.8	LOEBAU 7.2	45.2	4.03	11.50AM	12.48	12.08AM	12.59						
54	P	11.48	3.47	3.35	1.54	2.50	20.5	DIME BOX 6.7	38.5	3.53	11.31	12.28	11.48PM	12.43						
Yard 73	PW	12.25	4.07	3.51	2.15	3.02	28.3	DEANVILLE 7.8	30.7	3.42	11.09	12.10PM	11.29	12.25						
55	P	12.41	4.25	4.11	2.35	3.12	34.9	CALDWELL 6.6	24.1	3.32	10.48	11.54AM	11.12	12.09AM						
56	P	12.54	4.43	4.27	2.50	3.22	40.4	COOK'S POINT 5.5	18.6	3.22	10.30	11.40	10.58	11.56PM						
73	P	1.09	4.59	4.47	3.11	3.32	46.9	BRYAN JUNCTION 6.5	12.1	3.11	10.08	11.25	10.43	11.42						
55	1P	1.22	5.15	5.01	3.40	3.40	52.1	MUMFORD 5.2	6.9	3.03	9.49	11.14	10.31	11.30						
Y		1.37	5.30	5.20	4.00	3.50	58.1	TATSIE 6.0	0.9	2.54	9.35	11.02	10.17	11.17						
								TOWER 140 (I.-G. N. CROSSING) 6.0												
								HEARNE JUNCTION												

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

Yard	BOKPTWY	1.40AM	5.40PM	5.30PM	4.15AM	3.55AM	59.0	TO-R	0.9	HEARNE	0.0	2.50AM	9.30AM	11.00AM	10.15PM	11.15PM	Continuous	Continuous
		Arrive Daily	Arrive Daily Ex Sunday	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily Ex Sunday	Leave Daily	Leave Daily	Leave Daily			
		252	230	248	250	22					21	231	247	249	251			

(2.57)	(2.30)	(2.30)	(3.08)	(1.32)	Time Over Subdivision.....				(1.34)	(2.55)	(2.28)	(2.35)	(2.23)
19.7	23.2	23.2	18.6	37.9	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 8-72)

EXCEPT: Nos. 231, 247, 249 and 251 are Superior to No. 230.

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

Discontinued with last train 2-21-31

*Effective 12-2-30
Lv Hearne 4:00 AM
Ar Sid 6:30 AM*

Effective 10-12-30 trains 251 + 252 discontinued between Hearne + Giddings. Nos. 265-266 extended Giddings to Giddings. Dallas tonnage formerly handled on 251 + 252 between Hearne + Giddings will be handled on 249 + 250. No. 247 will be operated as clean up train, leaving Hearne around midnight. No. 249-265 will handle Corpus Christi loads formerly handled on 247 via S.A. 249 will also handle in preference Vally loads.

Length of sidings in cars, location of buildings, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS				Distance From Shiner Jct.	TIME TABLE No. 47 August 10, 1930	Distance From Lockhart	SECOND CLASS				Train Order Office Hours and Hours of Signalmen at Interlocking Stations		
				234 Mixed				235 Mixed					Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays
				Leave Daily		STATIONS								
				1.18 PM	0.0	SHINER JUNCTION	64.0	12.25 PM						
PY				s 1.50	9.9	9.9 DILWORTH	44.1	s 11.45 AM						
20				f 2.05	14.4	4.5 MAURIN	39.6	f 11.30						
9 Spur					20.3	5.9 T. & N. O. CROSSING	33.7							
					20.3	0.7 GONZALES	34.4	11.05 s 10.45				8.00 AM to 5.00 PM	8.00 AM to 5.00 PM	
17	W			s 2.29	21.0	0.7 T. & N. O. CROSSING	33.7							
					20.3	7.6 SLAYDEN	26.1	s 10.15						
24				s 3.04	27.9	3.5 OTTINE	22.6	s 10.00						
19				s 3.16	31.4	8.0 TOWER 40 (T. & N. O. CROSSING)	14.6					Continuous	Continuous	
	I				39.4	0.7 LULING	15.3	9.30 s 9.00						
41	Y			s 3.51	40.1	0.7 TOWER 40 (T. & N. O. CROSSING)	14.6					Continuous	Continuous	
	I				39.4	5.7 OILFIELD	8.9	f 8.28						
84	Y			f 4.19	45.1	2.3 BURDETTE WELLS	6.6	f 8.20						
12 Spur				f 4.26	47.4	6.6 LOCKHART	0.0	8.00 AM				7.30 AM to 4.30 PM	7.30 AM to 9.30 AM	
29 BOTW				4.50 PM	54.0									
				Arrive Daily	234			Leave Daily	235					

(3.32)
15.3

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

(4.25)
12.2

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

EXCEPT: 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. 234 and 235.

