

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

49

FOR THE

AUSTIN DIVISION

To Take Effect Sunday, October 4, 1931, 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.

Daily ex. Monday morning.

Daily ex. Sun night

Length of sidings in cars, location of bulletin, water and fuel stations, standard locks, interlocking plants, tele. tables, wyes and tele-phones.	EASTWARD			Distance From Yokum	TIME TABLE No. 49 October 4, 1931	Distance From Waco (Freight Yard)	WESTWARD			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	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 Lv. Tues-Thurs- and Saturday	266 Freight Leave Daily	52 Motor Leave Daily				51 Motor Arrive Daily	265 Freight Arrive Daily	267 Local Freight Ar. Mon-Wed. and Friday		
Yard BOPWY	6.30AM	2.35AM	s 8.27AM	67.4	TO-R	103.2	s 9.40AM	12.15AM	3.15PM	Continuous	Continuous
37	6.55	3.00	s 8.44	75.3		95.3	s 9.22	11.29PM	2.35		
37	7.13	3.18	f 8.55	81.6		89.0	f 9.11	11.12	2.02		
25	7.25	3.29	s 9.04	85.5	TO	86.1	s 9.04	11.01	1.42	8.00AM to 12.01PM 1.01PM to 5.00PM	8.30AM to 10.30AM
26	7.43	3.49	s 9.15	91.7		78.9	s 8.53	10.45	1.08		
24	7.53	3.58	s 9.21	94.7		75.9	s 8.47	10.36	12.54		
Yard I 46 TW	8.34	4.25	s 9.38	103.3	TO	67.3	s 8.34	10.10	12.17PM	Continuous	Continuous
28	9.05	4.50	s 9.53	110.9	TO	59.7	s 8.18	9.47	11.34AM	8.00AM to 11.30AM 12.30PM to 5.00PM	Closed
I				117.6		53.0				Continuous	Continuous
Yard TW 49	10.09	5.20	s 10.09	118.0	TO	52.6	s 8.02	9.25	10.35	8.00AM to 5.00PM	Closed
19	10.49	5.35	f 10.18	122.7		47.9	f 7.51	9.09	10.18		
28	10.59	5.45	s 10.24	125.8		44.8	s 7.45	9.01	9.51		
25	11.21AM	5.57	s 10.31	129.4		41.2	s 7.38	8.51	9.35		
25	12.02PM	6.10	s 10.40	133.5	TO	37.1	s 7.30	8.40	8.57	8.00AM to 5.00PM	7.00AM to 11.00AM
20	12.19	6.25	s 10.50	138.1		32.5	s 7.21	8.28	8.35		
25	1.03	6.39	s 11.00	143.1	TO	27.5	s 7.12	8.15	8.18	7.00AM to 4.00PM	6.30AM to 8.30AM
30	1.32	7.00	s 11.12	149.0	TO	21.6	s 7.00	7.59	7.56	6.45AM to 4.00PM	6.45AM to 8.45AM
28	1.59	7.20	s 11.24	154.8		15.8	s 6.48	7.43	7.36		
5 W	2.02	7.23	11.26	155.7		14.9	6.46	7.40	7.33		
25	2.06	7.30	f 11.28	156.8		13.8	f 6.44	7.37	7.30		
30	2.25	8.00	f 11.40	162.8		7.8	f 6.33	7.21	7.10		
32 Yard	2.50	8.12	11.48	167.0		3.6	6.26	7.10	6.57		
Yard OWY	3.10PM	8.25AM	11.55AM	170.6		0.0	6.19AM	7.00PM	6.45AM		
I				170.9						Continuous	Continuous
				171.0							

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.

BK	Ar. Tues-Thurs- and Saturday	Arrive Daily	12.10PM	TO-R	WACO (UNION STATION)	6.15AM	Leave Daily	Leave Daily	Ar. Mon-Wed. and Friday	Continuous	Continuous
	268	266	52			51	265	267			
	(8.40) 11.9	(5.50) 17.7	(2.28) 39.8	.....Time Over Subdivision.....			(8.21) 30.8	(8.15) 18.6	(8.20) 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 (Union Station).

