

# SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

# 48

FOR THE

## AUSTIN DIVISION

To Take Effect Sunday, May 3, 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.*



Length of sidings in cars, location of bulletin, water and fuel stations, stannard checks, interlocking plants, turn tables, wyes and tele-phones.	EASTWARD			Distance From Yoakam	TIME TABLE No. 48 May 3, 1931	Distance From Waco (Freight Yard)	WESTWARD			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	THIRD CLASS #268	SECOND CLASS #266	FIRST CLASS 52				FIRST CLASS 51	SECOND CLASS #265	THIRD CLASS #267		
	Local Freight	Freight	Motor				Motor	Freight	Local Freight		
	Lv. Tues. Thurs. and Saturday	Leave Daily	Leave Daily		<b>STATIONS</b>	Arrive Daily	Arrive Daily	Ar. Mon. Wed. and Friday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays	
Yard BOPWY	6.30AM	2.35AM	8.27AM	67.4	TO-R GIDDINGS	9.40AM	12.15AM	3.15PM	Continuous	Continuous	
37	6.55	3.00	8.44	75.3	7.9 LINCOLN	9.22	11.29PM	2.35			
37	7.13	3.18	8.55	81.6	6.3 LEO	9.11	11.12	2.02			
25	7.25	3.29	9.04	85.5	3.9 TO LEXINGTON	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	9.15	91.7	6.2 TANGLEWOOD	8.53	10.45	1.08			
24	7.53	3.58	9.21	94.7	3.0 HICKS	8.47	10.36	12.54			
Yard 46 I TW	8.34	4.25	9.38	103.3	8.6 TO TOWER 54 (I.-G. N. Crossing) ROCKDALE	8.34	10.10	12.17PM	Continuous	Continuous	
28	9.05	4.50	9.53	110.9	7.6 TO MINERVA	8.18	9.47	11.34AM	8.00AM to 11.30AM 12.30PM to 5.00PM	Closed	
I				117.6	6.7 TOWER 52 (G. C. & S. F. Crossing)				Continuous	Continuous	
Yard 49 TW	10.09	5.20	10.09	118.0	0.4 TO CAMERON	8.02	9.25	10.35	8.00AM to 5.00PM	Closed	
19	10.49	5.35	10.18	122.7	4.7 SPLAWN	7.51	9.09	10.18			
28	10.59	5.45	10.24	125.8	3.1 BEN ARNOLD	7.45	9.01	9.51			
25	11.21AM	5.57	10.31	129.4	3.6 BURLINGTON	7.38	8.51	9.35			
25	12.02PM	6.10	10.40	133.5	4.1 TO ROSEBUD	7.30	8.40	8.57	8.00AM to 5.00PM	7.00AM to 11.00AM	
20	12.19	6.25	10.50	138.1	4.6 TRAVIS	7.21	8.28	8.35			
25	1.03	6.39	11.00	143.1	5.0 TO LOTT	7.12	8.15	8.18	8.00AM to 5.00PM	Closed	
30	1.32	7.00	11.12	149.0	5.9 TO CHILTON	7.00	7.59	7.56	8.00AM to 5.00PM	Closed	
28	1.59	7.20	11.24	154.8	5.8 SATIN	6.48	7.43	7.36			
5 W	2.02	7.23	11.26	155.7	0.9 GUDA	6.46	7.40	7.33			
25	2.06	7.30	11.28	156.8	1.1 GURLEY	6.44	7.37	7.30			
30	2.25	8.00	11.40	162.8	6.0 DOWNS	6.33	7.21	7.10			
32 Yard	2.50	8.12	11.48	167.0	4.2 TEXAND	6.26	7.10	6.57			
Yard BOKWY	3.10PM	8.25AM	11.55AM	170.6	3.6 TO-R WACO (Freight Yard)	6.19AM	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	0.3 TOWER 21 (M.-K.-T. Crossing)				Continuous	Continuous	
				171.0	0.1 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.

Ar. Tues. Thurs. and Saturday	Arrive Daily	Arrive Daily	WACO (UNION STATION)	Leave Daily	Leave Daily	Lv. Mon. Wed. and Friday
268	266	52		51	265	267
(8.40) 11.9	(5.50) 17.7	(3.28) 29.8		(3.21) 30.8	(5.15) 19.6	(8.30) 12.1
.....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: No. 265 is superior to No. 266.

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

Dallas Division trains and engines will use tracks between St. L. S. W. crossing and Waco (Freight Yard), and all trains and engines will move between these points WITH CAUTION, expecting to find main track occupied. Kiersey, 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.

*# Effective 7-1-31 267 and 268 discontinued. 265 and 266 will perform local work. 265 will leave Waco at 6:00 am daily except Sunday. 266 leave Giddings about 2:35 am daily except Monday and arrive Waco about 10:10 am daily except Monday.*



Houston, Texas, July 25th., 1931

In phone conversation with Trainmaster Moore at Austin this morning, he advised that on verbal instructions of Mr. Mims, No. 265 will leave Waco daily, except Sunday, and No. 266 will leave Giddings daily, except Sunday. The Yoakum-Giddings turn leaves Yoakum daily except Sunday night, returning from Giddings to Yoakum daily except Monday morning. If there is live stock or other important freight moving justifying operation of service on Sunday, arrangements will be made to protect. This arrangement was effected Sunday, July 19th.

S H Milby

Effective 8/17/31 265 + 266 will operate thru between waco + yoakum on night schedule daily except Sunday.

Nos. 267 + 268 (local) will operate daily except

5-1 Sunday  
Effective 9-25-31 - 267 + 268 tri weekly - 267 lv waco m-w-f.  
268 lv Giddings Tues-Thurs-Sat.