All trains must obtain clearance before leaving Gonzales during train office hours. No. 234 must obtain clearance at Shiner before leaving Shiner Junction.

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

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

LLANO TO AUSTIN				AUSTIN TO HEMPSTEAD				GIDDINGS TO HEARNE			
Distance from Llano		Distance from Austin	Car Capacity and Direction of Opening if Spur	Distance from Austin		Distance from Hempstead	Car Capacity and Direction of Opening if Spur	Distance from Giddings		Distance from Hearne	Car Capacity and Direction of Opening if Spur
1.3	Teich.....	97.4	24-E	30.4	Sandspur.....	84.6	26-W	39.2	Interurban Jct.	19.8	300-E
7.7	Iron Branch.....	91.0	7-E	31.9	Cherry.....	83.1	7-E	40.8	Sims.....	18.2	8-E
11.7	Graphite.....	87.0	21-E	70.6	Ledbetter Gravel Pt....	44.4	241-W	43.1	Steels.....	15.9	9-E
14.5	Doke Spur.....	84.2	3-E	108.9	Harmon.....	6.1		43.9	Mooring.....	15.1	10-E
16.6	Wood Spur.....	82.1	9-E	111.5	Pointers.....	3.5	16-E	45.1	Astin.....	13.9	5-E
22.2	Harwell.....	76.5	125-W	YOAKUM TO WACO				48.6	Cavit.....	10.4	2-E
27.1	Sandstone.....	71.6		Distance from Yoakum		Distance from Waco	Car Capacity and Direction of Opening if Spur	49.6	Watts.....	9.4	8-E
32.8	Granite Mountain.....	73.8	16					49.7	Whites.....	9.3	9-E
63.6	Gabriel River.....	35.1	15-W					50.6	Nicholas.....	8.4	10-E
70.5	Walkerton.....	28.2	14-W					51.1	Woods.....	7.9	5-E
71.4	Whitestone.....	27.3	7-W					52.7	Providence.....	6.3	5-E
91.0	Abercrombie.....	7.7	11-W					53.6	Rache.....	5.4	25-E
								54.6	Maguire.....	4.4	11-E
								55.1	Glass.....	3.9	6-E
								SHINER JUNCTION TO LOCKHART			
				Distance from Lampasas		Distance from Burnet	Car Capacity and Direction of Opening if Spur	Distance from Shiner Jct.		Distance from Lockhart	Car Capacity and Direction of Opening if Spur
								7.7	Big Hill.....	46.3	
								16.6	Elm.....	37.4	
								35.0	Andrews.....	19.0	
								43.3	Williams.....	10.7	
								49.2	Hales.....	4.8	

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		
27	2	13	44	1	21			

Nominal Capacity	Journal	Total Weight Car and Capacity
40,000 lbs.	3 3/4 x 7	66,000 lbs.
60,000 "	4 1/4 x 8	103,000 "
80,000 "	5 x 9	136,000 "
100,000 "	5 3/4 x 10	169,000 "
140,000 "	6 x 11	210,000 "

SPECIAL INSTRUCTIONS

GENERAL

- 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.
- A train may arrive at a station in advance of its schedule arriving time.
- 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.
- Employees are forbidden to ride front footboard of yard engines in direction of movement, or on pilot of road engines.
- Trains and engines must stop before crossing a railway at grade unless protected by an interlocking plant.

LOCAL

- Extreme west wye switch, Austin yard, on Llano Subdivision, may be left as used, but locked.
 - 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.
 - Two main track wye switches at Lampasas may be left as used, but locked.
 - First class trains may register at Yard Office and Fairland by register ticket (Form 2642).
 - First and second class trains operating over Flatonia Subdivision between Yoakum and Giddings may register at Flatonia by register ticket (Form 2642).
 - First class trains operating over the Flatonia and Giddings subdivisions may register at Giddings by register ticket (Form 2642).
 - 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.
 - 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 over the Little River span weighing in excess of 169,000 pounds must be spaced with an empty or lightly loaded car between them, and the speed is restricted to 6 miles per hour.
- | 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.