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, MP 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.	EASTWARD			Distance From Llano	TIME TABLE No. 49 October 4, 1931	Distance From Austin	WESTWARD			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations.	
	THIRD CLASS	SECOND CLASS	FIRST CLASS				FIRST CLASS	SECOND CLASS	THIRD CLASS		
	254 Local Freight	256 Mixed	48 Motor				47 Motor	255 Mixed	253 Local Freight		
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily		STATIONS		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays
Yard 29 BWY		6:00A	7:00AM	0.0	TO-R LLANO 19.6	98.7	12.30PM	4.40PM		7.00AM to 4.00PM	12.15PM to 2.15PM
25 W		7:15A	7.50	19.6	KINGSLAND 9.4	79.1	11.58AM	3.43			
27		7:42	8.17	29.0	TUGGLE 5.9	70.0	11.41				
20 Spur Y		8:15	8.50	34.9	TO MARBLE FALLS 6.2	75.9	11.28			8.00AM to 5.00PM	11.00AM to 1.00PM 2.00PM to 4.00PM
29 Y	12.10PM	8:45	9.15	29.0	FAIRLAND 2.6	69.7	11.10	3.18	11.50AM		
17	12.22	8:56	9.26	31.6	SUDDUTH 7.2	67.1	11.05	3.01	11.36		
Yard 12 Spur Y	12.47	9:21	9.51	38.8	WILKIE 0.6	59.9	10.53	2.38	11.05		
Yard 41 OKWY	12.52	9:45A	10.00AM	39.4	TO-R BURNET 0.6	60.5	10.50	2.35PM	10.50	8.00AM to 5.00PM	10.01AM to 1.201PM 2.30PM to 4.30PM
Yard 12 Spur Y	12.57			38.8	WILKIE 3.8	59.9	10.43		10.13		
32	2.35			42.6	SUMMIT 6.8	56.1	10.35		10.02		
21	2.55			49.4	TO BERTRAM 5.5	49.3	10.21		9.37	8.00AM to 5.00PM	9.20AM to 11.20AM 3.00PM to 5.00PM
28	3.12			54.9	GROVER 4.6	43.8	10.08		9.17		
15	3.27			59.5	TO LIBERTY HILL 7.6	39.2	9.59		9.02	8.00AM to 5.00PM	9.00AM to 11.00AM 3.30PM to 5.30PM
19 W	3.52			67.1	TO LEANDER 5.6	31.6	9.43		8.33	8.30AM to 5.30PM	8.45 AM to 10.45 AM 3.30 PM to 5.30 PM
18	4.08			72.7	CEDAR PARK 4.3	26.0	9.28		8.13		
21	4.20			77.0	RUTLEDGE 5.2	21.7	9.19		7.58		
27 I	4.51			82.2	TO McNEIL 3.7	16.5	9.09		7.43	8.30AM to 5.30PM	3.00PM to 5.00PM
22	5.18			85.9	WATERS PARK 2.4	12.8	8.59		7.18		
13	5.37			88.3	FROMME 9.0	10.4	8.55		7.10		
Yard	6.20PM			97.3	Automatic Block System { AUSTIN JUNCTION	1.4	8.38AM		6.40AM		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily				Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		
	254	256	48				47	255	253		
	(6.10) 11.5	(3.00) 17.1	(3.42) 30.3		Time Over Subdivision..... Average Speed per Hour.....		(3.52) 29.3	(3.10) 16.3	(5.10) 13.7		

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; No. 253 is Superior to No. 254.