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			SECOND CLASS			FIRST CLASS			Distance From Llano	TIME TABLE No. 48 May 3, 1931.			Distance From Austin	FIRST CLASS			SECOND CLASS			THIRD CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations.		
	254 Local Freight			256 Mixed			48 Motor				STATIONS				47 Motor			255 Mixed			253 Local Freight			Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays	
	Leave Daily Ex. Sunday			Leave Daily Ex. Sunday			Leave Daily				TO-R	TO	TO		TO-R	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO
Yard 29 BWY				7.40AM			2.00PM		0.0	TO-R	LLANO 19.6	98.7	12.30PM	5.45PM											7.00AM to 4.00PM	12.01PM to 2.15PM
25 W				8.30			s 2.31		19.6		KINGSLAND 9.4	79.1	s 11.58AM	4.50												
27				8.57			f 2.46		29.0		TUGGLE 5.9	70.0	f 11.41	4.25												
20 Spur Y				9.30			s 3.04		34.9	TO	MARBLE FALLS 6.2	75.9	s 11.28	3.43										8.00AM to 5.00PM	11.00AM to 1.00PM 2.00PM to 4.00PM	
29 Y	12.10PM			9.55			s 3.18		29.0		FAIRLAND 2.6	69.7	s 11.10	3.18												
17	12.22			10.06			f 3.26		31.6		SUDDUTH 7.2	67.1	f 11.05	3.01												
Yard 12 Spur Y	12.47			10.31			3.38		38.8		WILKIE 0.6	59.9	10.53	2.38												
Yard 41 BOKWY	12.52			10.40AM			s 3.45		39.4	TO-R	BURNET 0.6	60.5	s 10.50	2.35PM										8.00AM to 5.00PM	10.01AM to 1.20PM 2.30PM to 4.30PM	
Yard 12 Spur Y	12.57						3.47		38.8		WILKIE 3.8	59.9	10.43													
32	2.35						f 3.56		42.6		SUMMIT 6.8	56.1	f 10.35													
21	2.55						s 4.09		49.4	TO	BERTRAM 5.5	49.3	s 10.21											8.00AM to 5.00PM	9.20AM to 11.20AM 3.00PM to 5.00PM	
28	3.12						f 4.18		54.9		GROVER 4.6	43.8	f 10.08													
15	3.27						s 4.27		59.5	TO	LIBERTY HILL 7.6	39.2	s 9.59											8.00AM to 5.00PM	9.00AM to 11.00AM 3.30PM to 5.30PM	
19 W	3.52						s 4.42		67.1	TO	LEANDER 5.6	31.6	s 9.43											8.00AM to 5.00PM	8.45AM to 10.45AM 3.30PM to 5.30PM	
18	4.08						s 4.52		72.7		CEDAR PARK 4.3	26.0	s 9.28													
21	4.20						f 5.00		77.0		RUTLEDGE 5.2	21.7	f 9.19													
27 I	4.51						s 5.10		82.2	TO	McNEIL 3.7	16.5	s 9.09											8.30AM to 5.30PM	3.00PM to 5.00PM	
22	5.18						f 5.18		85.9		TOWER 132 (L-G. N. CROSSING) 2.4	12.8	f 8.59													
13	5.37						f 5.22		88.3		FROMME 9.0	10.4	f 8.55													
Yard	6.20PM						5.42PM		97.3	Automatic Block System	AUSTIN JUNCTION	1.4	8.38AM													
	Arrive Daily Ex. Sunday 254			Arrive Daily Ex. Sunday 256			Arrive Daily 48						Leave Daily 47				Leave Daily Ex. Sunday 255							Leave Daily Ex. Sunday 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.	SECOND CLASS			Distance From Lampasas	TIME TABLE No. 48 May 3, 1931.			Distance From Burnet	SECOND CLASS			Train Order Office Hours	
	258 Mixed				STATIONS				257 Mixed			Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays
	Leave Daily Ex. Sunday				TO-R	TO	TO		Arrive Daily Ex. Sunday			8.00AM to 5.00PM	Closed
Yard 32 WY				0.0	TO-R	LAMPASAS 11.6	23.0	12.15PM					
18				11.6		LAKE VICTOR 11.4	11.4	s 11.35AM					
Yard 41 BOKWY				23.0	TO-R	BURNET	0.0	11.00AM				8.00AM to 5.00PM	10.01AM to 12.01PM 2.30PM to 4.30PM
								Leave Daily Ex. Sunday 257					

(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. 257 is Superior to No. 258. Tumlinson and Hodge are flag stops for all trains.



