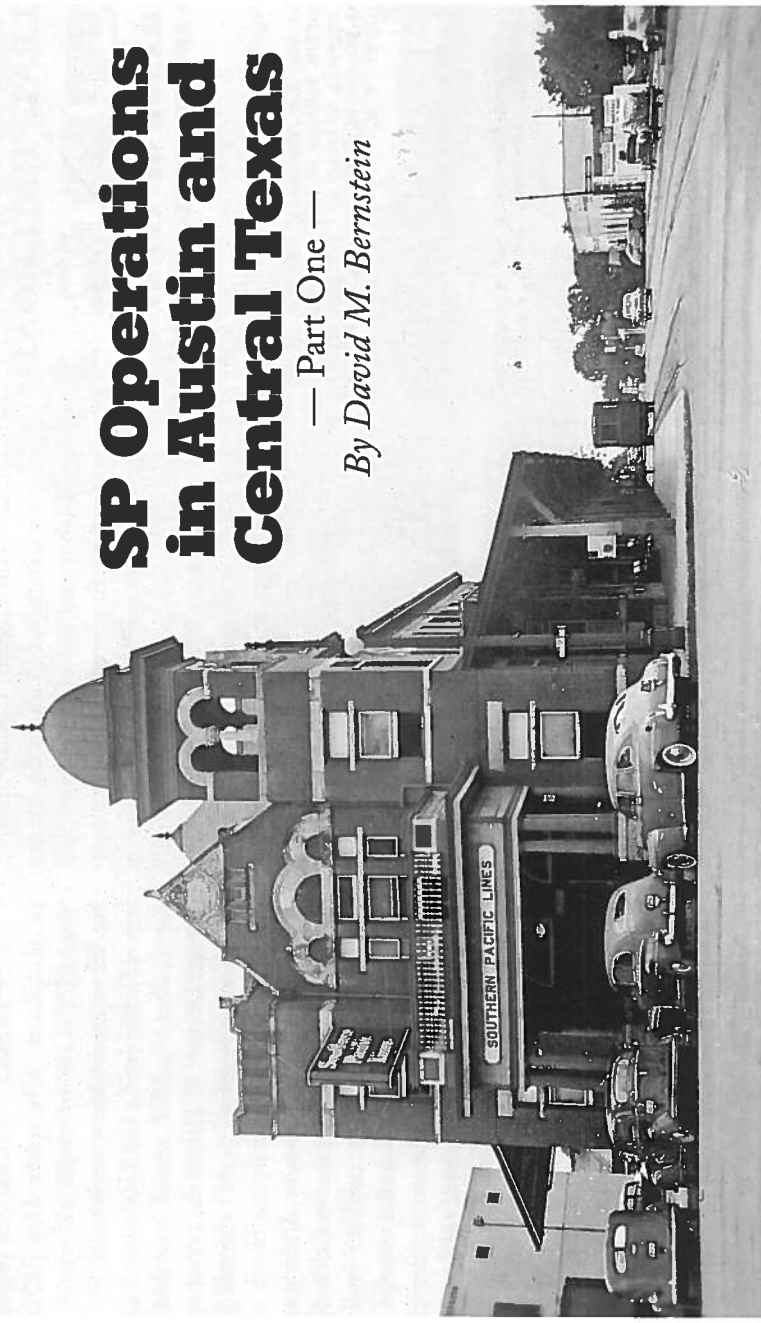




**Austin Subdivision**  
Dallas & Austin Divisions  
1949  
JRS

# SP Operations in Austin and Central Texas

— Part One —  
By David M. Bernstein

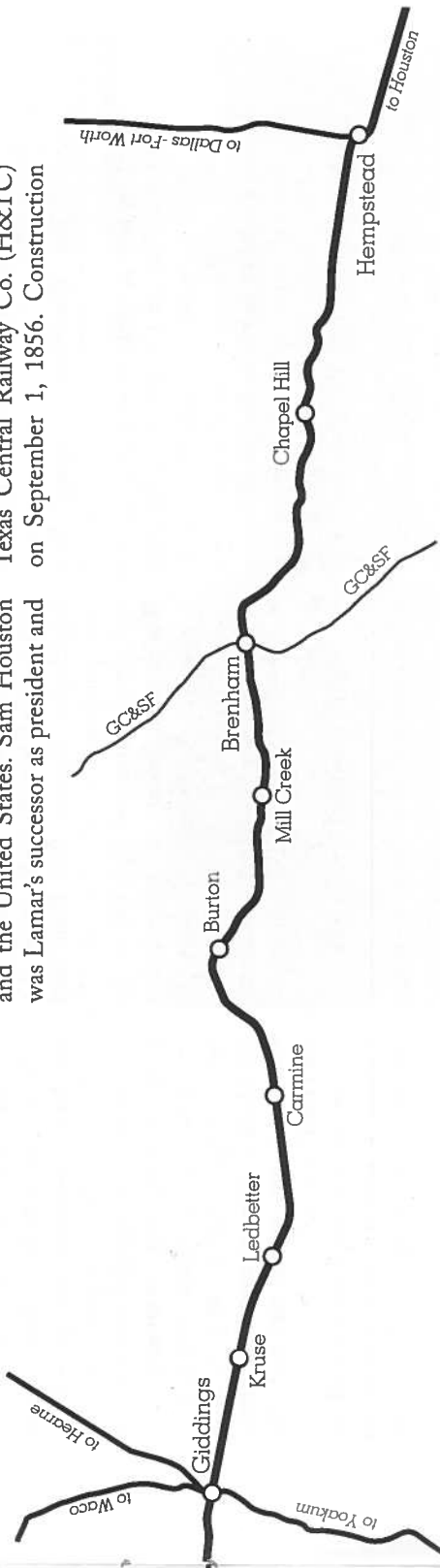


Southern Pacific's Austin passenger station was located at the corner of Third Street and Congress Avenue. Built by the Houston & Texas Central Railway in 1902, the station also served the Missouri-Kansas-Texas Railroad. The station was razed in July 1965. —Frank Moore photo, Joe Thompson Collection courtesy of the Railroad and Heritage Museum, Temple, Texas