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 255 returning from and Nos. 48 and 256 going to Marble Falls. Extra trains will not loop between Wilkie and Burnet, and between Fairland, Marble Falls and Tuggle, 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. 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.	EASTWARD			Distance From Lampasas	TIME TABLE No. 49 October 4, 1931	Distance From Burnet	WESTWARD			Train Order Office Hours
	SECOND CLASS						SECOND CLASS			
	258 Mixed						259 Mixed			
	Leave Daily Ex. Sunday				STATIONS		Arrive Daily Ex. Sunday		Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays
Yard 32 WY	1.15PM			0.0	TO-R LAMPASAS 11.6	23.0	12.15PM		8.00AM to 5.00PM	Closed
18	1.45			11.6	LAKE VICTOR 11.4	11.4	11.35AM			
Yard 41 BOKWY	2.30PM			23.0	TO-R BURNET	0.0	11.00AM		8.00AM to 5.00PM	10.01AM to 12.01 PM 2.30 PM to 4.30 PM
	Arrive Daily Ex. Sunday						Leave Daily Ex. Sunday			
	258						259			
	(1.15) 18.4				Time Over Subdivision..... Average Speed per Hour.....		(1.15) 18.4			

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) EXCEPT: No. 259 is Superior to No. 258.

Tumlinson and Hodge are flag stops for all trains.

*Effective 10-13-31 #233
will operate on Tue-Thu-Sat.*

Length of sidings in cars, loc. of bulk, water, and fuel stations, stand, clock interlocking plants, turn tables, wyes and tele-phones.	THIRD CLASS						SECOND CLASS			FIRST CLASS						Distance From Austin	TIME TABLE No. 49		Distance From Hempstead						
	236		253		92		240			46		4		42			2			47		6		October 4, 1931	
	Local Freight	Local Freight	Local Freight	Local Freight	M-K-T Local Freight	M-K-T Local Freight	Freight	Freight	Freight	Passenger	M-K-T Passenger	M-K-T Passenger	M-K-T Passenger	M-K-T Passenger	Motor		M-K-T Passenger	Distance From Austin		STATIONS		Distance From Hempstead			
	Lv. Mon. Wed. and Friday	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	Leave Daily	Leave Daily	Leave Daily	Leave Daily									
Yard BKP									11.00PM	4.05PM	1.20PM	12.10PM	8.30AM	1.25AM	0.0	TO-R	AUSTIN		115.0						
Yard BKP	7.10AM	6.35AM	6.00AM		8.45PM				11.05	4.10	1.25	12.15	8.35	1.30	0.8	R	YARD OFFICE		114.2						
Yard OTWY	7.15	6.40AM	6.05		8.50				11.08	4.13	1.27	12.18	8.38AM	1.33	1.4		AUSTIN JUNCTION		113.6						
P	7.17		6.10AM		8.51				11.09	4.15PM	1.28	12.20PM		1.35AM	1.8		PERSHING		113.2						
32	7.28				9.00				11.15		1.34				5.1		DELWAW		109.9						
39 P	7.42				9.15				f 11.24		f 1.43				9.9		DAFFAN		105.1						
18 P	8.06				9.30				s 11.35		s 1.53				15.0		MANOR		100.0						
21	8.25				9.49				f 11.48		f 2.05				21.8		LITTIG		93.2						
26 PWY PI	9.15				10.05				s 11.59PM		s 2.15				27.2	TO	ELGIN		87.8						
P	10.00				10.21				f 12.11AM		f 2.27				32.8		TOWER 100 (M-K-T Crossing)		82.2						
26 P	10.30				10.35				s 12.21		s 2.36				37.3		BUTLER		82.2						
37 P	10.50				10.54				12.33		2.48				43.8		McDADE		77.7						
26 P	11.20				11.06				s 12.41		s 2.55				47.7		MIDSPRINGS		71.2						
28 P	11.45AM				11.21				f 12.51		f 3.05				52.8		PAIGE		67.3						
Yard BOPWY	12.25PM				11.48PM 12.44AM				s 1.05 1.30		s 3.18				59.2	TO-R	HILLS		62.2						
37 P	12.53				12.58				1.40		3.31				64.2		T. & N. O. CROSSING		55.8						
32 P	1.10				1.09				s 1.49		s 3.39				68.4		GIDDINGS		50.8						
42 P	1.34				1.26				s 2.05		s 3.51				74.8		KRUSE		50.8						
41 P	2.01				1.54				s 2.17		s 4.04				81.1	TO	LEDBETTER		46.6						
33 P	2.23				2.12				f 2.29		f 4.18				87.6		CARMINE		40.2						
Yard PI PWY	3.05				2.43				s 2.43		s 4.31				93.7	TO	BURTON		33.9						
14	3.30				3.10				2.53		4.44				99.2		MILL CREEK		27.4						
23 P	3.54				3.26				s 3.03		s 4.54				103.9	TO	TOWER 95 (G. C. & S. F. Crossing)		21.3						
Yard BOKPWY	4.20PM				4.00AM				3.25AM		5.15PM				115.0	TO-R	BRENHAM		21.3						
																	PACKERY		15.8						
																	CHAPEL HILL		11.1						
																	HEMPSTEAD		0.0						