Length of sidings in cars, location of bulletin, water tanks, stations, standard locks, interlocking plants, turn tables, wyes and tele- phones.	THIRD CLASS			SECOND CLASS		FIRST CLASS						Distance From Austin	TIME TABLE No. 48 May 3, 1931		Distance From Hempstead	
		236	253	92		240		46	4	42	2		47	6		STATIONS
		Local Freight	Local Freight	M-K-T Local Freight		Freight		Passenger	M-K-T Passenger	Passenger	M-K-T Passenger		Motor	M-K-T Passenger		
		Lv. Mon. Wed. and Friday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily		
Yard BKP							11.30PM	4.05PM	1.05PM	12.10PM	8.30AM	1.25AM	0.0	TO-R AUSTIN	115.0	
Yard BKP		7.10AM	6.35AM	6.00AM		8.45PM	11.35	4.10	1.09	12.15	8.35	1.30	0.8	R YARD OFFICE	114.2	
Yard OTWY		7.15	6.40AM	6.05		8.50	11.38	4.13	1.11	12.18	8.38AM	1.33	1.4	AUSTIN JUNCTION	113.6	
P		7.17		6.10AM		8.51	11.39	4.15PM	1.12	12.20PM		1.35AM	1.8	PERSHING	113.2	
32		7.28				8.59	11.45		1.17				5.1	DELWAU	109.9	
39 P		7.42				9.15	11.58PM		1.27				9.9	DAFFAN	105.1	
18 P		8.06				9.30	12.11AM		1.36				15.0	MANOR	100.0	
21		8.25				9.48	12.24		1.48				21.8	LITTIG	93.2	
26 PWY PI		9.15				10.04	12.36		2.00				27.2	TO TOWER 100 (M-K-T Crossing)	87.8	
P		10.00				10.19	12.48		2.10				32.8	BUTLER	82.2	
26 P		10.30				10.33	12.58		2.18				37.3	McDADE	77.7	
37 P		10.50				10.51	1.11		2.28				43.8	MIDSPRINGS	71.2	
26 P		11.20				11.03	1.20		2.34				47.7	PAIGE	67.3	
28 P		11.45AM				11.18	1.31		2.43				52.8	HILLS	62.2	
Yard BOPWY		12.35PM				11.48PM 12.30AM	1.50 2.25		2.56				59.2	TO-R T. & N. O. CROSSING GIDDINGS	55.8	
37 P		12.53				12.43	2.35		3.05				64.2	KRUSE	50.8	
32 P		1.10				12.54	2.45		3.12				68.4	LEDBETTER	46.6	
42 P		1.34				1.10	2.57		3.24				74.8	CARMINE	40.2	
41 P		2.01				1.26	3.10		3.36				81.1	TO BURTON	33.9	
22 P		2.23				1.43	3.23		3.48				87.6	MILL CREEK	27.4	
Yard PI PWY		3.05				2.01	3.36		4.02				93.7	TO TOWER 95 (G. C. & S. F. Crossing) BREHAM	21.3	
14		3.30				2.20	3.47		4.12				99.2	PACKERY	15.8	
33 P		3.54				2.35	3.56		4.22				103.9	CHAPEL HILL	11.1	
Yard BOKPWY		4.20PM				4.00AM	4.20AM		4.50PM				115.0	TO-R HEMPSTEAD	0.0	
		Ar. Mon. Wed. and Friday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
		236	253	92		240	46	4	42	2	47	6				

(9.10)  
12.4

(7.15)  
15.7

(4.50)  
23.8

(3.45)  
30.7

.....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

Distance From Austin	TIME TABLE No. 48 May 3, 1931		Distance From Hempstead	FIRST CLASS						SECOND CLASS			THIRD CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	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	Ar. Tues. Thurs. and Saturday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays			
0.0	TO-R	AUSTIN	115.0	5.10AM	6.30AM	2.45PM	3.10PM	5.50PM	6.01PM				Continuous	Continuous			
0.8	R	YARD OFFICE	114.2	5.00	6.24	2.36	3.00	5.45	5.50	5.30AM	5.40AM	3.40PM	6.25PM				
1.4		AUSTIN JUNCTION	113.6	4.57	6.20	2.32	2.57	5.42	5.47	5.24	5.35	3.30	6.20PM				
1.8		PERSHING	113.2	4.55AM	6.15	2.27	2.55PM	5.40PM	5.45PM	5.21	5.30AM	3.27					
5.1		DELWAW	109.9		6.09	2.21				5.12		3.15					
9.9		DAFFAN	105.1		f 6.01	f 2.12				4.58		2.58					
15.0		MANOR	100.0		s 5.51	s 2.02				4.43		2.40					
21.8		LITTIG	93.2		f 5.38	f 1.48				4.22		2.20					
27.2	TO	TOWER 100 (M-K-T Crossing)	87.8		s 5.28	s 1.34				4.04		2.00 1.34	Continuous	Continuous			
32.8		BUTLER	82.2		f 5.17	f 1.24				3.45		1.03					
37.3		McDADE	77.7		s 5.09	s 1.16				3.29		12.48					
43.8		MIDSPRINGS	71.2			4.57	1.04			3.09		12.26					
47.7		PAIGE	67.3		s 4.50	s 12.57				2.57		12.12PM					
52.8		HILLS	62.2		f 4.41	f 12.48				2.43		11.55AM					
59.2	TO-R	T. & N. O. CROSSING GIDDINGS	55.8		s 4.30 2.45	s 12.35				2.25 1.59		11.25	Continuous	Continuous			
64.2		KRUSE	50.8			2.35	12.25			1.46		10.20					
68.4		LEDBETTER	46.6		s 2.20	s 12.18				1.35		10.05					
74.8		CARMINE	40.2		s 2.07	s 12.06PM				1.10		9.35					
81.1	TO	BURTON	33.9		s 1.55	s 11.54AM				12.52		9.05	8.00AM to 5.00PM	11.00AM to 1.00PM 2.30PM to 4.30PM			
87.6		MILL CREEK	27.4		f 1.43	f 11.42				12.36		8.35					
93.7	TO	TOWER 95 (G. C. & S. F. Crossing) BREHAM	21.3		s 1.31	s 11.29				12.20		8.15	Continuous	Continuous			
99.2		PACKERY	15.8			1.19	11.18			12.04AM		7.00					
103.9		CHAPEL HILL	11.1		s 1.10	s 11.09				11.52PM		6.45					
115.0	TO-R	HEMPSTEAD	0.0			12.50AM	10.50AM			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..... (5.40) (3.55) (6.00) (9.35)  
 .....Average Speed per Hour..... 20.3 29.4 18.9 12.1