- 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 45 and 46 will enter and leave Dallas Division main track at east end of track No. 4.
- 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.
- Class MK-5 and F-1 engines must not use compress and creamery tracks at Giddings.
- 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.
- 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.
- 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-Texand, Austin-Austin Junction, Wilkie-Burnet, Lampasas and Llano.
- Flagmen 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.
- 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—Train-order Office; Enginehouse.
At Waco—Agent's Office; Enginehouse.
- The maximum distance a freight train may run without stopping for inspection is forty (40) miles, except, when additional stops can thereby be avoided, the distance may be increased to fifty (50) miles. Trainmen are not relieved from making inspection as prescribed by Rule 827 where stops are made at a lesser distance.

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		18	15		15	15		Hempstead.....	6
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	GOVERN	15	15	GOVERN	15	15	GOVERN	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: Psgr. Station to East Ave.....	6
Flatonia and Giddings.....	50	45		35	25		25	18		20	18		15	15		East Ave. to City Limits.....	12
Giddings and Hearne Jct.....	50	45		35	25		25	18		20	18		15	15		Yoakum (Passenger).....	15
Giddings and M. P. 98.....	45	40		25	20		20	15		18	15		15	15		Yoakum (Freight).....	10
M. P. 98 and Waco.....	40	30		25	20		20	15		18	15		15	15		Flatonia.....	6
Lockhart and Shiner Jct.....	30	25		20	15		15	10		12	12		15	15		Rockdale: Main St. to Freight Depot.....	6

51. Trains must not exceed fifteen (15) miles per hour through crossovers, junctions and other diverging switches, twenty-five (25) miles per hour over draw-bridges, 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.

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 twenty (20) 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 signal operator at Tower 91 by means of telephone located in a box on Signal 499. Telephonic authority from signal operator will be accepted in lieu of hand signals provided in Rules 628 and 663. Instructions for operating the switch, when so authorized by signal operator, are located inside of instrument case in iron box on post behind switch machine.

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

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.

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 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 before reaching home signal and send a member of the train crew to the tower who will handle levers in accordance with instructions on manipulation chart located directly above the interlocking machine.

TOWER 21, M-K-T CROSSING, WACO

Tower 59 at Waco has been abandoned and all derails and signals formerly operated at Tower 59 are operated from Tower 21. Approach annunciators are in service both west and east of home interlocking signals which indicate to signal operator at Tower 21 when train or engine is approaching M-K-T crossing. Telephones are located in box on post near each home interlocking signal, and if signal is not cleared for route through plant, telephone should be used immediately to communicate with signal operator for instructions. If signal fails to clear after derails have been cleared and locked, in order to avoid delay, trains or engines may proceed over the crossing upon permission from signal operator by telephone instead of yellow flag signal, after it has been made certain derail points are closed and locked.

COMPANY SURGEONS

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

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.

J. H. WALSH,
 Superintendent,
 Austin

H. F. KELLEY,
 Assistant Superintendent,
 Austin

J. J. MOORE,
 Trainmaster,
 Giddings

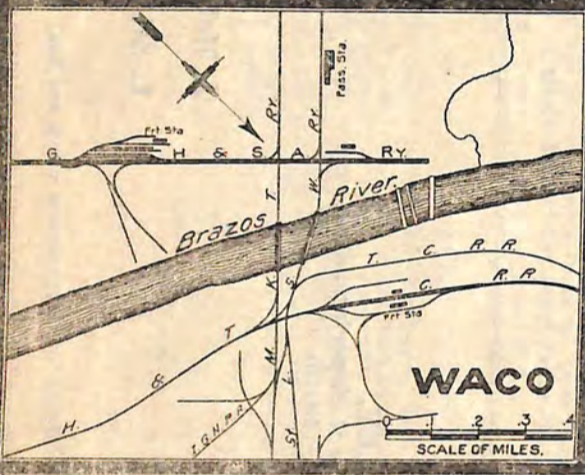
E. P. RAGSDALE,
 Traveling Engineer, San Antonio
W. F. RENTZEL,
 Traveling Engineer, Ennis

J. McKEOWN,
 Chief Train Dispatcher, Austin
L. SCARBOROUGH,
 Chief Train Dispatcher, Austin

Traveling Engineer will exercise duties of Trainmaster when on line.