.....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 No. 6; 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

Effective 10-14-31 #237 will operate on Wed-Fri-Sat.

TIME TABLE No. 49

October 4, 1931

Distance From Austin	STATIONS	Distance From Hempstead	FIRST CLASS						SECOND CLASS		THIRD CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
			5	45	43	3	48	1	239	93	237	254			
			M-K-T Passenger	Passenger	Passenger	M-K-T Passenger	Motor	M-K-T Passenger	Freight	M-K-T Local Freight	Local Freight	Local Freight			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Ar. Tues. Thurs. and Saturday	Arrive Daily Ex. Sunday		Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays	
0.0	TO-R AUSTIN	118.0	5.10AM	6.35AM	2.35PM	3.10PM	5.50PM	6.01PM						Continuous	Continuous
0.8	R YARD OFFICE	114.2	5.00	6.30	2.27	3.00	5.45	5.50	6.00AM		5.40AM	3.40PM	6.25PM		
1.4	AUSTIN JUNCTION	113.6	4.57	6.26	2.24	2.57	5.42	5.47	5.55		5.35	3.30	6.20PM		
1.8	PERSHING	113.2	4.55AM	6.21	2.19	2.55PM	5.40PM	5.45PM	5.54		5.30AM	3.27			
5.1	DELWAW	109.9		6.15	2.13				5.44			3.15			
9.9	DAFFAN	105.1		f 6.06	f 2.04				5.32			2.54			
15.0	MANOR	100.0		s 5.56	s 1.53				5.17			2.35			
21.8	LITTIG	93.2		f 5.43	f 1.38				4.57			2.05			
27.2	TO TOWER 100 (M-K-T Crossing)	87.8		s 5.33	s 1.28				4.39			1.28		Continuous	Continuous
32.8	BUTLER	82.2		f 5.22	f 1.17				4.22			1.03			
37.3	McDADE	77.7		s 5.12	s 1.08				4.07			12.48			
43.8	MIDSPRINGS	71.2		5.00	12.56				3.47			12.26			
47.7	PAIGE	67.3		4.52	s 12.49				3.35			12.12PM			
52.8	HILLS	62.2		f 4.42	f 12.39				3.20			11.55AM			
59.2	TO-R T. & N. O. CROSSING	55.8		4.30	s 12.25				2.16			11.25		Continuous	Continuous
64.2	KRUSE	50.8		s 2.27	12.15				2.01			10.20			
68.4	LEDBETTER	46.6		s 2.19	s 12.08PM				1.49			10.05			
74.8	CARMINE	40.2		s 2.05	s 11.56AM				1.26			9.35			
81.1	TO BURTON	33.9		s 1.54	s 11.44				1.01			9.05		8.00AM to 5.00PM	11.00AM to 1.00PM 2.30PM to 4.30PM
87.6	MILL CREEK	27.4		f 1.42	f 11.31				12.43			8.35			
93.7	TO TOWER 95 (G. C. & S. F. Crossing)	21.3		s 1.29	s 11.17				12.23			8.15		Continuous	Continuous
99.2	PACKERY	15.8		1.19	11.06				12.07AM			7.00			
103.9	CHAPEL HILL	11.1		s 1.09	s 11.57				11.55PM			6.45			
115.0	TO-R HEMPSTEAD	0.0		12.50AM	10.35AM				11.25PM			6.15AM		Continuous	Continuous
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday	Lv. Tues. Thurs. and Saturday	Leave Daily Ex. Sunday		
			5	45	43	3	48	1	239		93	237	254		
	..... Time Over Subdivision		(3.45)	(4.00)					(3.35)		(3.25)				
	..... Average Speed per Hour		20.0	23.7					17.4		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 No. 6; 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. westward trains, except first class, must report to T. & N. O. dispatcher's office by telephone from Pershing for clearance on all overdue 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.

