

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

FOR THE

AUSTIN DIVISION

To Take Effect Sunday March 10, 1929, at 12:01 A.M.

CENTRAL TIME

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

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

L. B. McDONALD,
Assistant General Manager.

O. C. CASTLE,
Superintendent of Transportation.

**CONDENSED INFORMATION
(CENTRAL TIME)**

EASTWARD

WESTWARD

No. 266	No. 252	No. 248	No. 240	No. 52	No. 46	No. 42	No. 22 37	No. 20	No. 18	No. 16	Distance from Houston	STATIONS	Distance from Denison	No. 15	No. 17	No. 19	No. 38 21	No. 43	No. 45	No. 51	No. 239	No. 247	No. 251	No. 265
		6.00AM					11.00PM				210	SAN ANTONIO	404				7.45AM						11.00PM	
			7.00AM		6.00AM	6.15PM		6.15AM	7.10AM	6.00PM	0	HOUSTON	337	9.20AM	11.30PM	9.15PM		8.50AM	11.40PM			9.00PM		
			2.45AM 2.15AM		4.30AM 4.25AM	4.48PM 4.45PM		4.50AM		4.40PM	50	HEMPSTEAD	287	10.36AM		10.42PM		10.15AM 10.20AM	1.05AM 1.20AM			11.50PM		
			7.45PM		11.30PM	12.45PM	11.30PM				164	AUSTIN	335				7.00AM	2.55PM	7.00AM			6.00AM		
	1.10AM	4.15PM 5.30PM					3.55AM 4.00AM	2.15AM 2.05AM	3.55AM 3.50AM	2.15PM 1.50PM	121	HEARNE	217	12.50PM 1.15PM	2.40AM 2.50AM	1.10AM 1.20AM	2.50AM						12.05PM 11.00AM	11.45AM
	6.30PM										239	ALICE	489											7.15AM
8.20AM				12.50PM			6.50AM	11.00PM		11.10AM	186	WACO	239	3.45PM	6.50AM	6.50AM	11.00PM				3.55PM			7.00PM
		11.30PM 1.30AM					6.45AM 6.47AM	10.05PM 10.00PM	12.35AM 12.30AM	10.10AM 10.00AM	231	ENNIS	107	5.05PM 5.10PM	5.55AM 6.00AM	5.30AM 5.40AM	11.53PM 11.51PM						3.30AM 11.55PM	
		2.51AM					7.45AM	9.00PM 7.45PM	11.30PM	9.00AM	265	DALLAS	73	6.20PM	7.20AM	6.55AM 8.35AM	11.00PM						10.00PM	
		5.15AM							10.40PM	8.10AM	286	FORT WORTH	157	7.20PM	7.50AM	7.50AM							8.45PM	
		7.30AM					11.05AM	5.00PM			337	DENISON	0		11.05AM	11.05AM	5.00PM						5.10PM	
9.00PM	7.00PM			6.40AM				11.35AM	11.35AM		120	YOAKUM	340								10.05PM		6.15PM	6.45AM
	8.40PM			11.00PM				5.00PM	5.00PM	5.00AM	240	CORPUS CHRISTI	490							5.30AM			7.35AM	
11.40	6.10	33.20	11.15	6.15	6.30	5.30	12.05	13.15	8.20	9.50		THROUGH TIME		10.00	11.35	13.50	14.45	6.05	7.20	6.15	9.35	19.36	6.30	11.45
15.1	20.4	14.7	14.6	27.2	25.2	29.8	33.4	25.5	33.3	29.0		MILES PER HOUR		28.6	29.2	24.4	27.4	27.0	22.2	27.2	16.0	13.8	19.2	14.5

**MILEAGE SOUTHERN PACIFIC LINES
(IN TEXAS AND LOUISIANA)**

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

**AUSTIN DIVISION
MAIN LINE**

Hempstead to Llano.....	211.96
Yoakum to Waco.....	170.10
Total Main Line.....	382.06
BRANCHES	
Hearne to Giddings	58.10
Lampasas — Burnet to Lampasas.....	23.01
Marble Falls — Fairland to Marble Falls.....	6.40
Lockhart — Shiner to Lockhart.....	54.34
Total Branches	141.85
Total Austin Division	523.91

EASTWARD

LLANO SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	THIRD CLASS			FIRST CLASS			Distance From Llano	TIME TABLE No. 44 March 10, 1929	Distance From Austin	FIRST CLASS			THIRD CLASS			Train Order Office Hours		
		254 Local Freight			48 Passenger						47 Passenger			253 Local Freight			Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays
		Leave Daily Ex. Monday			Leave Daily						Arrive Daily			Arrive Daily Ex. Sunday				
Yard		8.25AM			12.45PM		0.0	TO-R	LLANO 19.6	98.7					4.30PM	7.00 AM to 4.00 PM	11.30 AM to 1.30 PM	
29 BWY							19.6	TO	KINGSLAND 9.4	79.1					3.25	7.30 AM to 4.30 PM	11.15 AM to 1.30 PM	
25 W		9.25					29.0		TUGGLE 5.9	70.0					2.45			
27							34.9	TO	MARBLE FALLS 6.2	75.9					1.55	8.00 AM to 5.00 PM	10.40 AM to 2.10 PM	
20 Spur Y							29.0	TO-R	FAIRLAND 2.6	69.7					1.02	8.00 AM to 5.00 PM	10.20 AM to 2.20 PM	
29 Y		9.55					31.6		SUDDUTH 7.2	67.1					12.50			
17		10.43					38.8		WILKIE 0.6	59.9					12.24			
Yard W		11.05					39.4	TO-R	BURNET 0.6	60.5					12.14PM	8.00 AM to 5.00 PM	9.30 AM to 11.30 AM 1.30 PM to 3.30 PM	
12 Spur Y		11.10					38.8		WILKIE 3.8	59.9					11.34AM			
Yard 41 BFKWY		11.34AM					42.6		SUMMIT 6.8	56.1					11.20			
12 Spur Y		12.03PM					49.4	TO	BERTRAM 5.5	49.3					10.46	8.00 AM to 5.00 PM	9.00 AM to 11.00 AM 2.00 PM to 4.00 PM	
32		12.03PM					54.9		GROVER 4.6	43.8					10.21			
21		12.38					59.5	TO	LIBERTY HILL 7.6	39.2					10.01	8.00 AM to 5.00 PM	8.30 AM to 10.30 AM 2.30 PM to 4.30 PM	
28		12.59					67.1	TO	LEANDER 5.6	31.6					9.26	8.00 AM to 5.00 PM	8.30 AM to 10.30 AM 3.00 PM to 5.00 PM	
15 W		1.18					72.7		CEDAR PARK 4.3	26.0					9.11			
19 W		1.48					77.0		RUTLEDGE 5.2	21.7					8.48			
18		2.06					82.2	TO	McNEIL 3.7	16.5					8.23	8.30 AM to 5.30 PM	2.30 PM to 4.30 PM	
21		2.23					85.9		TOWER 132 (I.-G. N. CROSSING) 2.4	12.8					7.58			
27 I		2.58					88.3		WATERS PARK 2.4	10.4					7.50			
22		3.13					97.3	Block { Signal {	STOKES 9.0	1.4					7.25AM			
13		3.22							AUSTIN JUNCTION									
Yard		3.57PM																
		Arrive Daily Ex. Monday													Leave Daily Ex. Sunday			
		254													47			
		(7.32) 12.9													(4.12) 26.0			
															(9.05) 11.8			

Time Over Subdivision..... (4.02) 27.2 (4.12) 26.0 (9.05) 11.8
Average Speed per Hour.....
Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)
EXCEPT: No. 47 is Superior to No. 48.