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

**EXCEPT: No. 45 is Superior to M-K-T 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.



location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	EASTWARD							Distance From Yoakum	TIME TABLE No. 48 May 3, 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				
	232 Local Freight	250 Freight	#266 Freight	248 Freight	234 Mixed	52 Motor	22 The Lark				21 The Lark	51 Motor	#265 Freight	249 Freight	235 Mixed	247 Freight	233 Local Freight		
Lv. Mon-Wed. and Friday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tues. Thurs. and Saturday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays			
Yard BOKTWYP	6.25AM		7.00PM			6.15AM	0.0	TO-R YOAKUM	170.6	11.55AM	10.15AM			5.00PM	Continuous	Continuous			
24 P	6.39		7.14			6.26	4.2	ADEL	166.4	11.37	9.25			4.04					
Yard 55 WP	7.05		7.33		12.01PM	6.40	10.8	TO-R SHINER	159.8	11.25	9.05		11.10AM	3.41	8.00AM to 5.00PM	10.40AM to 12.40PM			
YP	7.08		7.36		12.04PM	6.42	11.6	SHINER JUNCTION	159.0	11.22	8.58		11.07AM	3.36					
29 WP	7.38		8.04			7.00	21.2	TO MOULTON	149.4	11.05	8.30			3.07	7.00AM to 4.00PM	6.30AM to 8.30AM 10.30AM to 12.30PM			
Yard 34 I PY	8.05 8.30	11.00PM	8.27	12.45PM		7.16	1.15AM	29.3	TO-R TOWER 3 (T. & N. O. CROSSING)	141.3	5.28AM	10.49	8.05	8.30AM	5.00PM	2.35	Continuous	Continuous	
72 P	9.03	11.15	8.40	1.00		7.26	1.22	34.6	FLATONIA	136.0	5.19	10.40	7.48	8.06	4.46	2.10			
55 P	9.18	11.28	8.53	1.12		7.34	1.29	39.4	KERR	131.2	5.11	10.32	7.34	7.55	4.35	1.53	7.00AM to 12.01PM 1.01PM to 4.00PM	7.00AM to 9.00AM 10.01AM to 12.01PM	
55 P	9.33	11.41	9.08	1.24		7.43	1.37	44.5	MULDOON	126.1	5.02	10.22	7.20	7.43	4.21	1.24			
55 WY IP	9.48	11.55PM	9.22	1.36		7.53	1.45	49.4	LENA	121.2	4.54	10.13	7.08	7.25	4.06	1.02			
57 W P	10.05	12.10AM	9.52	1.51		8.02	1.52	53.8	WEST POINT	116.8	4.47	10.05	6.55	7.11	3.51	12.42	7.30AM to 12.30PM 1.30PM to 4.30PM	7.45AM to 10.45AM	
59	10.40	12.28	10.14	2.09		8.14	2.04	61.0	TOWER 91 (M.-K.-T. CROSSING)	109.6	4.36	9.52	6.38	6.53	3.33	12.19PM			
Yard BOPWY	11.15AM	12.42AM	10.30PM	2.29PM		8.27AM	2.16AM	67.4	WINCHESTER	103.2	4.26AM	9.40AM	6.25AM	6.40AM	3.20PM	11.55AM	Continuous	Continuous	
	Ar. Mon-Wed. and Friday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		NORTHUP								Lv. Tues. Thurs. and Saturday		
	232	250	266	248	234	52	22		T. & N. O. CROSSING										
	(4.50) 13.9	(1.42) 22.4	(3.30) 19.2	(1.44) 22.0	(2.12) 30.6	(1.01) 37.5			GIDDINGS										
									.....Time Over Subdivision.....	(1.02) 36.9	(2.15) 30.0	(3.50) 17.6	(1.50) 20.8	(1.40) 22.8	(5.05) 13.2				
									.....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.

# Effective 7-1-31 265 + 266 will be protected with turn-around crew between yoakum + Giddings on approximately same schedule as shown above.

Effective 8/17/31 265 + 266 will operate thru between yoakum + waco. Daily except Sunday night.

Effective 8/17/31 daily except Sun.

discontinued 8/17/31

Discontinued 8-17-31

Effective 8/17/31 daily except Mon.



Me

In view of the fact that no definite schedule was agreed upon and advertised for the handling of tomatoes out of the Yoakum territory during the season of 1931, other than the setting back of #266 at Yoakum until 10:30pm, it has been decided that for claim purposes the following schedule should be quoted:

Lv Hallettsville and other points in that vicinity on an  
extra or local PM 1st day,  
Lv Yoakum 10:30pm 1st day,  
Ar Corsicana 11:59am 2nd day.

During this movement it was the practice to operate a turn out of Yoakum in the evening as far east as necessary, picking up tomatoes loaded during the day and taking them to Yoakum at night for connection with #266 or an extra.

S. H. Milby  
6-18-31

5-2



Houston, Texas, July 25th., 1931

In phone conversation with Trainmaster Moore at Austin this morning, he advised that on verbal instructions of Mr. Mims, No. 265 will leave Waco daily, except Sunday, and No. 266 will leave Giddings daily, except Sunday. The Yoakum-Giddings turn leaves Yoakum daily except Sunday night, returning from Giddings to Yoakum daily except Monday morning. If there is live stock or other important freight moving justifying operation of service on Sunday, arrangements will be made to protect. This arrangement was effected Sunday, July 19th.