Austin was established in 1839 by the three year old Republic of Texas to serve as its permanent capital. Texas President Mirabeau B. Lamar, a proponent of western expansion, visited the area hunting buffalo in 1837-1838 and proposed relocating the republic's capital from Houston. The site chosen was the village of Waterloo on the east bank of the Colorado River which was renamed for Stephen F. Austin, a prominent settler from Virginia whose colonization efforts in 1825 earned him the title the "Father of Texas."

Austin is located near the 100th parallel which is the transition zone from the blackland prairie and post oak forest to the east and the arid Hill Country and Edwards Plateau to the north and west. The location was sparsely settled but President Lamar viewed it as a crossroad for trade routes between Santa Fe and Galveston Bay and between Mexico and the Red River. The city was incorporated December 27, 1839, on a 640-acre site and by 1840 had a population of 856 including 145 slaves and diplomatic representatives from England, France and the United States. Sam Houston was Lamar's successor as president and

The Galveston and Red River Railway Co. was chartered on March 11, 1848 in Houston, however grading did not begin until January 1, 1853. Track laying (5-foot 6-inch gauge) commenced in early 1856 and reached Hempstead, 52 miles northwest of Houston, in June 1858. The company name was changed to the Houston & Texas Central Railway Co. (H&TC) on September 1, 1856. Construction



## HOUSTON AND TEXAS CENTRAL RAILROAD.



### CHANGE OF TIME: ON AND AFTER MONDAY, MARCH 3, 1873.

Passenger trains will run as follows:

Leave Houston for Corsicana, Austin, Marilla and intermediate stations at 9:30 A. M. and 6 P. M. (Sundays excepted), arriving at Cors at 10 P. M. and 11:30 A. M., and at Austin at 7 P. M. and 9:15 A. M., and Marilla at 8 P. M.

Leave Corsicana at 5 A. M. and 6 P. M., Austin at 7:15 A. M. and 9:15 P. M., and Marilla at 6:30 A. M. for Houston and intermediate stations, arriving at Houston at 5 P. M. and 11:50 A. M.

Connects at Navasota with daily line of stages for Anderson, Huntsville, Crockett, Rusk, Henderson and Longview.

At Hearne with International Railroad.

At Calvert with stage for Belton, Mondays, Wednesdays and Fridays.

At Marlin for Waco daily.

At Groesbeck with tri-weekly line of stages for Fairfield, Cotton Gin, Palestine, Tyler, Longview and Waco.

At Corsicana for Dallas, Sherman and El Paso daily.

At Ledbetter for LaGrange and Bastrop Mondays, Wednesdays and Fridays.

At Austin, with daily stage for San Marcos, New Braunfels and San Antonio.

J. WALZBO, Gen'l Freight Agent,  
OOR. ENNIS, Comp. and Gen'l Sup't.

Initial H&TC passenger schedule to Austin.  
—Austin Tri-Weekly Statesman

continued northward, reaching Dallas in July 1872 and the terminus Red River City (3.7 miles north of Denison) in March of 1873. Construction north of Corsicana was standard gauge (4-foot 8½-inch) and conversion of broad gauge to standard gauge between Houston and Corsicana was completed in 1876.

The Washington County Rail Road Co. (WC) was incorporated February 2, 1856. It acquired the Air Line Railroad Co. which had graded about five miles west from Hempstead. The company was loaned money from the state to buy rails and from Washington County to buy locomotives and rolling stock. The company received a land grant of 236,100 acres from the State of Texas. Construction westward from Hempstead commenced

between April 1869 and December 1871.

The railroad era in Austin began at 11:15 a.m. Christmas Day 1871, when H&TC 4-4-0 steam locomotive No. 22 arrived with a work train. The last rail completing the Hempstead to Austin line was laid at half past 2:00 p.m. on December 25th in the presence of "thousands of persons" according to reports.

The *Austin Democratic Statesman* stated after the last spike was driven "the crowd then adjourned to walk down the track and look at the wonderful train headed by the more wonderful iron horse. Many had never seen such a thing before, and after gazing and wondering, and uttering many strange and quaint remarks, they adjourned to their homes full of hopes for the future, smiling over the thoughts that everything hereafter would be cheaper and better, and that their home was now united by the rest of the world." Arrival of the railroad sparked an economic and construction boom in Austin.

The railroad had been completed to McDade in September 1871 and stagecoach connections were provided between McDade and Austin. This arrangement remained in effect until regular passenger service to Austin commenced on March 3, 1872.

The H&TC initially designated the Hempstead to Austin Line as the Western Branch, later changed to the Second Division. Conversion to standard gauge was completed in March 1877. Locally the railroad was known as "The Air Line" in reference to the original Air Line Railroad Co.

The H&TC was reorganized under the same name in 1862. In 1877 Charles Morgan became the majority stockholder and director of the H&TC, rescuing the company from foreclosure. Morgan was prohibited by Texas law from merging the H&TC with his Morgan's Louisiana and Texas Railroad and Steamship Co., which was a Louisiana corporation. After Morgan died on May 9, 1878, the ML&T retained control and provided management and financing for the H&TC.