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

EASTWARD

LAMPASAS SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS				Distance From Lampasas	TIME TABLE No. 44 March 10, 1929	Distance From Burnet	SECOND CLASS				Train Order Office Hours			
		258 Mixed		256 Mixed					255 Mixed		257 Mixed			Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays
		Leave Daily		Leave Daily					Arrive Daily		Arrive Daily				
Yard 32 BWY		12.50PM		8.50AM	0.0	TO-R	LAMPASAS 11.6	23.0		11.45AM			4.00PM	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM
18		s 1.20		s 9.20	11.6		LAKE VICTOR 11.4	11.4		s 11.05			s 3.20		
Yard 41 BFKWY		2.05PM		10.05AM	23.0	TO-R	BURNET	0.0		10.30AM			2.45PM	8.00 AM to 5.00 PM	9.30 AM to 11.30 AM 1.30 PM to 3.30 PM
		Arrive Daily		Arrive Daily						Leave Daily			Leave Daily		
		258		256						255			257		
		(1.15) 18.4		(1.15) 18.4						(1.15) 18.4			(1.15) 18.4		

Time Over Subdivision..... (1.15) 18.4 (1.15) 18.4 (1.15) 18.4
Average Speed per Hour.....
Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) EXCEPT: No. 255 is Superior to No. 258.
Tumlinson and Hodge are flag stops for all trains.

AUSTIN SUBDIVISION

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 Austin
		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	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	Leave Daily	
BKP								11.40PM	11.30PM	4.55PM	12.45PM	12.10PM	8.00AM	1.30AM	0.0
BKP		7.20AM	7.10AM	6.00AM		7.45PM		11.45	11.35	5.00	12.50	12.15	8.05	1.35	0.8
FTWY		7.25AM	7.15	6.05		7.50		11.48	11.38	5.02	12.53	12.18	8.08AM	1.38	1.4
P			7.17	6.10AM		7.51		11.50PM	11.39	5.05PM	12.55	12.20PM		1.40AM	1.8
32			7.28			8.00			11.45		1.01				5.1
39 P			7.42			8.12			f 11.58PM		f 1.11				9.9
18 P			8.06			8.25			s 12.11AM		s 1.21				15.0
21 P			8.25			8.43			f 12.24		f 1.33				21.8
26 PWY PI			9.15			9.00			s 12.36		s 1.45				27.2
P			10.00			9.15			f 12.48		f 1.56				32.8
26 P			10.30			9.30			s 12.58		s 2.06				37.3
37 PW			10.50			9.48			1.11		2.18				43.8
26 P			11.20			9.59			s 1.20		s 2.29				47.7
28 P			11.45AM			10.13			f 1.31		f 2.39				52.8
Yard BFPWY			12.35PM			11.00			s 1.50		s 2.55				59.2
37			12.50			11.15			2.35		3.02				64.2
32 P			1.10			11.26			s 2.45		s 3.09				68.4
33 P			1.34			11.44PM			s 2.59		s 3.22				74.8
41 WP			2.01			12.04AM			s 3.13		s 3.35				81.1
22 P			2.23			12.23			f 3.27		f 3.45				87.6
Yard PI PWY			3.05			12.44			s 3.42		s 3.59				93.7
14			3.30			1.10			3.52		4.11				99.2
32 P			3.54			1.45			s 4.04		s 4.21				103.9
Yard BFKPWY			4.20PM			2.15AM			4.25AM		4.45PM				115.0

TIME TABLE No. 44 March 10, 1929		
STATIONS		
TO-R	AUSTIN	115.0
	0.8	
R	YARD OFFICE	114.2
	0.6	
	AUSTIN JUNCTION	113.6
	0.4	
	PERSHING	113.2
	3.3	
	DELWAW	109.9
	4.8	
	DAFFAN	105.1
	5.1	
TO	MANOR	100.0
	6.8	
	LITTIG	98.2
	5.4	
	ELGIN	
TO	TOWER 100 (M-K-T Crossing)	87.8
	5.6	
	BUTLER	82.2
	4.5	
TO	McDADE	77.7
	6.5	
	MIDSPRINGS	71.2
	3.9	
TO	PAIGE	67.3
	5.1	
	HILLS	62.2
	6.4	
TO-R	T. & N. O. CROSSING	55.8
	GIDDINGS	
	5.0	
	KRUSE	50.8
	4.2	
TO	LEDBETTER	46.6
	6.4	
TO	CARMINE	40.2
	6.3	
TO	BURTON	33.9
	6.5	
	MILL CREEK	27.4
	6.1	
TO	TOWER 95 (G. C. & S. F. Crossing)	21.3
	BREHAM	
	5.5	
	PACKERY	15.8
	4.7	
TO	CHAPEL HILL	11.1
	11.1	
TO-R	HEMPSTEAD	0.0

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

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

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

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)
 EXCEPT: No. 45 is superior to M-K-T Nos. 6 and 10. Nos. 43 and 48 are Superior to M-K-T Nos. 4 and 2.

All trains will move within Austin and Giddings yard limits WITH CAUTION, expecting to find main and wye tracks occupied.
 Trains originating at Yard Office must obtain clearance card at Austin.