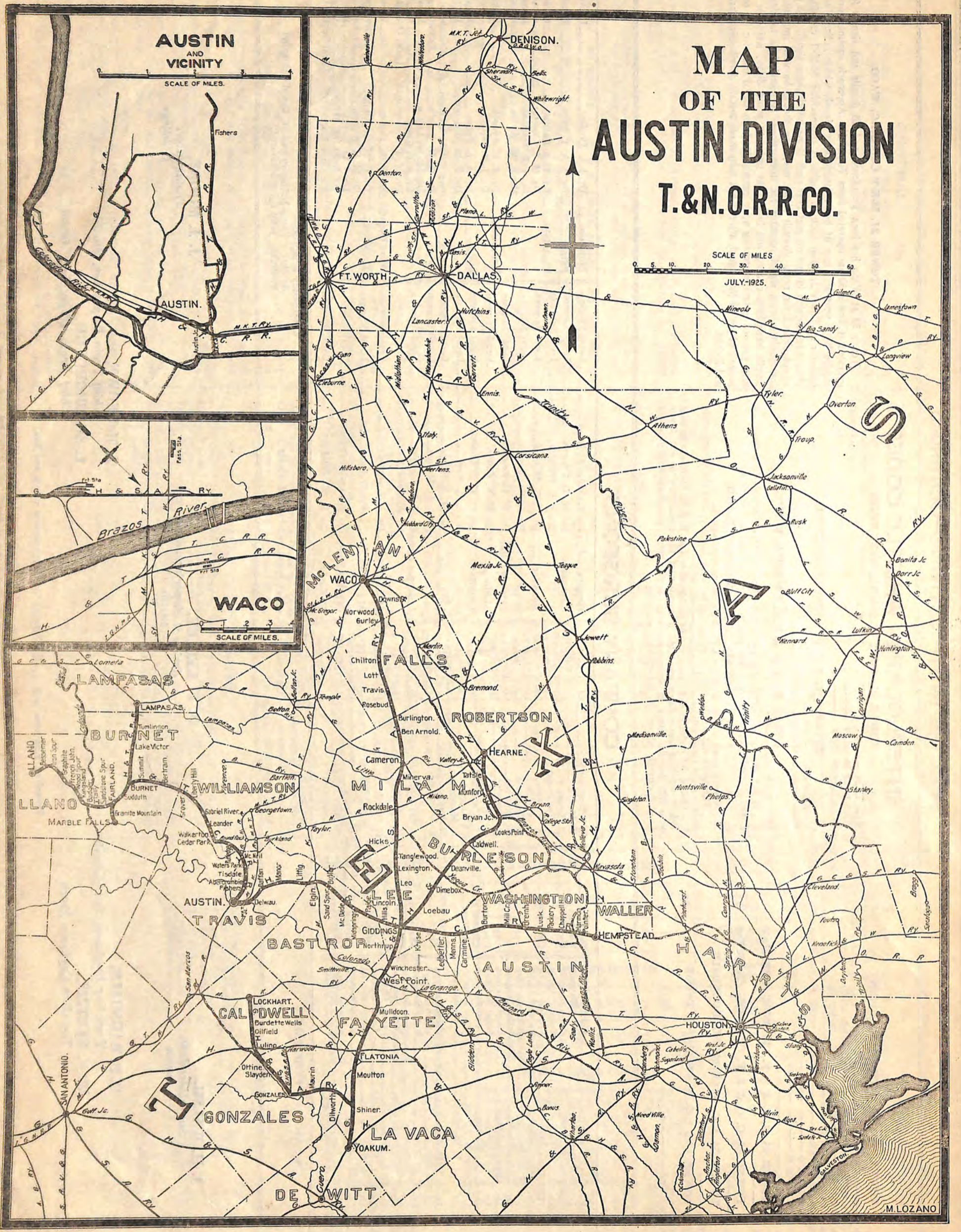
AUSTIN AND VICINITY

SCALE OF MILES.



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

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



M. LOZANO