On April 3, 1877, Collis P. Huntington, a founder and director of the Southern Pacific Co., purchased

23,000 of the 50,000 shares of ML&T stock from Morgan. After the Southern Pacific Co. was incorporated March 17, 1884, the ML&T became one of its assets when leased to SP on February 10, 1885. The H&TC was controlled by the ML&T at that time but was not named in the 1885 lease. When the H&TC reorganized in 1889 as the Houston & Texas Central Railroad Co., it was controlled by Southern Pacific, but operated by its own organization until leased to the Texas & New Orleans Railroad on March 1, 1927. The corporate identity of the H&TC ceased in 1934 when it was formally merged into the T&NO.

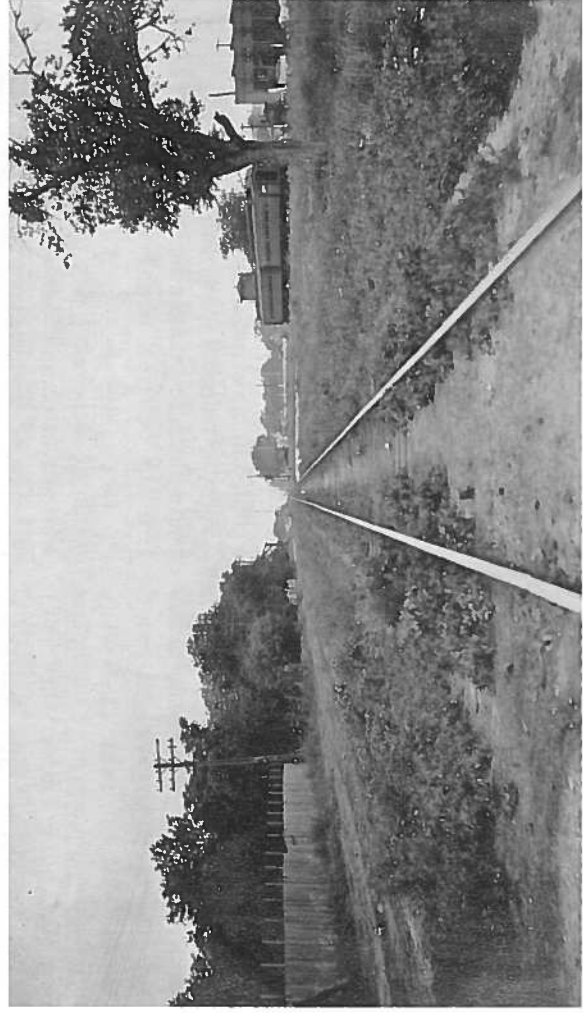
### The Austin & Northwestern

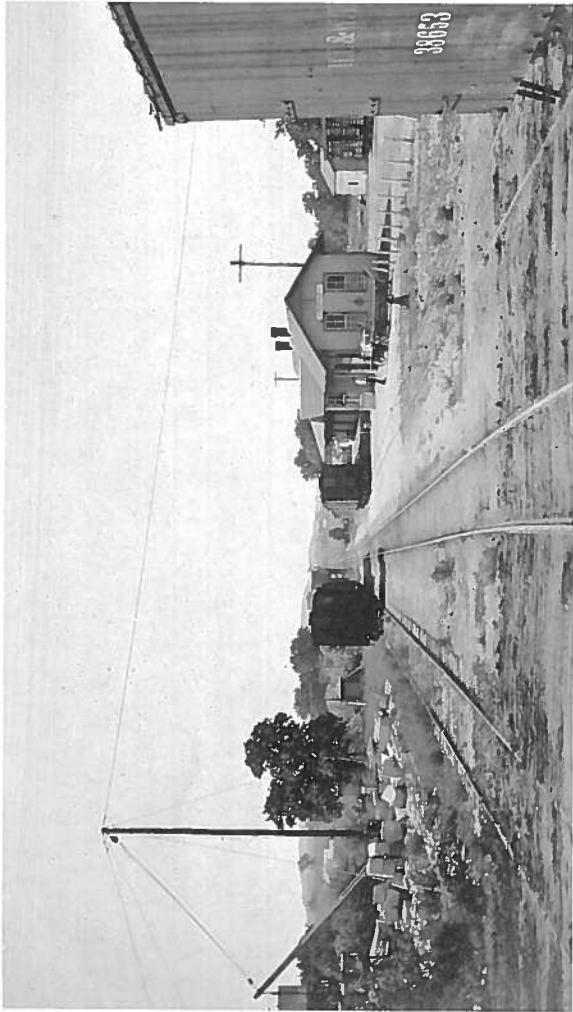
The Austin & Northwestern Rail Road Co. (A&NW) was organized April 20, 1881, to construct a three-foot gauge railroad from Austin westward to Abilene, Texas, with a branch line from Burnet to a point intersecting the Texas & Pacific Railway in the vicinity of Big Spring. The company authorized \$3 million in capital stock. In September 1881 the A&NW contracted with B. Hurley of Morgan, Texas, for grading and bridging 56 miles from Austin to Burnet. Hurley stated he could complete this work in 70 days utilizing 65 teams. There was considerable opposition for right of way acquisition in Austin and from landowners in Travis County. While the right of way disputes were being settled grading commenced in Austin on October 6, 1881.