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

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

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

AUSTIN SUBDIVISION

WESTWARD

Distance From Austin	TIME TABLE No. 44 March 10, 1929		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		
				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	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays		
0.0	TO-R	AUSTIN	116.0	4.05AM	5.10AM	7.00AM	2.55PM	3.05PM	4.55PM	6.00PM				Continuous	Continuous	
0.8	R	YARD OFFICE	114.2	4.00	5.00	6.54	2.48	3.00	4.50	5.55	6.00AM	5.40AM	4.05PM	3.25PM		
1.4		AUSTIN JUNCTION	113.6	3.57	4.57	6.50	2.45	2.57	4.47	5.52	5.47	5.35	3.57PM	3.18		
1.8		PERSHING	113.2	3.55AM	4.55AM	6.45	2.40	2.55PM	4.45PM	5.50PM	5.44	5.30AM		3.15		
5.1		DELWAU	109.9			6.35	2.33							3.01		
9.9		DAFFAN	105.1			f 6.27	f 2.25							2.38		
15.0	TO	MANOR	100.0			s 6.17	s 2.14							2.14	8.00 AM to 5.00 PM	
21.8		LITTIG	93.2			f 6.02	f 2.00							1.33	12.50 PM to 2.50 PM	
27.2	TO	TOWER 100 (M-K-T Crossing)	87.8			s 5.52	s 1.45							1.11	Continuous	
32.8		BUTLER	82.2			f 5.34	f 1.28							12.53		
37.3	TO	McDADE	77.7			s 5.24	s 1.19							12.38	8.00 AM to 11.50 AM	
43.8		MIDSPRINGS	71.2			5.08	1.06							12.16	12.50 PM to 5.00 PM	
47.7	TO	PAIGE	67.3			s 4.57	s 12.58							12.02PM	8.00 AM to 11.30 AM	
52.8		HILLS	62.2			f 4.47	f 12.47							11.45AM	12.30 PM to 5.00 PM	
59.2	TO-R	T. & N. O. CROSSING GIDDINGS	55.8			s 4.10	s 12.19							11.15	12.15 PM to 3.15 PM	
64.2		KRUSE	50.8			3.58	12.09							10.05		
68.4	TO	LEDBETTER	46.6			s 3.49	s 12.01PM							9.50	8.00 AM to 5.00 PM	
74.8	TO	CARMINE	40.2			s 3.32	s 11.46AM							9.20	11.25 AM to 3.25 PM	
81.1	TO	BURTON	33.9			s 3.13	s 11.31							8.50	11.00 AM to 1.00 PM	
87.6		MILL CREEK	27.4			f 2.28	f 11.18							8.20	2.30 PM to 4.30 PM	
93.7	TO	TOWER 95 (G. C. & S. F. Crossing) BRENHAM	21.3			s 2.13	s 11.06							8.00	8.00 AM to 5.00 PM	
99.2		PACKERY	15.8			1.55	10.51							6.45	11.00 AM to 1.00 PM	
103.9	TO	CHAPEL HILL	11.1			s 1.45	s 10.42							6.30	3.00 PM to 5.00 PM	
116.0	TO-R	HEMPSTEAD	0.0			1.20AM	10.20AM							6.00AM		

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

Distance From Austin	Distance From Hempstead	HOUSTON (Grand Central Station)		ENGLEWOOD											
		5	9	45	43	3	48	1	239	93	254	237			
49.4	49.4			11.40PM	8.50AM										
3.7	3.7									9.00PM					
		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			

.....Time Over Subdivision (5.40) (4.35) (6.10) (9.25)
Average Speed per Hour 20.3 25.1 18.5 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.

FLATONIA SUBDIVISION

WESTWARD

Distance From Yoakum	TIME TABLE No. 44 March 10, 1929		Distance From Waco (Freight Yard)	FIRST CLASS				SECOND CLASS				THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations		
	STATIONS			21	49	51							235			233
				The Lark Arrive Daily	Passenger Arrive Daily	<i>motor car</i> Passenger Arrive Daily										Local Freight Arrive Daily Ex. Sunday
		Arrive Daily	Arrive Daily	Arrive Daily									Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays		
0.0	TO-R	YOAKUM	170.6		11.45AM	10.05PM								Continuous	Continuous	
4.2		ADEL	166.4		11.33	9.53										
10.8	TO-R	SHINER	159.8		11.20	9.40								8.00AM to 5.00PM	8.00AM to 5.00PM	
11.6		SHINER JUNCTION	159.0		11.17AM	9.38										
21.2	TO	MOULTON	149.4			9.20								8.00AM to 5.00PM	Closed	
29.3	TO-R	TOWER 3 (T. & N. O. CROSSING) FLATONIA	141.3	s	5.30AM	9.04								Continuous	Continuous	
35.9		FLOY	134.7		5.18	8.53										
39.4	TO	MULLDOON	131.2		5.13	8.47								7.00 AM to 12.30 PM 1.30 PM to 4.30 PM	7.00 AM to 12.30 PM 1.30 PM to 4.30 PM	
44.5		LENA	126.1		5.04	8.37										
49.4	TO	WEST POINT TOWER 91 (M.-K.-T. CROSSING)	121.2		4.56	8.27								Continuous	Continuous	
53.8	TO	WINCHESTER	116.8		4.49	8.18								7.30 AM to 12.30 PM 1.30 PM to 4.30 PM	7.30 AM to 12.30 PM 1.30 PM to 4.30 PM	
61.0	TO	NORTHROP	109.6		4.38	8.03								8.00 AM to 12.01 PM 1.01 PM to 5.00 PM	8.00 AM to 12.01 PM 1.01 PM to 5.00 PM	
67.4	TO-R	T. & N. O. CROSSING GIDDINGS	103.2	s	4.28AM	7.50PM								Continuous	Continuous	
					Leave Daily	Leave Daily										
					21	49	51									

.....Time Over Subdivision.....	(1.02)	(0.28)	(2.15)	(3.19)	(1.59)	(3.55)	(2.25)	(5.55)
.....Average Speed per Hour.....	36.9	24.9	30.0	20.3	19.2	17.2	15.8	11.4

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

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

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

Shiner is a register station for Nos. 49 and 235.

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

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

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 Giddings	TIME TABLE No. 44		Distance From Hearne		
			232			252	230	248	250						22		March 10, 1929	
			Local Freight			Freight	Mixed	Freight	Freight						The Lark		STATIONS	
		Leave Daily Ex. Sunday			Leave Daily	Leave Daily	Leave Daily	Leave Daily					Leave Daily					
Yard BFPWY		10.40AM			10.30PM	3.00PM	12.48PM	1.50AM					s 2.18AM	0.0	Back Signals TO-R	GIDDINGS	59.0	
56 P		11.05			10.45	f 3.14	1.10	2.28					2.28	6.6		LOEBAU	52.4	
54 P		11.50AM			11.02	s 3.30	1.36	2.52					2.40	13.8	TO	DIME BOX	45.2	
54 W P		12.10PM			11.19	s 3.46	1.53	3.12					2.52	20.5	TO	DEANVILLE	38.5	
Yard 73 PW		12.57			11.39	s 4.05	2.20	3.43					s 3.04	28.3	TO	CALDWELL	30.7	
55 P		1.17			11.56PM	f 4.21	2.56	4.01					3.14	34.9		COOK'S POINT	24.1	
56 P		1.38			12.11AM	f 4.36	3.15	4.15					3.24	40.4		BRYAN JUNCTION	18.6	
73 P		2.00			12.29	f 4.56	3.33	4.31					3.34	46.9		MUMFORD	12.1	
55 IP		2.19			12.48	f 5.11	3.50	4.46					3.42	52.1	TO	TATSIE		
Y		2.39PM			1.07AM	5.26PM	4.10PM	5.06AM					3.52AM	58.1	TO	TOWER 140 (I.-G. N. CROSSING)	6.9	
																HEARNE JUNCTION	0.9	