Daily ex Sun night.

Daily ex Mon morning.

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. 49 October 4, 1931	Distance From Waco (Freight Yard)	FIRST CLASS		SECOND CLASS			THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	232	250		266	234	52	22	21	51	265	235				247	233	Arrive Daily Ex-Monday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays			
	Local Freight	Freight	Freight	Mixed	Motor	The Lark	The Lark	Motor	Freight	Mixed	Freight				Local Freight							
Leave Daily Ex-Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex-Monday										
Yard BOKTWYP	5.00AM		7.00PM		6.15AM		0.0	TO-R YOAKUM	170.6	11.55AM	10.15AM		1.00PM	Continuous	Continuous							
24 P	5.14		7.14		6.26		4.2	ADEL	166.4	11.37	9.25		12.08PM									
Yard 65 WP	5.40		7.33	12.01PM	6.40		10.8	TO-R SHINER	159.8	11.25	9.05	11.10AM	11.47AM	8.00AM to 5.00PM	10.40AM to 12.40PM							
YP	5.43		7.36	12.04PM	6.42		11.6	SHINER JUNCTION	159.0	11.22	8.58	11.07AM	11.42		6.30AM to 8.30AM							
29 WP	6.15		8.04		7.00		21.2	TO MOULTON	149.4	11.05	8.30		11.05	7.00AM to 4.00PM	10.30AM to 12.30PM							
Yard 34 PY	7.16	11.00PM	8.27		7.16	12.15AM	29.3	TO-R TOWER 3 (T. & N. O. CROSSING)	141.3	5.28AM	10.49	8.05	5.00PM	10.15	Continuous	Continuous						
72 P	7.48	11.15	8.40		7.26	12.23	34.6	FLATONIA	136.0	5.19	10.40	7.48	4.46	9.48								
65 P	8.03	11.28	8.53		7.34	12.30	39.4	KERR	181.2	5.11	10.32	7.34	4.35	9.32	7.00AM to 12.01PM	7.00AM to 9.00AM						
65 P	8.17	11.41	9.08		7.43	12.38	44.5	MULDOON	126.1	5.03	10.22	7.20	4.21	9.17	1.01PM to 4.00PM	10.01AM to 12.01PM						
65 WY IP	8.32	11.55PM	9.22		7.53	12.46	49.4	LENA	121.2	4.54	10.13	7.08	4.06	9.01								
57 W P	8.45	12.10AM	9.52		8.02	12.53	53.8	WEST POINT	116.8	4.47	10.05	6.55	3.51	8.45	7.30AM to 12.30PM	7.45AM to 10.45 AM						
83	9.10	12.28	10.14		8.14	1.04	61.0	TOWER 91 (M.-K.-T. CROSSING)	109.6	4.36	9.52	6.38	3.33	8.14	1.30PM to 4.30PM							
Yard BOPWY	9.40AM	12.42AM	10.30PM		8.27AM	1.16AM	67.4	WINCHESTER	103.2	4.25AM	9.40AM	6.25AM	3.20PM	7.45AM	Continuous	Continuous						
	Arrive Daily Ex-Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		NORTHROP		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex-Monday								
	232	250	266	234	52	22		T. & N. O. CROSSING		21	51	265	235	247	233							
	(4.40)	(1.42)	(3.30)		(2.12)	(1.01)		GIDDINGS		(1.03)	(2.15)	(3.50)		(1.40)	(5.15)							
	14.4	22.4	19.2		30.6	27.5				36.1	30.0	17.6		22.8	12.8							

.....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. 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 only.