In November 1881 the Austin city council granted the A&NW right of way through streets selected by the railroad despite protests from property owners. The Travis County commissioners arbitrated right of way disputes between landowners and the railroad on November 20, 1881. After the A&NW signed a contract for the right of way through Liberty Hill on December 17th, a telegram was sent to the *Galveston Daily News* published the next day, "Liberty Hill now has her boom and takes her place among the thriving towns of the West." The company was issued 613 land certificates of state-owned land totaling 329,300 acres. A&NW



Looking east at the H&TC Austin station, top, in the 1920s. Just east of the station, above, the tracks ran in Third Street. In the view, below, looking westward on private right of way (aligned with Fifth Street) at Canadian Street in Austin, the H&TC's roundhouse and car repair yard can be seen at right. The wye leading to the Llano Branch is immediately behind the photographer. —Southern Pacific, David M. Bernstein collection





Burnet on the Lampasas Branch looking south toward the Llanos Branch junction at Wilke. —Southern Pacific, David M. Bernstein collection

received financial offers from Gatesville, Lampasas, Llano, Round Rock, San Gabriel and San Saba to extend the railroad to their towns.

The first 10 miles of railroad from Austin were completed and ready for inspection on March 8, 1882. The *Galveston Daily News* reported April 2nd, "Nine miles of iron rail were laid on the track of the Austin and Northwestern narrow gauge road this week." On May 1, 1881, the A&NW was completed, the last spike driven at Burnet at 11:40 p.m. The company was obligated to complete the line not later than midnight May 1st to avoid forfeiture of \$10,000. The first train arrived Burnet on Tuesday, May 2, 1882. A telegram was sent to the *Galveston Daily News*, published the following day, proclaiming, "As the whistle of Burnet County's first locomotive is heard, waking the echoes in the southern suburbs, some half mile from the public square, all day vehicles and pedestrians have formed an animated stream to and from Blue Mountain Cut, a mile out of town, where the heaviest, hardest work on the sixty miles has been done. The agony is over, and Burnet sends greetings to Galveston and the outward world through the thunder of the iron horse."

To promote the new line and real estate sales the A&NW operated round-trip excursions from Austin to Leander (June 17th), Austin to Bertram (June 26th) and Burnet to

Bertram (June 26th). Lots in Leander were sold for \$100. The excursion fares ranged from 50 to 75 cents.

Initially, Houston & Texas Central passenger trains stopped at a spot near the Alliance Cotton Yard on Fifth Street. In 1883 A&NW and H&TC passenger trains began using the Austin Union Depot located on the corner of Congress Avenue and Third Street. The H&TC and A&NW use was "temporary" until a suitable depot could be constructed. This depot was constructed and maintained by the International-Great Northern Railroad, which was owned by Jay Gould and operated as part of the Missouri Pacific system while retaining separate corporate identity. The I-GN was the second railroad in Austin, beginning service December 28, 1876.

The Austin & Northwestern Rail Road had difficulty selling stock, having issued only \$575,000 of the \$3,000,000 authorized by the end of 1883. The company turned over land certificates as collateral to lenders. On October 13, 1883, the company was placed in receivership. Regular passenger service was replaced by mixed trains in 1884. On June 4, 1885, the company was sold under decree by the U. S. District Court in Austin for \$150,000. The company name was changed to the Austin & North Western Railroad Co., employing 49 people with assets of five locomotives, two coaches, two baggage-coach combines,

23 boxcars and 50 flatcars.

Between September and December of 1885 the A&NW constructed a 16-mile three-foot gauge extension from Wilke (near Burnet) to Granite Mountain using convict labor. The line accessed 50,000 tons of granite used for constructing the state capitol building in Austin (1885-1887).

To further access rock deposits, the Granite Mountain & Marble Falls Railroad Co. was chartered in 1888 to extend the three-foot gauge line an additional two miles into Marble Falls. The line was constructed by the A&NW and placed in service in May 1889.