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

Yard	Arrive Daily Ex. Sunday	232	252	230	248	250	22	Distance From Giddings	Back Signals	STATIONS	Distance From Hearne	
BFKPTWY	2.45PM		1.10AM	5.30PM	4.15PM	5.10AM		3.55AM	59.0	TO-R	0.9 HEARNE	0.0
	Arrive Daily Ex. Sunday	232	252	230	248	250	22					

(3.59)
14.6

(2.37) 22.2 (2.26) 23.9 (3.22) 17.2 (3.16) 17.8

(1.34)
37.1

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

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

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

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

GIDDINGS SUBDIVISION

WESTWARD

Distance From Giddings	TIME TABLE No. 44		Distance From Hearne	FIRST CLASS					SECOND CLASS					THIRD CLASS			Train Order Office Hours and Hours of Signalmen at Interlocking Stations.	
	March 10, 1929			21						249	231	251	247			233		
	STATIONS			The Lark						Freight	Mixed	Freight	Freight			Local Freight		
			Arrive Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily Ex. Sunday			Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays
0.0	TO-R	GIDDINGS	59.0	s 4.28AM				3.21AM	12.30PM	2.20PM	2.45PM			9.00AM			Continuous	Continuous
6.6		LOEBAU	52.4	4.18				3.07	f 12.06PM	1.53	2.32			8.41				
13.8	TO	DIME BOX	45.2	4.07				2.52 2.40	s 11.50AM	1.36	2.14			8.20			8.30AM to 12.30PM 1.30PM to 5.30PM	8.30AM to 12.30PM 1.30PM to 5.30PM
20.5	TO	DEANVILLE	38.5	3.55				2.08	s 11.31	1.18	1.53			8.00			7.45AM to 12.01PM 1.01PM to 4.45PM	11.00AM to 1.00PM 3.00PM to 5.00PM
28.3	TO	CALDWELL	30.7	f 3.43				1.48	s 11.09	12.57	1.35			7.35			12.01AM to 8.00AM 9.30AM to 5.30PM	12.01AM to 8.00AM 9.30AM to 5.30PM
34.9		COOK'S POINT	24.1	3.33				1.31	f 10.48	12.42	1.17			7.10				
40.4		BRYAN JUNCTION	18.6	3.24				1.17	f 10.30	12.29	1.02			6.56				
46.9		MUMFORD	12.1	3.14				1.01	f 10.08	12.15	12.40			6.38				
52.1	TO	TOWER 140 (I-G. N. CROSSING)	6.9	3.06				12.48	f 9.49	12.03PM	12.20			6.23			Continuous	Continuous
58.1		HEARNE JUNCTION	0.9	2.57AM				12.33AM	9.35AM	11.48AM	12.07PM			6.05AM				

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

59.0	TO-R	0.9 HEARNE	0.0	2.50AM				12.30AM	9.30AM	11.45AM	12.05PM			6.00AM			Continuous	Continuous
				Leave Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily Ex. Sunday				
				21				249	231	251	247			233				

.....Time Over Subdivision.....	(1.31)	(2.48)	(2.55)	(2.32)	(2.35)	(2.55)
.....Average Speed per Hour.....	38.3	20.8	19.9	22.9	22.3	19.9

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

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

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

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

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. 44 March 10, 1929										Distance From Waco (Freight Yard)	WESTWARD			Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
	THIRD CLASS	SECOND CLASS	FIRST CLASS		STATIONS											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	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays											
Yard BFPWY	7.05AM	2.35AM	s 8.54AM	67.4	TO-R GIDDINGS	103.2	s 7.50PM	12.20AM	3.15PM	Continuous	Continuous									
37	7.30	3.00	s 9.11	75.3	TO LINCOLN	95.3	s 7.31	11.48PM	2.35	7.30 AM to 4.30 PM	Closed									
37	7.48	3.18	f 9.24	81.6	LEO	89.0	f 7.19	11.30	2.02	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed									
25 FW	8.01	3.29	s 9.32	85.5	TO LEXINGTON	85.1	s 7.11	11.19	1.42											
26	8.19	3.49	s 9.45	91.7	TANGLEWOOD	78.9	s 6.58	11.04	1.08											
24	8.30	3.58	s 9.52	94.7	HICKS	75.9	s 6.51	10.54	12.54											
Yard I 40 TW	9.13	4.25	s 10.11	103.3	TO TOWER 54 (I.-G. N. Crossing) ROCKDALE	67.3	s 6.31	10.27	12.17PM	Continuous	Continuous									
28	9.53	4.50	s 10.28	110.9	TO MINERVA	59.7	s 6.15	10.03	11.34AM	7.30 AM to 11.30 AM 12.30 PM to 4.30 PM	9.00 AM to 11.30 AM									
I				117.6	TOWER 52 (G. C. & S. F. Crossing)	53.0				Continuous	Continuous									
Yard I 49 TW	10.29 10.47	5.20	s 10.47	118.0	TO CAMERON	52.6	s 5.57	9.36	10.47 10.29	8.30 AM to 5.30 PM	Closed									
19	11.18	5.35	f 10.57	122.7	SPLAWN	47.9	f 5.47	9.21	10.01											
28	11.34	5.45	s 11.05	125.8	BEN ARNOLD	44.8	s 5.40	9.11	9.45											
25	11.51AM	5.57	s 11.14	129.4	TO BURLINGTON	41.2	s 5.31	9.00	9.31	8.30 AM to 5.30 PM	9.30 AM to 11.30 AM									
25 W	12.36PM	6.10	s 11.23	133.5	TO ROSEBUD	37.1	s 5.21	8.48	9.11	8.00 AM to 5.00 PM	9.00 AM to 11.00 AM									
20	12.53	6.31	s 11.32	138.1	TRAVIS	32.5	s 5.10	8.35	8.50											
25	1.28	6.45	s 11.42	143.1	TO LOTT	27.5	s 4.59	8.20	8.28	8.30 AM to 5.30 PM	9.30 AM to 11.30 AM									
30	1.59	7.03	s 11.54AM	149.0	TO CHILTON	21.6	s 4.45	8.03	8.01	8.30 AM to 5.30 PM	8.30 AM to 5.30 PM									
28	2.27	7.20	s 12.06PM	154.8	TO SATIN	15.8	s 4.32	7.46	7.36	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM									
5 W	2.30	7.23	12.08	155.7	GUDA	14.9	4.30	7.43	7.33											
25 Y	2.34	7.30	f 12.11	156.8	GURLEY	13.8	f 4.28	7.40	7.30											
30	2.53	7.48	f 12.24	162.8	DOWNS	7.8	f 4.16	7.22	7.10											
32	3.25	8.03	12.33	167.0	TEXAND	3.6	4.08	7.10	6.57											
Yard BFKWY	3.45PM	8.20AM	12.41PM	170.6	TO-R WACO (Freight Yard)	0.0	4.01PM	7.00PM	6.45AM	5.00AM to 1.00PM 2.00PM to 10.00PM	5.00AM to 1.00PM 2.00PM to 10.00PM									
I				170.9	TOWER 59 (M.-K.-T. Crossing)					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	12.50PM	51	265	267