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

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

Length of sidings in cars, location of bulletin, water and fuel stations, standard time, interlocking points, tunnels, bridges, wyes and tele-phones.

Yard	BOPWY	THIRD CLASS			SECOND CLASS			FIRST CLASS			Distance From Giddings	Automatic Block System { TO-R	STATIONS	Distance From Hearne	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
		232			250			22							21		247		233		Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays
		Local Freight	Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday	Freight	Leave Daily	Arrive Daily	The Lark	Freight	Leave Daily					Arrive Daily	Local Freight	Arrive Daily Ex. Monday	Freight	Leave Daily	Arrive Daily Ex. Monday			Local Freight	Arrive Daily Ex. Monday
		11.10AM			12.42AM			s 1.16AM	0.0		Automatic Block System { TO-R	GIDDINGS	59.0	s 4.25AM		3.20PM			6.20AM		Continuous	Continuous
56	P	11.33			1.01			f 1.27	6.6		LOEBAU	52.4	f 4.12		2.56			6.02		8.30AM to 12.30PM 1.30PM to 5.30PM	Closed	
54	P	11.56AM			1.19			f 1.38	13.8	TO	DIME BOX	45.2	f 4.01		2.39			5.45				
54	W P	12.26PM			1.36			f 1.49	20.5		DEANVILLE	38.5	f 3.50		2.24			5.29				
Yard 78	PW	12.49			2.01			s 2.01	28.3	TO	CALDWELL	30.7	f 3.38		2.07			5.12		8.30PM to 5.30AM	8.30PM to 5.30AM	
55	P	1.52			2.30			f 2.11	34.9		COOK'S POINT	24.1	f 3.27		1.52			4.56				
56	P	2.12			2.45			f 2.20	40.4		LAW	18.6	f 3.18		1.39			4.43				
78	P	2.31			3.08			f 2.30	46.9		MUMFORD	12.1	3.08		1.26			4.28				
55	IP	2.52			3.22			f 2.39	52.1		TATSIE TOWER 140 (I.-G. N. CROSSING)	6.9	2.59		1.15			4.16				
Y		3.35PM			3.40AM			f 2.49AM	58.1		HEARNE JUNCTION	0.9	2.49AM		1.02PM			4.02AM				

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

Yard	BOKPTWY	Arrive Daily Ex. Sunday	232	Arrive Daily	250	Arrive Daily	22	Distance From Giddings	59.0	TO-R	0.9 HEARNE	Distance From Hearne	0.0	Leave Daily	21	Leave Daily	247	Leave Daily Ex. Monday	233	Continuous	Continuous
		3.45PM			3.45AM		2.55AM							2.45AM		1.00PM			4.00AM		

(4.25) 13.1	(2.58) 19.4	(1.33) 37.5	Time Over Subdivision	(1.36) 36.2	(2.18) 35.2	(2.18) 25.2
Average Speed per Hour						

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

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 Mooring (MP 15.1) and Mumford to receive and discharge passengers and U. S. mail.

Effective 12/1/31 Lockhart Subdivision assigned to San Antonio Div.

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 Shiner Jct.	TIME TABLE No. 49 October 4, 1931	Distance From Lockhart	SECOND CLASS				Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
				234 Mixed				235 Mixed					
				Leave Daily		STATIONS		Arrive Daily				Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays
				12.04 PM	0.0	SHINER JUNCTION	54.0	11.07 AM					
				12.37	9.9	DILWORTH	44.1	10.31					
				12.52	14.4	MAURIN	39.6	10.16					
					20.3	T. & N. O. CROSSING	33.7						
				1.21	21.0	GONZALES	34.4	9.50			8.00 AM to 5.00 PM	8.00 AM to 5.00 PM	
					20.3	T. & N. O. CROSSING	33.7						
				1.52	27.9	SLAYDEN	26.1	9.21					
				2.03	31.4	OTLINE	22.6	9.10					
					39.4	TOWER 40 (T. & N. O. CROSSING)	14.6						
				2.50	40.1	LULING	15.3	8.40			Continuous	Continuous	
					39.4	TOWER 40 (T. & N. O. CROSSING)	14.6						
				3.20	45.1	OILFIELD	8.9	8.08					
				3.33	47.4	BURDETTE WELLS	6.6	8.00					
				4.40 PM	54.0	LOCKHART	0.0	7.40 AM			7.30 AM to 4.30 PM	7.00 AM to 9.00 AM	
				Arrive Daily				Leave Daily					
				234				235					

Effective 12-18-31
Nos. 235 and 234 will not operate on Sundays
Line between Luling & Gonzales abandoned
Jan 14, 1932.