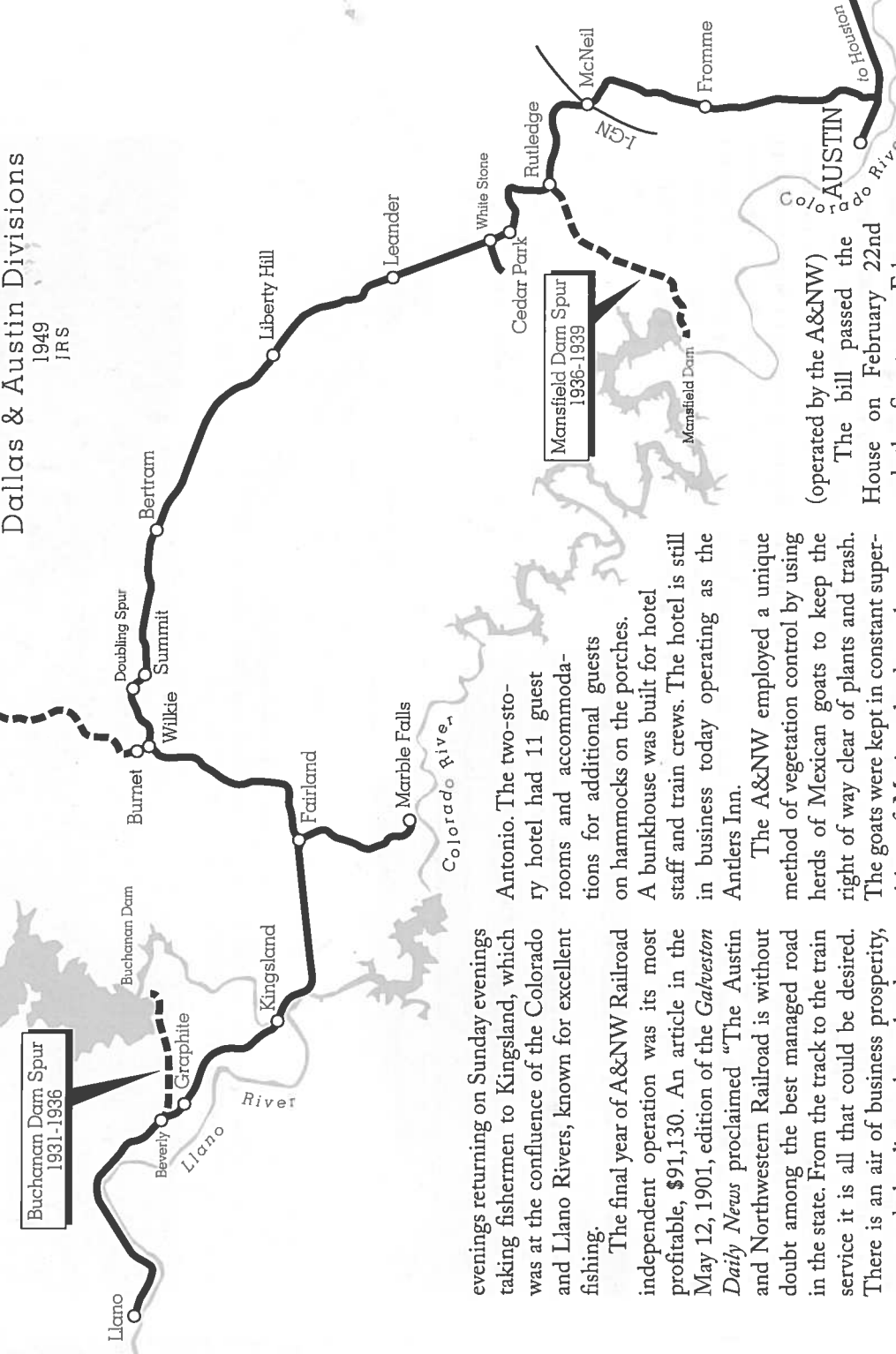
The primary freight revenue on the A&NW was hauling granite, stone, livestock and iron ore. In 1890 the A&NW enjoyed its largest profit to date, \$36,364. Locomotives were converted from wood fuel to coal during the 1890. The railroad had 78 miles of narrow-gauge line, 50 miles laid with iron rail and 28 miles with steel. There were eight stations, seven water tanks and 81 wooden trestles. On April 20, 1891, the company was reorganized with Charles Dillingham, an officer of the H&TC, named president, and Collis P. Huntington as stockholder.

During 1891-1892 the entire railroad was standard gauged, replacing 35-lb. per yard iron rail with 61½-lb. per yard steel rail (four miles of iron rail were retained). The company handled 461,938 tons of granite for construction of jetties in Galveston during 1891-1892. On October 6, 1891, the A&NW began construction of a 29.4-mile standard-gauge extension northward from Fairland to Llano, completed in 1892. The company spent \$817,306 converting the railroad and rolling stock to standard gauge and building the Llano extension. In 1892 the A&NW handled 92,463 passengers (the most ever in a single year) and moved 227,333 tons of freight. Two spurs were constructed during 1892 to access iron ore deposits, a 2.3-mile spur at Granite Mountain and a 1.4-mile spur from Bessemer (MP 92.7 near Llano) to Olive Mine.

By 1894 business required 12 steam locomotives, 10 passenger cars, 70 boxcars and 230 flatcars. The 1896 annual

report listed 10 officers, eight of whom were also H&TC officers.

On April 6, 1900, flooding washed out the A&NW at several locations, suspending service for three days. The dam on the Colorado River at Austin was washed away. Since the dam it impossible to fish, so on May 26th the *Fisherman's Special* was inaugurated out of Austin on Saturday



## Llano Subdivision Dallas & Austin Divisions

1949  
IRS



Lampasas Branch  
1902-1951

Buchanan Dam Spur  
1931-1936

Mansfield Dam Spur  
1936-1939

evenings returning on Sunday evenings taking fishermen to Kingsland, which was at the confluence of the Colorado and Llano Rivers, known for excellent fishing.

The final year of A&NW Railroad independent operation was its most profitable, \$91,130. An article in the May 12, 1901, edition of the *Galveston Daily News* proclaimed "The Austin and Northwestern Railroad is without doubt among the best managed road in the state. From the track to the train service it is all that could be desired. There is an air of business prosperity, taste and cleanliness about the depots that is pleasant to see. The conductors are accommodating and obliging and the agents likewise." The railroad employed 239 people in 1891 and operated eight trains on weekdays.

The A&NW opened the Antlers Hotel in Kingsland 1901 for use by tourists, businessmen and "drummers" who sold their wares by literally banging on drums. During weekends, the railroad ran excursion trains from Austin for travelers coming from as far away as Houston, Fort Worth and San

Antonio. The two-story hotel had 11 guest rooms and accommodations for additional guests on hammocks on the porches. A bunkhouse was built for hotel staff and train crews. The hotel is still in business today operating as the Antlers Inn.

The A&NW employed a unique method of vegetation control by using herds of Mexican goats to keep the right of way clear of plants and trash. The goats were kept in constant supervision of Mexican herders who were to "keep them clear of the track when trains pass."