S H Milby

*Big for Corpus Christi arriving Giddings on 249 Monday morning  
will be handled via Sa + 353.*



*Discontinued 8/17/31*

*Discontinued 8/17/31*

EASTWARD

GIDDINGS SUBDIVISION

WESTWARD

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

Yard	THIRD CLASS	SECOND CLASS		FIRST CLASS		Distance From Giddings	TIME TABLE No. 48 May 3, 1931	Distance From Hearne	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
		232		248	250				22		21	249 247		233		Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays
		Local Freight		Freight	Freight				The Lark		The Lark	Freight	Freight	Local Freight			
	Lv. Mon. Wed. and Friday		Leave Daily	Leave Daily		Leave Daily		Arrive Daily		Arrive Daily	Arrive Daily		Ar. Tues. Thurs. and Saturday				
Yard BOPWY		12.15PM	2.29PM	12.42AM	s	2.16AM	0.0	Automatic Block System TO-R	GIDDINGS 6.6	59.0	s	4.26AM	6.20AM	3.20PM	10.45AM	Continuous	Continuous
56 P		12.35	2.56	1.06		2.26	6.6		LOEBAU 7.2	52.4		4.12	6.02	2.56	9.57		
54 P		1.00	3.12	1.25	f	2.37	13.8	TO	DIME BOX 6.7	46.2	f	4.01	5.45	2.39	9.35	7.30AM to 12.30PM 1.30PM to 4.30PM	Closed
54 W		1.30	3.29	1.43	f	2.48	20.5		DEANVILLE 7.8	38.5	f	3.50	5.29	2.24	9.05		
Yard 73 PW		2.07	3.47	2.03	s	3.00	28.3	TO	CALDWELL 6.6	30.7	f	3.38	5.12	2.07	8.40	8.30PM to 5.30AM	8.30PM to 5.30AM
55 P		2.48	4.03	2.21		3.10	34.9		COOK'S POINT 5.5	24.1		3.28	4.56	1.52	8.01		
56 P		3.07	4.16	2.37		3.19	40.4		LAW 6.5	18.6		3.19	4.43	1.39	7.44		
73 P		3.27	4.30	3.07		3.31	46.9		MUMFORD 5.2	12.1		3.07	4.28	1.26	7.25		
55 IP		3.42	4.43	3.22		3.40	52.1	TO	TATSIE								
Y		4.40PM	5.05PM	3.40AM		3.50AM	58.1		TOWER 140 (I-G. N. CROSSING) 6.0	6.9		2.58	4.16	1.15	7.05	Continuous	Continuous
									HEARNE JUNCTION	0.9		2.49AM	4.02AM	1.02PM	6.50AM		

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

Yard	THIRD CLASS	SECOND CLASS		FIRST CLASS		Distance From Giddings	Distance From Hearne	FIRST CLASS	SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
Yard BOKPTWY	4.50PM	5.15PM	3.45AM	3.55AM	59.0	TO-R	0.9 HEARNE	0.0	2.45AM	4.00AM	1.00PM	6.45AM	Continuous	Continuous
	Ar. Mon. Wed. and Friday	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Lv. Tues. Thurs. and Saturday		
	232	248	250	22					21	249	247	233		

(4.25) 13.1 (2.36) 22.3 (2.58) 19.4 (1.34) 17.1 ..... Time Over Subdivision ..... (1.37) 35.9 (2.18) 25.2 (2.18) 25.2 (3.55) 14.8

..... Average Speed per Hour .....

*Effective 8/17/31 Daily except Sun.*

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 8/17/31 daily except Mon. Lv Hearne 4:00am + handle valley by to sidings for connection with 265 and then perform local work between sidings + junction.*







INTERLOCKING WHISTLE CODES

TOWER 100, M-K-T CROSSING, ELGIN

Main track \_\_\_\_\_  
 Main track to siding \_\_\_\_\_ o o \_\_\_\_\_  
 Siding to main track \_\_\_\_\_ o o \_\_\_\_\_  
 Main track to house track o \_\_\_\_\_ o  
 House track to main track o \_\_\_\_\_ o  
 Siding to house track o \_\_\_\_\_  
 House track to siding o \_\_\_\_\_  
 Siding to transfer \_\_\_\_\_ o o

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

Main track \_\_\_\_\_

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

Main track \_\_\_\_\_

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

Main track \_\_\_\_\_

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

Main track \_\_\_\_\_  
 Main track to siding \_\_\_\_\_ o o \_\_\_\_\_  
 Siding to main track \_\_\_\_\_ o o \_\_\_\_\_

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

Main track \_\_\_\_\_  
 Main track to siding \_\_\_\_\_ o o \_\_\_\_\_  
 Siding to main track \_\_\_\_\_ o o \_\_\_\_\_

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

Main track o \_\_\_\_\_ o  
 Main track to San Antonio Division \_\_\_\_\_

TOWER 40, T. & N. O. CROSSING, LULING

(Cabin Interlocker)

Anstin Division trains will stop short of interlocking signals and send a member of the train crew to operating room, second floor of the Tower, who will handle levers in accordance with instructions on manipulation chart, located directly above interlocking machine. When route is lined up for Austin Division movement the signals on main track and dwarf signals and derails in west siding will be set against San Antonio Division movement.

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.

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

(Cabin Interlocker)

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

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

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

TOWER 21, M-K-T CROSSING, WACO

Tower 59 at Waco has been abandoned and all derails and signals formerly operated at Tower 59 are operated from Tower 21. Approach annunciators are in service both west and east of home interlocking signals which indicate to signal operator at Tower 21 when train or engine is approaching M-K-T crossing. Telephones are located in box on post near each home interlocking signal, and if signal is not cleared for route through plant, telephone should be used immediately to communicate with signal operator for instructions.