(8.40)
11.9

(5.45)
17.9

(3.56)
26.4

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

(3.55)
26.4

(5.20)
19.4

(8.30)
12.1

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)
EXCEPT: No. 265 is superior to No. 266.

All trains will move within Giddings yard limits WITH CAUTION, expecting to find main and wye tracks occupied.
No. 51 must obtain clearance card at Waco (Freight Yard).

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

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

Main time table grid with columns for Third Class, First Class, Stations, and Third Class. Includes rows for PY, 20, 9 Spur, 17 W, 24, 19, I, 41 Y, I, 84 Y, 12 Spur, and Yard 29 BFTW. Includes 'Distance From Shiner Jct.' and 'Distance From Lockhart' columns.

(3.40) 14.3 (2.21) 23.0 (2.37) 20.6 (3.37) 14.9 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. 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. All trains must obtain clearance card at Shiner before leaving Shiner Junction during train order office hours. 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.

Line leading to Gonzales out of high water to 7/1/29

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Table with 6 columns: LLANO TO AUSTIN, LAMPASAS TO BURNET, AUSTIN TO HEMPSTEAD, GIDDINGS TO HEARNE, YOAKUM TO WACO, SHINER JUNCTION TO LOCKHART. Lists stations and distances for each route.

COMPANY SURGEONS

HoustonDr. R. W. Knox.....Chief Surgeon Dr. C. C. Green.....Asst. Chief Surgeon Dr. F. A. Waples.....Division Surgeon Dr. M. L. O'Banion.....Local Oculist and Aurist Dr. T. A. Dickson.....Local Oculist and Aurist Dr. H. C. Feagin.....Examining Surgeon Dr. R. H. Harrison.....Examining Surgeon Dr. Allan Collette.....Local Surgeon Dr. J. L. Taylor.....Local Surgeon Dr. C. M. Warner.....Local Surgeon Dr. Neal Davis.....Local Surgeon Dr. A. M. Parsons.....Local Surgeon Dr. Edwin A. Moers.....Local Surgeon Dr. C. J. I. Ekman.....Local Surgeon AustinDr. S. E. Hudson.....Division Surgeon Dr. Joe Gilbert.....Division Surgeon Dr. T. M. Yett.....Local Surgeon Dr. A. F. Beverly.....Examining Surgeon Dr. J. W. McLaughlin.....Examining Surgeon Dr. H. L. Hilgartner.....Division Oculist Dr. S. J. Clark.....Local Oculist BrenhamDr. J. R. Williamson.....Local Surgeon Dr. O. F. Schoenvogel.....Local Surgeon BertramDr. T. D. Vaughn.....Local Surgeon	BurnetDr. J. L. Williamson.....Local Surgeon BurtonDr. F. H. Hodde.....Local Surgeon CaldwellDr. A. G. Krueger.....Local Surgeon Dr. T. L. Goodnight.....Local Surgeon CameronDr. T. J. Denson.....Local Surgeon Dr. G. B. Taylor.....Local Surgeon Dr. A. S. Epperson.....Local Surgeon Dr. W. R. Newton.....Local Surgeon Dr. J. L. Denson.....Local Surgeon CarmineDr. A. C. Miller.....Local Surgeon Chapel HillDr. W. R. Campbell.....Local Surgeon ChiltonDr. W. A. Denson.....Local Surgeon Dr. J. A. Mercer.....Local Surgeon Dime BoxDr. T. C. Loose.....Local Surgeon ElginDr. I. B. Nofsinger.....Local Surgeon Dr. Edwin Auler.....Local Surgeon FlatoniaDr. F. J. Marecic.....Local Surgeon GiddingsDr. J. M. Johnson.....Local Surgeon Dr. W. E. York.....Local Surgeon GonzalesDr. W. T. Dunning.....Local Surgeon Dr. J. C. Smith.....Local Surgeon GurleyDr. H. W. Wills.....Local Surgeon HearneDr. H. W. Cummings.....Local Surgeon Dr. S. J. Alexander.....Local Surgeon	HempsteadDr. Malcolm A. Jones.....Local Surgeon Dr. F. K. Laurentz.....Local Surgeon LampasasDr. W. D. Francis.....Local Surgeon Dr. J. E. Willerson.....Local Surgeon LeanderDr. C. R. Miller.....Local Surgeon LexingtonDr. A. C. Connor.....Local Surgeon Liberty HillDr. W. D. Fowler.....Local Surgeon LlanoDr. W. Y. Fowler.....Local Surgeon LockhartDr. W. H. O'Banion.....Local Surgeon Dr. A. A. Ross.....Local Surgeon LottDr. M. A. Hayes.....Local Surgeon Dr. J. D. Moore.....Local Surgeon LulingDr. S. J. Francis.....Local Surgeon Dr. M. W. Pitts.....Local Surgeon MuldoonDr. J. T. Buchanan.....Local Surgeon ManorDr. N. R. Jackson.....Local Surgeon Dr. Ben R. Eppright.....Local Surgeon Marble FallsDr. George Harwood.....Local Surgeon McDadeDr. G. W. Southern.....Local Surgeon	MoultonDr. J. V. Dozier.....Local Surgeon PaigeDr. J. A. T. Page.....Local Surgeon RockdaleDr. T. S. Barkley.....Local Surgeon Dr. H. T. Coulter.....Local Surgeon Dr. I. P. Sessions.....Local Surgeon Dr. R. W. Wallis.....Local Surgeon RosebudDr. F. C. Aycock.....Local Surgeon Dr. J. B. Buford.....Local Surgeon ShinerDr. A. L. Fuller.....Local Surgeon Dr. F. M. Wagoner.....Local Surgeon WacoDrs. Colgin & Colgin.....Examining Surgeons Dr. C. H. Brooks.....Examining Surgeon Dr. M. W. Colgin.....Local Surgeon Dr. I. E. Colgin.....Local Surgeon Dr. H. T. Aynesworth.....Local Oculist & Aurist West PointDr. F. E. Young.....Local Surgeon YoakumDr. H. H. Brown, Sr.....Division Surgeon Dr. H. H. Brown, Jr.....Examining Surgeon Dr. J. D. Gray.....Local Surgeon Dr. Robt. M. Milner.....Local Surgeon Dr. Chas. Kopecky.....Local Oculist and Aurist
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LOCATION OF HOSPITALS