### Austin & Northwestern Sold

On February 12, 1901, Bill No. 291 was submitted in the Texas House of Representatives to authorize the Houston & Texas Central Railroad to purchase the Austin & Northwestern Railroad, Central Texas & Northwestern Railroad, Fort Worth & New Orleans Railway and Granite Mountain & Marble Falls City Railroad

of Representatives to authorize the Houston & Texas Central Railroad to purchase the Austin & Northwestern Railroad, Central Texas & Northwestern Railroad, Fort Worth & New Orleans Railway and Granite Mountain & Marble Falls City Railroad

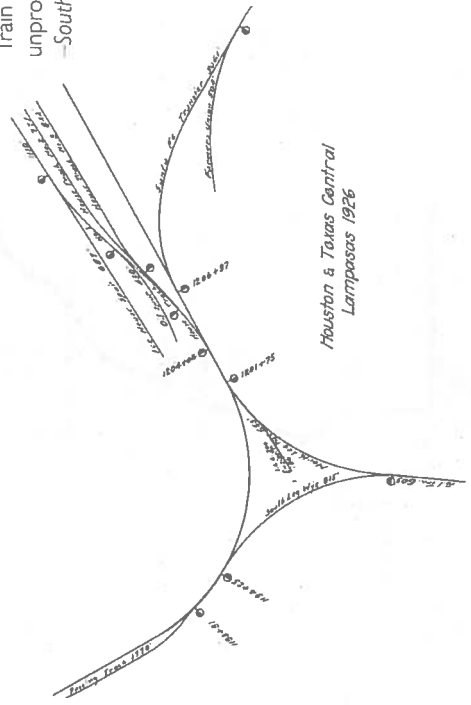
Lampasas. The H&TC board of directors met in Houston in July and approved the consolidation which became effective August 22nd.

(operated by the A&NW) The bill passed the House on February 22nd and the Senate on February 23rd with the following stipulations: the H&TC maintain a division headquarters at Austin, construct a passenger station in Austin not later than December 1, 1902, and construct a line from Burnet to Lampasas.





Train 258 at Lampasas depot circa 1920, seen below in the same era. Having been unprofitable for some time, the Lampasas Branch was abandoned April 21, 1951.  
-Southern Pacific photos, David M. Bernstein collection



The new H&TC station in Austin opened in 1902 on the northeast corner of Congress Avenue and Third Street across from the 1881 Union Depot owned by I-GN located on the southwest corner.

In 1901 the Texas legislature approved construction of the Galveston seawall as a result of the disastrous September 1900 hurricane. On September 19, 1902, construction contracts were signed providing the H&TC with a boom in revenue for three years hauling granite from Granite Mountain. The 1.4-mile iron ore spur between Bessemer and Olive Mine was abandoned in 1901.

Construction of the 23-mile Lampasas Branch began in February 1902 at Burnet and was completed on November 10, 1902. The branch generated revenue from cotton and

livestock shipments and from interchanging cars at Lampasas with the Gulf, Colorado & Santa Fe Railway. The branch was in service for 49 years from 1902 until 1951.

The Missouri-Kansas-Texas Railroad (M-K-T), commonly known as the Katy, was the last railroad built into Austin in 1904 when their Granger-to-Georgetown Branch was extended 29.9 miles. In addition to serving Austin, the extension allowed M-K-T passenger trains serving San Antonio a more direct route than the circuitous routing via Smithville. M-K-T secured trackage rights over the H&TC between Pershing and Austin (1.8 miles) and over the I-GN (Missouri Pacific) between Austin and M-K-T Junction near San Marcos (29.4 miles).

The agreement between the

H&TC and the M-K-T in Austin provided for M-K-T trackage rights from Pershing to the property line with the I-GN at Commerce Street (1.8 miles) together with the use of the H&TC passenger station, freight yard and roundhouse.

The H&TC provided all terminal services for the M-K-T including switching cars, assembling and disassembling freight trains, servicing equipment and conducting inter-change of cars between M-K-T and I-GN. The railroads maintained separate freight stations. The telegraphers at the passenger station were H&TC employees who provided service for both railroads and were paid by both companies. The only M-K-T employees at the passenger station were ticket agents.

The second floor of the H&TC

**WESTWARD - Toward Llano and Lampasas.**

**SECOND DIVISION: Austin, Llano and Lampasas.**

**EASTWARD - Toward Austin.**

Time Table No. 10.  
January 11th, 1914.