(4.30) 11.7 Time Over Subdivision (8.27)
Average Speed per Hour 15.6

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 order office hours. No. 234 must obtain clearance at Shiner before leaving Shiner Junction.

All trains must obtain clearance at Luling.

All trains will use San Antonio 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 San Antonio 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	3-E
7.7	Iron Spur	91.0	7-E	31.9	Cherry	83.1	7-E	40.8	Sims	18.2	8-E
11.7	Graphite	87.0	21	70.6	Ledbetter Gravel Pt.	44.4	173-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
14.7	Beverly	84.0	Wye	111.5	Pointers	3.5	16-E	45.1	Astin	13.9	5-E
16.6	Wood Spur	82.1	9-E					48.6	Cavit	10.4	2-E
22.2	Harwell	76.5	79-W	YOAKUM TO WACO				49.6	Watts	9.4	8-E
27.1	Sandstone	71.6						49.7	Whites	9.3	9-E
32.8	Granite Mountain	73.8	16					50.6	Nicholas	8.4	10-E
63.6	Gabriel River	35.1	15-W					51.1	Woods	7.9	5-E
70.5	Walkerton	28.2	12-W					52.7	Providence	6.3	5-E
71.4	Whitestone	27.3	15					53.6	Rache	5.4	25-E
91.0	Abercrombie	7.7	11-W					54.6	Maguire	4.4	11-E
								55.1	Glass	3.9	6-E
LAMPASAS TO BURNET				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				
7.9	Tumlinson	15.1		7.7	Big Hill	46.3					
15.6	Hodge	7.4		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	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 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 1/2 x 10	169,000 "
140,000 "	6 x 11	210,000 "

TIME INSPECTORS

Sidney F. Ball, General Time Inspector	Chicago, Ill.
Joe Koen	Austin, Texas
D. L. Carl	Llano, Texas
Duffey Drug Co.	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

SPECIAL INSTRUCTIONS

GENERAL

1. 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.
2. A train may arrive at a station in advance of its schedule arriving time.
3. 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.
4. Employees are forbidden to ride front footboard of yard engines in direction of movement, or on pilot of road engines.
5. Trains and engines must stop before crossing a 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. Switch to Cotton Belt connection at Waco will be left lined for that track.
19. 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.

20. West wye switch at Llano will be left lined for wye instead of main track. Switch at tail of wye will be left lined for westward movement.

21. First-class trains may register at Yard Office and Fairland by register ticket (Form 2642).

22. 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).

23. 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.

Load limit—between	Limit
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.

24. 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.

Austin Division trains moving onto or off the Dallas Division will enter and leave the main track at east end of Track No. 4.

25. 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.

26. Class MK-5 and F-1 engines must not use compress track at Giddings.

27. 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.

28. 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-Texas, Austin-Austin Junction, Wilkie-Burnet, Lampasas and Llano.

29. 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.

30. 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.
 At Hearne—Yard Office, Enginehouse, Tower 15.