REMOTE SWITCH CONTROL

West Point

The east switch of siding at West Point is electrically operated from Tower 91. Interlocking signals and interlocking rules will govern movements over this switch.

When the signal is not cleared or the switch is not set for the route required, train or enginemen will communicate with the signal operator by telephone, located in box on Signal 499, but westward inferior trains approaching the switch and finding it set for main-track movement, and the governing signal clear, are authorized to proceed with caution on the main track to the next signal governing in direction of movement.

Instructions for operating the switch by hand, when so authorized by the signal operator, are located inside of instrument case in iron box on post behind switch machine.

Before moving over the switch with the signal indicating "stop," it must be known the switch is properly set, and a speed of twelve (12) miles per hour must not be exceeded until the entire train has passed over the switch.

COMPANY SURGEONS

**Houston**..... Dr. C. C. Green..... Chief Surgeon  
 Dr. H. K. Morrison..... Asst. Chief Surgeon  
 Dr. Neal Davis..... Division Surgeon  
 Dr. F. A. Waples..... Local Surgeon  
 Dr. M. L. O'Banion..... Local Oculist and Aurist  
 Dr. J. Chas. Dickson..... Local Oculist and Aurist  
 Dr. E. M. Arnold..... Local Oculist and Aurist  
 Dr. H. C. Feagin..... Examining Surgeon  
 Dr. L. K. Kirkpatrick..... Examining Surgeon  
 Dr. R. H. Harrison..... Examining Surgeon  
 Dr. Allan Collette..... Local Surgeon  
 Dr. J. L. Taylor..... Local Surgeon  
 Dr. M. H. Latimer..... Local Surgeon  
 Dr. Edwin A. Moers..... Local Surgeon  
 Dr. C. J. I. Ekman..... Local Surgeon  
**Austin**..... Dr. S. E. Hudson..... Division Surgeon  
 Dr. Joe Gilbert..... Division Surgeon  
 Dr. T. M. Yett..... Local Surgeon  
 Dr. A. F. Beverly..... Examining Surgeon  
 Dr. J. W. McLaughlin..... Examining Surgeon  
 Dr. H. L. Hilgartner..... Division Oculist  
 Dr. H. L. Hilgartner, Jr..... Local Oculist  
 Dr. S. J. Clark..... Local Oculist  
**Bertram**..... Dr. B. E. Laurie..... Local Surgeon

**Brenham**..... Dr. W. F. Hasskarl..... Local Surgeon  
 Dr. O. F. Schoenvogel..... Local Surgeon  
**Burnet**..... Dr. J. L. Williamson..... Local Surgeon  
**Burton**..... Dr. F. H. Hodde..... Local Surgeon  
**Caldwell**..... Dr. A. G. Krueger..... Local Surgeon  
 Dr. T. L. Goodnight..... Local Surgeon  
**Cameron**..... Dr. T. J. Denson..... Local Surgeon  
 Dr. G. B. Taylor..... Local Surgeon  
 Dr. A. S. Epperson..... Local Surgeon  
 Dr. W. R. Newton..... Local Surgeon  
 Dr. J. L. Denson..... Local Surgeon  
**Carmine**..... Dr. A. C. Miller..... Local Surgeon  
**Chapel Hill**..... Dr. W. J. L. Roberts..... Local Surgeon  
**Chilton**..... Dr. W. A. Denson..... Local Surgeon  
 Dr. J. A. Mercer..... Local Surgeon  
**Dime Box**..... Dr. R. B. Burns..... Local Surgeon  
**Elgin**..... Dr. I. B. Nofsinger..... Local Surgeon  
 Dr. Edwin Auler..... Local Surgeon  
**Flatonia**..... Dr. F. J. Marecic..... Local Surgeon  
 Dr. J. V. Dozier..... Local Surgeon  
**Giddings**..... Dr. J. M. Johnson..... Local Surgeon  
 Dr. W. E. York..... Local Surgeon  
 Dr. H. G. Hertel..... Local Surgeon  
**Gonzales**..... Dr. W. T. Dunning..... Local Surgeon  
 Dr. Louis J. Stahl..... Local Surgeon

**Gurley**..... Dr. H. W. Wills..... Local Surgeon  
**Hearne**..... Dr. H. W. Cummings..... Examining Surgeon  
 Dr. S. J. Alexander..... Examining Surgeon  
**Hempstead**..... Dr. Malcolm A. Jones..... Local Surgeon  
 Dr. S. C. Walker..... Local Surgeon  
**Lampasas**..... Dr. W. D. Francis..... Local Surgeon  
 Dr. J. E. Willerson..... Local Surgeon  
**Leander**..... Dr. C. R. Miller..... Local Surgeon  
**Lexington**..... Dr. A. C. Connor..... Local Surgeon  
**Liberty Hill**..... Dr. W. D. Fowler..... Local Surgeon  
**Llano**..... Dr. W. Y. Fowler..... Local Surgeon  
**Lockhart**..... Dr. W. H. O'Banion..... Local Surgeon  
 Dr. A. A. Ross..... Local Surgeon  
**Lott**..... Dr. M. A. Hayes..... Local Surgeon  
 Dr. J. D. Moore..... Local Surgeon  
**Luling**..... Dr. S. J. Francis..... Local Surgeon  
 Dr. M. W. Pitts..... Local Surgeon  
**Moulton**..... Dr. F. F. Heger..... Local Surgeon  
**Muldoon**..... Dr. J. T. Buchanan..... Local Surgeon  
**Manor**..... Dr. Roy G. Reed..... Local Surgeon  
**Marble Falls**..... Dr. George Harwood..... Local Surgeon