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

SPEED TABLE

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

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

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

Nominal Capacity	Journal	Total Weight Car and Capacity
40,000 lbs.	3¾x 7	66,000 lbs.
60,000 "	4¼x 8	103,000 "
80,000 "	5 x 9	136,000 "
100,000 "	5½x10	169,000 "
140,000 "	6 x11	210,000 "

PASSENGER LOCOMOTIVE RATINGS

RUN AND TRAIN NUMBERS	NUMBER OF CARS													
	610 TO 621	600 TO 609	738 TO 794	700 TO 711	369 TO 376	289 TO 292	273 TO 278	261 TO 272	240 TO 258	225 TO 236	220 TO 223	212 TO 219	205 TO 209	
San Antonio & Dallas 21-22	12	10	13	11		7	7	6	5					
Hempstead & Austin 42-43-45-46		11		12		8	8	7	7	6	7	6	6	
Yoakum & Waco 51-52					7				7	6	7	6	6	
Austin & Llano 47-48							7	7	5	4				

TIME INSPECTORS

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

SIGNAL MAINTAINERS

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

LEGAL HOLIDAYS

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

RATING OF LOCOMOTIVES IN FREIGHT TRAIN SERVICE

CLASS		ENGINE NUMBERS	Hempstead to Chapel Hill	Chapel Hill to Austin	Austin to Summit	Summit to Llano	Llano to Fairland	Fairland to Wilkie	Wilkie to Summit	Summit to Austin	Austin to Paige	Paige to Hempstead	Burnet to Lampasas	Lampasas to Burnet	Hearne and Flatonia	Yoakum and Waco	Shiner to Lockhart	Lockhart to Shiner
Nominal	Designation																	
E-22	E-69 19/24-78	240 to 258	980	1020	860	1170	1110	760	550	970	930	1040	990	950	1160	1160	1020	940
E-23	E-73 20/24-90S	261 to 272	1080	1120	950	1300	1230	850	630	1060	1030	1170	1090	1040	1300	1300	1110	1030
T-39	T-56 18/26-110	300	1260	1310	1110	1500	1400	980	720	1240	1200	1370	-----	-----	1490	1490	1280	1180
T-24	T-57 19/24-96	301, 304 to 309, 311 to 332	1090	1120	940	1280	1200	840	620	1060	1030	1180	1100	1060	1270	1270	1110	1030
T-24	T-55 19/24-95	303, 310	1130	1160	960	1330	1240	870	640	1100	1060	1230	1140	1100	1320	1320	1150	1070
T-24	T-57 19/24-102	333, 334	1090	1120	940	1280	1200	840	620	1060	1030	1180	1100	1060	1270	1270	1110	1030
T-23	T-57 18/24-94	335 to 346	970	1010	850	1160	1100	750	590	960	920	1030	980	940	1150	1150	1010	930
T-38	T-62 19/24-93	369 to 376	1110	1150	980	1320	1230	860	640	1090	1060	1210	1120	1080	1310	1310	1120	1044
M-12	M-50 18/24-80	400 to 402	1020	1060	900	1210	1130	790	590	1010	970	1110	1030	990	1200	1200	1020	940
M-13	M-50 18/24-90	403, 404	1090	1130	940	1300	1210	850	630	1070	1040	1190	1100	1060	1290	1290	1100	1020
M-14	M-50 18/24-90	405 to 408	1190	1240	1050	1420	1320	930	680	1170	1130	1300	1200	1160	1290	1290	1100	1020
M-4	M-63 20/28-128S	410 to 432, 434 to 459	1510	1570	1330	1800	1680	1180	870	1490	1440	1650	1520	1480	1790	1790	1530	1200
M-6	M-63 21/28-142S	482 to 484	1710	1780	1510	2030	1900	1330	980	1680	1630	1870	-----	-----	2020	2020	1720	1590
M-15	M-54 19/24-100	485 to 487	1060	1100	910	1260	1180	830	610	1040	1010	1160	1070	1030	1250	1250	1070	990
M-16	M-54 19/24-102	488 to 494	1060	1100	910	1260	1180	830	610	1040	1010	1160	1070	1030	1250	1250	1070	990
M-17	M-56 19/26-118	495	1400	1450	1230	1670	1550	1090	810	1380	1330	1530	-----	-----	1660	1660	1410	1320
M-18	M-56 19/26-135	496	1480	1540	1300	1760	1640	1160	850	1460	1410	1610	-----	-----	1750	1750	1500	1400
M-19	M-56 19/26-133	497 to 499	1480	1540	1300	1760	1640	1160	850	1460	1410	1610	-----	-----	1750	1750	1500	1400
M-21	M-63 22/28-181S	520 to 524	2180	2260	-----	-----	-----	-----	-----	-----	2070	2370	-----	-----	2560	-----	-----	-----
T-25	T-56 19/26-100	666 to 677	1150	1190	1010	1370	1280	900	660	1130	1090	1250	1160	1120	1360	1360	1160	1080
T-25	T-63 19/26-100	678 to 681	1150	1190	1010	1370	1280	900	660	1130	1090	1250	1160	1120	1360	1360	1160	1080
T-27	T-63 20/26-112	688 to 696, 698	1280	1330	1130	1520	1410	1000	740	1260	1220	1400	-----	-----	1510	1510	1300	1210
MK-5	MK-63 26/28-210S	738 to 794	2600	2690	-----	-----	-----	-----	-----	-----	2490	2830	-----	-----	3250	3250	-----	-----
C-8	C-57 22/30-187S	800 to 807	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	2700	2700	-----	-----
C-9	C-57 22/30-190S	808 to 850	2300	2380	-----	-----	-----	-----	-----	-----	2200	2500	-----	-----	2700	2700	-----	-----
C-20	C-50 19/26-124S	867 to 869	1500	1560	1320	1780	1670	1170	860	1480	1420	1640	-----	-----	1770	1770	1510	1400
C-21	C-50 20/26-138	870	1610	1670	1410	1910	1780	1260	930	1590	1530	1760	-----	-----	1900	1900	1620	1510
C-22	C-50 20/26-136	871 to 876	1650	1710	1450	1970	1830	1290	950	1630	1570	1800	-----	-----	1960	1960	1670	1550
C-23	C-50 20/26-144S	877 to 884	1650	1710	1450	1970	1830	1290	950	1630	1570	1800	-----	-----	1960	1960	1670	1550
C-24	C-50 20/26-152S	885 to 894	1760	1820	1550	2100	1960	1370	1020	1730	1680	1910	-----	-----	2080	2080	1770	1640
D-1	D-50 23/28-208	897 to 899	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	2710	2710	-----	-----
F-1	F-63 27 1/2-278SF	963 to 999	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	4060	-----	-----	-----