31. 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:

BETWEEN	Passenger Trains			Gas Electric Motor 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 loaded oil tanks of 12,000 gallons capacity or over		
	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
Llano and Austin.....	40	35		44	39		25	20		20	15		20	18	
Marble Falls and Fairland.....	35	30		39	33		20	15		15	10		15	15	
Lampasas and Burnet.....	25	20	GOVERN	28	22	GOVERN	20	15		15	10		15	15	
Austin and Hempstead.....	45	40		50	44		25	20		20	15		20	18	
Yoakum and Flatonia.....	45	40		50	44		25	20		20	15		20	18	
Flatonia and Giddings.....	50	45		55	50		35	25		20	15		30	20	
Giddings and Hearne Jct.....	50	45		55	50		35	25		20	15		30	20	
Giddings and M. P. 98.....	45	40	GOVERN	50	44	GOVERN	25	20		20	15		20	18	
M. P. 98 and Waco.....	40	30		44	33		25	20		20	15		18	15	
Lockhart and Shiner Jct.....	30	25		33	28		20	15		15	10		12	12	

MAXIMUM SPEED OF ENGINES

Yard engines in service, running forward or backward with or without cars, and road engines in service, running backward with or without cars, or when shoving cars ahead of engine..... 20 miles per hour.

Yard engines, not equipped with engine trucks, in tow in charge of messenger and under sufficient steam to lubricate, moving forward or backward, rods in place or removed..... 20 miles per hour.

Road engines in tow in charge of messenger, and under sufficient steam to lubricate:
 Moving forward or backward, rods in place..... Freight train speed.
 Moving forward or backward, main or side rods, or both, removed..... 20 miles per hour.

Road engines running forward, light, unless otherwise directed..... Freight train speed.

50(a). The speed of engines numbered below is restricted as follows:

Any Service	Passenger Service
30 miles per hour at any point:	40 miles per hour on straight track and 35 miles per hour on unprotected curves:
Engine Class	400 to 565
300.....T-39	725 to 799
301 to 327.....T-39	800 to 850
330 to 334.....T-24	897 to 899
329.....T-41	953 to 990
339.....T-23	
346 to 349.....T-19	
350 to 365.....T-25	
377 to 386.....T-27	
403 to 404.....M-13	
405 to 408.....M-14	35 Miles per hour at any point:
409.....M-3	
481.....M-20	
485 to 487.....M-15	
489 to 493.....M-16	520 to 529

50(b). Through corporate limits of the cities and towns named trains and engines must not exceed the speed indicated.

STATIONS	Miles per Hour
	All Trains and Engines
Hempstead.....	6
Brenham.....	6
Giddings.....	6
Elgin.....	6
Austin:	
Psgr. Station to East Ave.....	6
East Ave. to City Limits.....	12
Yoakum (Passenger).....	15
" (Freight).....	10
Flatonia.....	6
Rockdale:	
Main St. to Freight Depot.....	6
Other Points.....	10
Cameron.....	8
Waco (Passenger).....	18
" (Freight).....	12
Lockhart.....	8
Luling.....	10

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. 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.

54. 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.

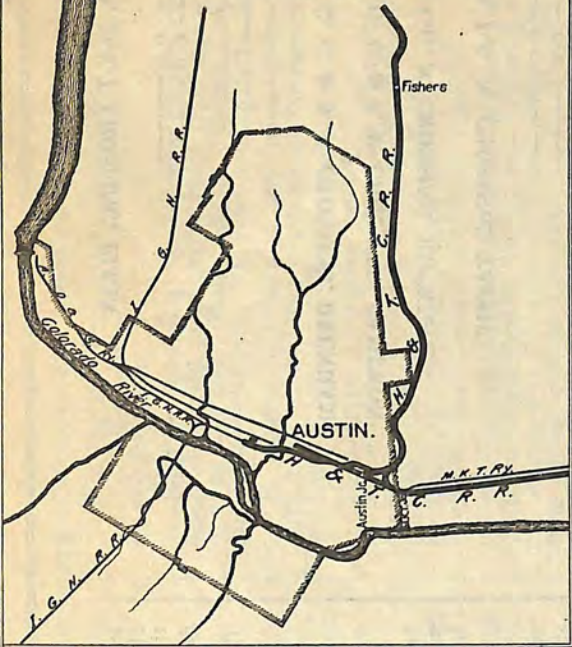
55. Trains handled by class M-4, C-23 and C-24 engines must not exceed twenty (20) miles per hour over the Lampasas Subdivision.

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



WACO

SCALE OF MILES