THIRD CLASS	SECOND CLASS		FIRST CLASS		STATIONS	Mileage from Austin	Time over District
	Local Mixed	Local Mixed	Passenger	Passenger			
65	57	53	51	53	HOUSTON	100.54	(1.00) 11
66	57	53	51	53	HOUSTON	100.54	(1.00) 11
67	57	53	51	53	HOUSTON	100.54	(1.00) 11
68	57	53	51	53	HOUSTON	100.54	(1.00) 11
69	57	53	51	53	HOUSTON	100.54	(1.00) 11
70	57	53	51	53	HOUSTON	100.54	(1.00) 11
71	57	53	51	53	HOUSTON	100.54	(1.00) 11
72	57	53	51	53	HOUSTON	100.54	(1.00) 11
73	57	53	51	53	HOUSTON	100.54	(1.00) 11
74	57	53	51	53	HOUSTON	100.54	(1.00) 11
75	57	53	51	53	HOUSTON	100.54	(1.00) 11
76	57	53	51	53	HOUSTON	100.54	(1.00) 11
77	57	53	51	53	HOUSTON	100.54	(1.00) 11
78	57	53	51	53	HOUSTON	100.54	(1.00) 11
79	57	53	51	53	HOUSTON	100.54	(1.00) 11
80	57	53	51	53	HOUSTON	100.54	(1.00) 11
81	57	53	51	53	HOUSTON	100.54	(1.00) 11
82	57	53	51	53	HOUSTON	100.54	(1.00) 11
83	57	53	51	53	HOUSTON	100.54	(1.00) 11
84	57	53	51	53	HOUSTON	100.54	(1.00) 11
85	57	53	51	53	HOUSTON	100.54	(1.00) 11
86	57	53	51	53	HOUSTON	100.54	(1.00) 11
87	57	53	51	53	HOUSTON	100.54	(1.00) 11
88	57	53	51	53	HOUSTON	100.54	(1.00) 11
89	57	53	51	53	HOUSTON	100.54	(1.00) 11
90	57	53	51	53	HOUSTON	100.54	(1.00) 11
91	57	53	51	53	HOUSTON	100.54	(1.00) 11
92	57	53	51	53	HOUSTON	100.54	(1.00) 11
93	57	53	51	53	HOUSTON	100.54	(1.00) 11
94	57	53	51	53	HOUSTON	100.54	(1.00) 11
95	57	53	51	53	HOUSTON	100.54	(1.00) 11
96	57	53	51	53	HOUSTON	100.54	(1.00) 11
97	57	53	51	53	HOUSTON	100.54	(1.00) 11
98	57	53	51	53	HOUSTON	100.54	(1.00) 11
99	57	53	51	53	HOUSTON	100.54	(1.00) 11
100	57	53	51	53	HOUSTON	100.54	(1.00) 11

**EAST-BOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. See Rule 72.**

At each station from Austin to Lampasas, the H&TC is to be considered as the superior in the event of a collision. At each station from Lampasas to Austin, the I-GN is to be considered as the superior in the event of a collision. At each station from Austin to Lampasas, the M-K-T is to be considered as the superior in the event of a collision. At each station from Lampasas to Austin, the I-GN is to be considered as the superior in the event of a collision.

Houston & Texas Central Second Division Time Table No. 16 showing the line from Austin to Llano and Lampasas. -John R. Signor collection

station housed the Austin Division superintendent's office and train dispatcher's office. The dispatchers were transferred to Hearne in October 1931. Later, dispatching of the Austin lines moved to Ennis (September 12, 1954), to Houston (1959) and finally to San Antonio in 1980. The Dallas Division and Austin Division employee timetables were combined on December 13, 1931. The divisions maintained separate superintendent's offices until 1940 when the Austin office closed and the supervision and administration was assumed by a single superintendent in Ennis. The Austin Division existed on paper until 1964.

The Katy operated 10 passenger trains each day through Austin in the 1920s, reduced to six per day by 1940. The last passenger trains to use the H&TC station were M-K-T Trains 1 and 2, the *Texas Special*, dis-

continued on July 26, 1964. T&NO had discontinued regular passenger service to Austin in 1951 and there was no longer a need to maintain the passenger station. Contractor Q. S. Franks stripped the interior of the station to bare walls during the summer of 1965. It took only 90 minutes to reduce the building to a pile of rubble on July 6, 1965.

The Texas & New Orleans hauled material used in construction of two dams. A three-mile spur was constructed in 1931 from Beverly (MP 83.3) to the site of Buchanan Dam on the Colorado River near Kingsland (the spur was retired in 1936 after the dam was completed). A nine-mile spur was built from Rutledge (MP 31.7) to the construction site of the Mansfield Dam on the Colorado River in 1936. The spur was removed in 1939 after completion of the dam.

North and west of Austin is the Edwards Plateau predominantly consisting of limestone rock. The landscape of the plateau is mostly savanna scattered with trees and largely lacks deep soil suitable for farming, with exception of limited growth areas of cotton, sorghum, and oats. Most of the landscape has rough terrain and is more suited to grazing cattle, sheep, and Angora goats.

Limestone and marble were the biggest railroad revenue sources, shipping from Demarco, Gandy, Fairland, Granite Mountain, Marble Falls, Scoobe and Sudduth. Large movements of various rock were handled for construction of the Texas capitol building, Galveston jetties, Galveston seawall and the Port Lavaca jetties.

Cattle, goats and sheep were another important source of revenue. In 1937 there were 22 stations from

Table with columns for Third Class, Second Class, and First Class, listing train numbers, departure/arrival times, and station names like Houston, Hempstead, and Austin.

East-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.

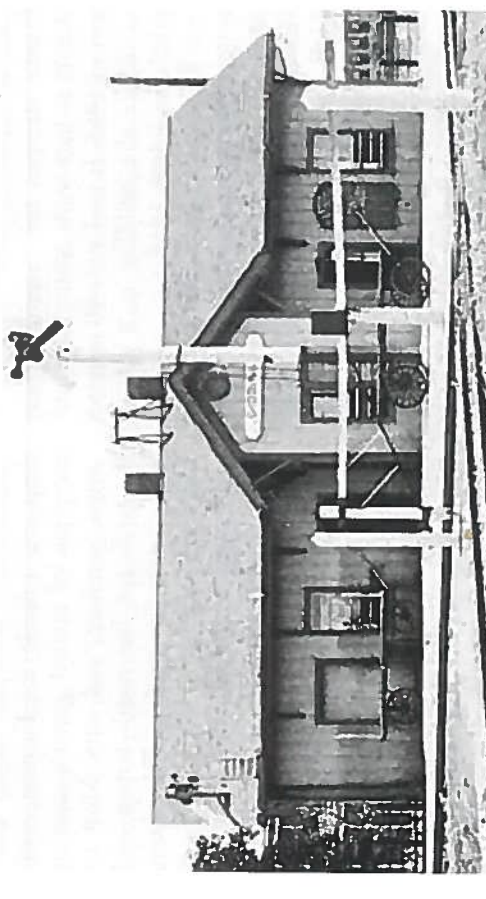
Harmon and Stone are flag stops for trains Nos. 42 and 43. All trains moving from M. K. & T. or Austin Junctions toward passenger depot at Austin must be considered west-bound.