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

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

EASTWARD

RULING GRADES AND CURVES

WESTWARD

DISTRICT	PERCENT GRADE	DEGREES CURVE	EQUIVALENT GRADE	DISTRICT	PERCENT GRADE	DEGREES CURVE	EQUIVALENT GRADE
La no to Fairland	1.03	3	1.15	Hempstead to Chapel Hill	1.20	2	1.28
Fairland to Wilkie	1.60	1	1.64	Chapel Hill to Austin	1.23	0	1.23
Wilkie to Summit	2.03	3	2.15	Austin to Summit	1.46	0	1.46
Summit to Austin	1.22	2	1.30	Summit to Llano	1.01	1.5	1.07
Austin to Paige	1.15	5	1.35	Burnet to Lampasas	1.25	0	1.25
Paige to Hempstead	1.09	2	1.17	Hearne to Giddings	1.00	0	1.00
Lampasas to Burnet	1.30	0	1.30	Waco to Yoakum	1.00	0	1.00
Yoakum to Hearne	1.00	0	1.00	Lockhart to Shiner Junction	1.40	0	1.40
Giddings to Waco	1.00	0	1.00				
Shiner Junction to Lockhart	1.26	0	1.26				

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

STATIONS		Eastward	Westward	STATIONS		Eastward	Westward	STATIONS		Eastward	Westward	STATIONS		Eastward	Westward		
Llano and Austin				Lampasas and Burnet				Austin and Hempstead, Con.				Yoakum and Waco, Cont'd					
Llano and Graphite	1.04	1.03	Lampasas and Lake Victor	1.00	1.23	Ledbetter and Carmine	1.78	1.87	Northrup and Giddings	1.00	1.00	Yoakum and Waco, Cont'd	1.36	2.68	Shiner Jct. and Lockhart	1.00	1.00
Graphite and Kingsland	1.76	1.00	Lake Victor and Burnet	1.04	1.00	Carmine and Burton	1.41	1.00	Giddings and Lincoln	1.25	1.13	Guda and Gurley	1.86	2.62	Shiner Jct. and Dilworth	2.81	1.04
Kingsland and Fairland	1.14	1.64				Burton and Mill Creek	F	1.33	Gurley and Downs	1.12	1.26	Dilworth and Maurin	1.27	1.15	Maurin and Gonzales	1.34	1.24
Fairland and Sudduth	1.00	F	Austin and Hempstead			Mill Creek and Brenham	1.11	1.10	Downs and Texand	2.39	2.68	Gonzales and Slayden	1.34	1.24	Slayden and Ottine	2.40	1.04
Sudduth and Wilkie	1.26	1.00	Austin and Pershing	4.10	3.76	Brenham and Chapel Hill	1.00	1.33	Texand and Waco	2.39	2.68	Ottine and Luling	1.17	1.36	Luling and Luling	1.17	1.86
Burnet and Wilkie	1.88	F	Pershing and Delwau	F	3.76	Chape, Hill and Hempstead	1.07	1.00				Luling and Oilfield	1.17	1.86	Oilfield and Burdette Wells	1.00	1.24
Wilkie and Summit	1.00	1.37	Delwau and Daffan	1.00	F	Yoakum and Waco					Burdette Wells & Lockhart	1.09	1.41				
Summit and Bertram	1.28	1.00	Daffan and Manor	1.33	1.21	Yoakum and Adel	1.28	2.54	Giddings and Hearne								
Bertram and Grover	F	1.06	Manor and Littig	F	1.57	Adel and Shiner	1.01	1.13	Giddings and Loebau	1.70	1.50						
Grover and Liberty Hill	F	1.03	Littig and Elgin	1.29	F	Shiner and Moulton	1.01	1.13	Loebau and Dime Box	1.10	1.10						
Liberty Hill & Gabriel River	F	1.27	Elgin and Butler	F	1.03	Moulton and Flatonia	1.21	1.26	Dime Box and Deenville	1.10	1.10						
Gabriel River and Leander	1.18	1.52	Butler and McDade	1.07	1.65	Flatonia and Floy	1.36	1.19	Deenville and Caldwell	1.10	1.50						
Leander and Cedar Park	1.56	1.15	McDade and Midsprings	1.00	1.16	Floy and Muldoon	2.39	2.26	Caldwell and Cooks Point	1.10	1.10						
Cedar Park and Rutledge	1.13	1.85	Midsprings and Paige	1.22	1.65	Muldoon and Lena	1.31	2.03	Cooks Point & Inter'b'n Jct.	1.90	1.21						
Rutledge and McNeil	1.08	1.21	Paige and Hills	1.34	1.33	Lena and West Point	1.01	1.13	Inter'b'n Jct. & Bryan Jct.	F	1.95						
McNeil and Waters Park	1.66	1.08	Hills and Giddings	1.34	1.41	West Point and Winchester	1.16	2.68	Bryan Jct. and Mumford	3.35	F						
Waters Park and Stokes	1.04	2.55	Giddings and Kruse	2.39	2.51	Winchester and Northrup	1.01	2.48	Mumford and Tatsie	2.84	F						
Stokes and Austin	2.27	1.17	Kruse and Ledbetter	2.83	2.51				Tatsie and Hearne	1.76	F						

SPECIAL INSTRUCTIONS

GENERAL

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

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

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

Conductors of trains displaying green signals must register in person.

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

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

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

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

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

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

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

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

LOCAL

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

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

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

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

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

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

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

Cars of which the gross weight exceed the following limit must not be accepted for movement over the line between Waco and Hicks, and between Shiner and Lockhart except that where the limit of 150,000 is shown the maximum of 155,000 pounds may be moved provided each car weighing over 150,000 pounds gross must be spaced in trains 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.

Between	Limit
Hicks and Waco	190,000
Shiner and Lockhart.....	150,000
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. 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.

24. 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.

25. 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.