**Moulton**..... Dr. J. V. Dozier..... Local Surgeon  
**Rockdale**..... Dr. T. S. Barkley..... Local Surgeon  
 Dr. H. T. Coulter..... Local Surgeon  
 Dr. I. P. Sessions..... Local Surgeon  
 Dr. R. W. Wallis..... Local Surgeon  
**Rosebud**..... Dr. F. C. Aycock..... Local Surgeon  
 Dr. J. B. Buford..... Local Surgeon  
**Shiner**..... Dr. A. L. Fuller..... Local Surgeon  
 Dr. F. M. Wagoner..... Local Surgeon  
**Waco**..... Drs. Colgin & Colgin..... Examining Surgeons  
 Dr. C. H. Brooks..... Examining Surgeon  
 Dr. M. W. Colgin..... Local Surgeon  
 Dr. I. E. Colgin..... Local Surgeon  
 Dr. H. T. Aynesworth..... Local Oculist & Aurist  
**West Point**..... Dr. F. E. Young..... Local Surgeon  
**Yoakum**..... Dr. H. H. Brown, Sr..... Division Surgeon  
 Dr. H. H. Brown, Jr..... Examining Surgeon  
 Dr. Robt. M. Milner..... Local Surgeon  
 Dr. Chas. Kopecky..... Local Oculist and Aurist

LOCATION OF HOSPITALS—

General Hospital—

Houston: Southern Pacific Hospital, James and Paschal Streets.

Emergency Hospital—

Austin: Seton Infirmary and St. David's Hospital.  
 Yoakum: John Huth Memorial.

**J. H. WALSH,**  
 Superintendent,  
 Austin

**H. F. KELLEY,**  
 Assistant Superintendent,  
 Austin

**J. J. MOORE,**  
 Trainmaster,  
 Austin

**W. F. RENTZEL,**  
 Traveling Engineer, Ennis

**R. DeWAAL,**  
 Traveling Engineer, San Antonio

**L. SCARBOROUGH,**  
 Chief Train Dispatcher, Austin

Traveling Engineer will exercise duties of Trainmaster when on line.



# RATINGS OF ENGINES IN FREIGHT 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 Flaton	Yoakum and Waco	Shiner to Lockhart	Lockhart to Shiner
Nominal	Designation																	
T-38	T-62 19/24-93	369 to 373, 375, 376	1110	1150	980	1320	1230	860	640	1090	1060	1210	1120	1080	1310	1310	1120	1044
M-13	M-50 18/24-90	404	1090	1130	940	1300	1210	850	630	1070	1040	1190	1100	1060	1290	1290	1100	1020
M-14	M-50 18/24-90	406 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	515 to 517	1710	1780	1510	2030	1900	1330	980	1680	1630	1870	-----	-----	2020	2020	1720	1590
M-16	M-54 19/24-102	491 to 493	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 522	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
M-21	M-63 22/28 185SF	523 to 529	2650	2900	-----	-----	-----	-----	-----	-----	2250	3500	-----	-----	3000	3000	-----	-----
T-25	T-56 19/26-100	350 to 355, 357 to 361	1150	1190	1010	1370	1280	900	660	1130	1090	1250	1160	1120	1360	1360	1160	1080
T-25	T-63 19/26-100	362 to 365	1150	1190	1010	1370	1280	900	660	1130	1090	1250	1160	1120	1360	1360	1160	1080
T-27	T-63 20/26-112	377 to 386	1280	1330	1130	1520	1410	1000	740	1260	1220	1400	-----	-----	1510	1510	1300	1210
MK-5	MK-63 26/28-210S	738 to 794	3200	3500	-----	-----	-----	-----	-----	-----	2770	4150	-----	-----	3600	3600	-----	-----
C-8	C-57 22/30-190S	800 to 807	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
C-9	C-57 22/30-190S	808 to 850	2850	3090	-----	-----	-----	-----	-----	-----	2470	3700	-----	-----	3200	3200	-----	-----
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 20/24-140S	870	1610	1670	1410	1910	1780	1260	930	1590	1530	1760	-----	-----	1900	1900	1620	1510
C-22	C-50 20/26-141S	871 to 874	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 23/28-221S	897 to 899	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	2710	2710	-----	-----
F-1	F-63 27 1/2/32-278SF	955 to 999	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	4400	4400	-----	-----

NOTE: These ratings represent maximum loading of engines 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
Llano 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	STATIONS	Eastward	Westward						
<b>Llano and Austin</b>			<b>Lampasas and Burnet</b>			<b>Austin and Hempstead, Con.</b>			<b>Yoakum and Waco, Cont'd</b>			<b>Yoakum and Waco, Cont'd</b>								
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	Guda and Gurley	1.36	2.68	Shiner Jct. and Lockhart					
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	Shiner Jct. and Dilworth	1.00	1.00	Shiner Jct. and Dilworth	1.00	1.00			
Kingsland and Fairland	1.14	1.64				Lincoln and Leo	F	1.33	Gurley and Downs	1.86	2.62	Dilworth and Maurin	2.81	1.04	Dilworth and Maurin	2.81	1.04			
Fairland and Sudduth	1.00	F	<b>Austin and Hempstead</b>			Burton and Mill Creek	1.11	1.10	Downs and Texand	2.39	2.68	Maurin and Gonzales	1.27	1.15	Maurin and Gonzales	1.27	1.15			
Sudduth and Wilkie	1.26	1.00	Austin and Pershing	4.10	3.76	Mill Creek and Brenham	1.11	1.10	Leo and Lexington	1.12	2.54	Texand and Waco	2.39	2.68	Gonzales and Slayden	1.34	1.24	Gonzales and Slayden	1.34	1.24
Burnet and Wilkie	1.88	F	Pershing and Delwau	F	3.76	Brenham and Chapel Hill	1.00	1.33	Lexington and Tanglewood	1.23	1.13				Slayden and Ottine	2.40	1.04	Slayden and Ottine	2.40	1.04
Wilkie and Summit	1.00	1.37	Delwau and Daffan	1.00	F	Chapel Hill and Hempstead	1.07	1.00	Tanglewood and Hicks	1.57	1.13	<b>Giddings and Hearne</b>			Ottine and Luling	1.17	1.36	Ottine and Luling	1.17	1.36
Summit and Bertram	1.28	1.00	Daffan and Manor	1.33	1.21				Hicks and Rockdale	1.03	1.50	Giddings and Loebau	1.70	1.50	Luling and Oilfield	1.17	1.86	Luling and Oilfield	1.17	1.86
Bertram and Grover	F	1.06	Manor and Littig	F	1.57	<b>Yoakum and Waco</b>			Rockdale and Minerva	1.01	1.00	Loebau and Dime Box	1.10	1.10	Oilfield and Burdette Wells	1.00	1.24	Oilfield and Burdette Wells	1.00	1.24
Grover and Liberty Hill	F	1.03	Littig and Elgin	1.29	F	Yoakum and Adel	1.28	2.54	Minerva and Cameron	1.12	1.13	Dime Box and Deanville	1.10	1.10	Burdette Wells & Lockhart	1.09	1.41	Burdette Wells & Lockhart	1.09	1.41
Liberty Hill & Gabriel River	F	1.27	Elgin and Butler	F	1.03	Adel and Shiner	1.01	1.13	Cameron and Splawn	1.01	1.36	Deanville and Caldwell	1.10	1.50						
Gabriel River and Leander	1.18	1.52	Butler and McDade	1.07	1.65	Shiner and Moulton	1.01	1.13	Splawn and Ben Arnold	1.46	1.35	Caldwell and Cooks Point	1.10	1.10						
Leander and Cedar Park	1.56	1.15	McDade and Midsprings	1.00	1.16	Moulton and Flaton	1.21	1.26	Ben Arnold & Burlington	1.14	2.26	Cooks Point & Inter'b'n Jct.	1.90	1.21						
Cedar Park and Rutledge	1.13	1.85	Midsprings and Paige	1.22	1.65	Flaton and Floy	1.36	1.19	Burlington and Rosebud	1.71	1.18	Inter'b'n Jct. & Law	F	1.95						
Rutledge and McNeil	1.08	1.21	Paige and Hills	1.34	1.33	Floy and Muldoon	2.39	2.26	Rosebud and Travis	1.71	2.68	Law and Mumford	3.35	F						
McNeil and Waters Park	1.66	1.08	Hills and Giddings	1.34	1.41	Muldoon and Lena	1.31	2.03	Travis and Lott	1.31	2.48	Mumford and Tatsie	2.84	F						
Waters Park and Fromme	1.04	2.55	Giddings and Kruse	2.39	2.51	Lena and West Point	1.01	1.13	Lott and Chilton	1.26	1.11	Tatsie and Hearne	1.76	F						
Fromme and Austin	2.27	1.17	Kruse and Ledbetter	2.83	2.51	West Point and Winchester	1.16	2.68	Chilton and Satin	1.12	1.08									
						Winchester and Northrup	1.01	2.48	Satin and Guda	F	1.26									



**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 and creamery tracks 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-Texand, 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:	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			50(a). The speed of engines numbered below is restricted as follow:	50(b). Through corporate limits of the cities and towns named trains and engines must not exceed the speed indicated.			
	Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour							
<b>BETWEEN</b>	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	Straight Track	Unprotected Curves	Protected Curves	<b>STATIONS</b>	<b>Miles per Hour</b>
Llano and Austin.....	40	35		44	39		25	20		20	15		20	15		20	15		Hempstead.....	6
Marble Falls and Fairland.....	35	30		39	33		20	15		15	10		15	15		15	15		Brenham.....	6
Lampasas and Burnet.....	25	20	OVAL BOARDS GOVERN	28	22	OVAL BOARDS GOVERN	20	15		15	10		15	15		15	15		Giddings.....	6
Austin and Hempstead.....	45	40		50	44		25	20		20	15		18	18		18	18		Elgin.....	6
Yoakum and Flatonia.....	45	40		50	44		25	20		20	15		18	18		18	18		Austin:	
Flatonia and Giddings.....	50	45		55	50		35	25		20	15		25	18		25	18		Psgr. Station to East Ave....	6
Giddings and Hearne Jct.....	50	45		55	50		35	25		20	15		25	18		25	18		East Ave. to City Limits....	12
Giddings and M. P. 98.....	45	40		50	44		25	20		20	15		18	15		18	15		Yoakum (Passenger).....	15
M. P. 98 and Waco.....	40	30		44	33		25	20		20	15		18	15		18	15		“ (Freight).....	10
Lockhart and Shiner Jct.....	30	25		33	28		20	15		15	10		12	12		12	12		Flatonia.....	6

**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..... 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.

Any Service	Passenger Service	STATIONS	Miles per Hour
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, 330 to 334...T-24	800 to 850		
329.....T-41	897 to 899		
339.....T-23	953 to 990		
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			
409.....M-3			
481.....M-20			
485 to 487...M-15			
489 to 493...M-16			
	35 Miles per hour at any point:		
	520 to 529		

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.