26. Location of bulletin books:

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

SPEED

50. The following speed restrictions must be observed between the points indicated:	Passenger Trains			Freight and Mixed Trains			Trains handling derricks, ditching machines, steam shovels, drag lines, piledrivers, scale test cars, and machines of similar kind on own wheels.			Trains handling yard engines, with side rods up, or loaded oil tanks of 12,000 gallons capacity or over.			Yard engines, and road engines backing up, with or without cars, or when cars are being shoved ahead of engine.			STATIONS	Miles per Hour All Trains and Engines
	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		
Llano and Austin.....	40	35		25	20		20	15		15	15		15	15		Hempstead.....	6
Marble Falls and Fairland.....	30	25		20	15		15	10		15	15		15	15		Brenham.....	6
Lampasas and Burnet.....	25	20	OVAL BOARDS GOVERN	20	15	OVAL BOARDS GOVERN	15	10		12	12	OVAL BOARDS GOVERN	15	15		Giddings.....	6
Austin and Hempstead.....	45	40		25	20		25	18		18	18		15	15		Elgin.....	6
Yoakum and Flatonia	45	40		25	20		25	18		18	18		15	15		Austin:	
Flatonia and Giddings.....	50	45	OVAL BOARDS GOVERN	35	25	OVAL BOARDS GOVERN	25	18		18	18	OVAL BOARDS GOVERN	15	15		Psgr. Station to East Ave...	6
Giddings and Hearne Jct.....	50	45		35	25		25	18		18	18		15	15		East Ave. to City Limits..	12
Giddings and M. P. 98.....	45	40	OVAL BOARDS GOVERN	25	20	OVAL BOARDS GOVERN	20	15		18	15	OVAL BOARDS GOVERN	15	15		Yoakum (Passenger).....	15
M. P. 98 and Waco.....	30	25		20	15		18	12		15	12		15	15		“ (Freight).....	10
Lockhart and Shiner Jct.....	30	25		20	15		15	10		12	12		15	15		Flatonia.....	6
																Rockdale:	
																Main St. to Freight Depot	6
																Other Points.....	10
																Cameron.....	8
																Waco (Passenger).....	18
																“ (Freight).....	12
																Lockhart.....	8
																Luling.....	10

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

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

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

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

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

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

REMOTE SWITCH CONTROL

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

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

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

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

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

57. Trains handled by class M-4 engines must not exceed fifteen (15) miles per hour over the Lampasas Subdivision.

(COPY)

Houston, Texas, May 2nd, 1929.
File B-146-4

Messrs: A.D.Mims San Antonio
J.H.Walsh Austin
B.S.Hollimon-Ennis

We are advised that tomato movement from Yoakum territory will commence about May 10th. Present estimate of crop is between 250 and 300 cars.

Last year handling of this business was complicated by reason of no night service out of Yoakum except the cucumber specials which we utilized occasionally for the handling of small shipments of tomatoes. This season, however, we have a night train out of Yoakum which connects with CB Special and we have promised the following schedule to Traffic Department covering shipments moving via North Texas:

Lv. Yoakum	9:00 PM
Ar. Corsicana	9:45 AM
Ar. Ennis	10:55 AM
Ar. Dallas	1:35 PM
Ar. Sherman	5:45 PM
Ar. Denison	6:30 PM
Ar. Ft.Worth	6:45 PM

It is possible some of the shipments may be routed via Shreveport and the following schedule was furnished for these shipments:-

Lv. Yoakum	Train 390	6:00 AM
Ar. Shreveport		3:30 PM following day

Will you please arrange to line the service up accordingly so that there will be no falldowns or complaints in connection with this movement?

cc Messrs: L.B.McDonald,
T.G.Beard,
K.C.Marshall
H.J.Nicksch

(Signed) O.C.Castle

5/2/29
*No marks etc should
more via sidings, thence #240 to the,
to connect with cleanup train.*

INTERLOCKING WHISTLE CODES

TOWER 100, M-K-T CROSSING, ELGIN

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

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

Main track _____

TOWER 59, M-K-T CROSSING, WACO

Main track _____

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

Main track _____

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

Main track _____

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

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

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

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

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

Main track o _____ o
 Main track to Houston Division _____

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

Main track _____

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

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

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

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

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

J. H. WALSH,
Superintendent,
Austin

H. F. KELLEY,
Assistant Superintendent,
Austin

J. J. MOORE,
Trainmaster,
Giddings

F. CLINKSCALES,
Traveling Engineer,
Austin

J. McKEOWN,
Chief Train Dispatcher, Austin

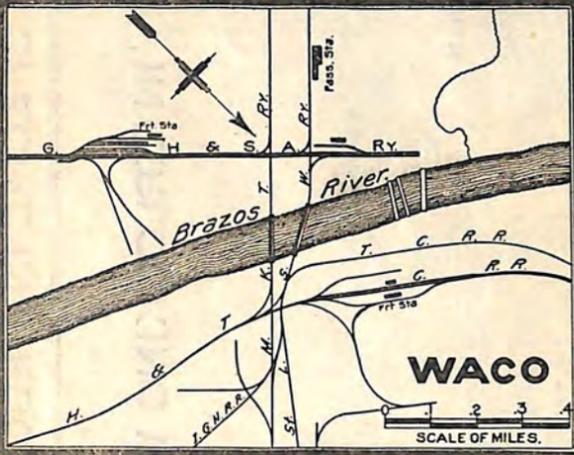
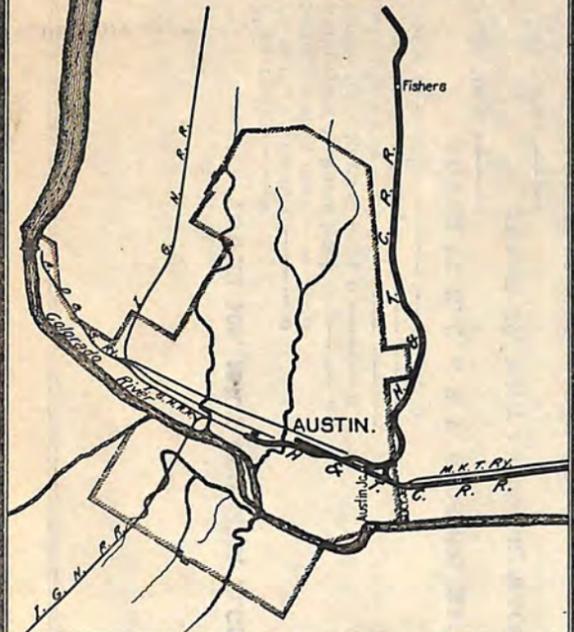
L. SCARBOROUGH,
Chief Train Dispatcher, Austin

Traveling Engineer will exercise duties of Trainmaster when on line.

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

**AUSTIN
AND
VICINITY**

SCALE OF MILES



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