Table with columns for First Class, Second Class, and Third Class, listing train numbers, departure/arrival times, and station names like Houston, Austin, and Hempstead.

East-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.

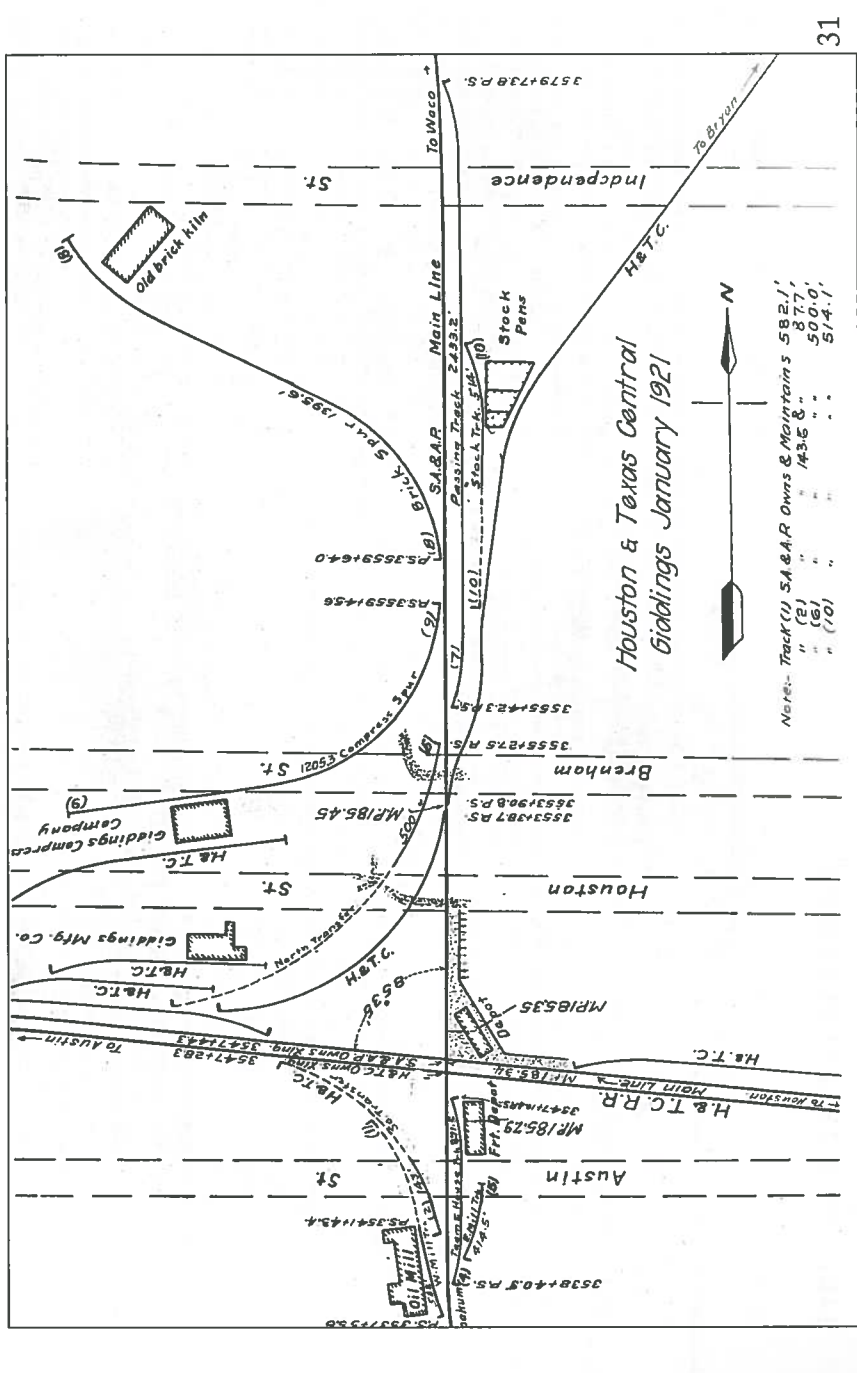
Harmon and Stone are flag stops for trains Nos. 42 and 43. All trains moving from M. K. & T. or Austin Junctions toward passenger depot at Austin must be considered west-bound.

Hempstead to Llano/Lampasas/Marble Falls with livestock loading facilities. The figures in parenthesis are the correct operation and maintenance of the station until 1951 when the T&NO discontinued passenger service.



The joint Houston & Texas Central Railroad - San Antonio & Aransas Pass Railway station at Giddings in 1908. The gate is lined against the SA&AP Note there are train-order signals for both railroads.

Houston & Texas Central Second Division Time Table No. 16, effective January 11, 1914, showing the line between Austin and Hempstead, as well as times at Houston.





★ save a business day  
★ travel the Overnight Way

**THROUGH SLEEPER SERVICE**  
AND COMFORTABLE COACHES

**HOUSTON**  
LEAVE AUSTIN

**11:30 P. M.**  
Steamer opens for company 5:30 P. M. 5:15 A. M.

ARRIVE HOUSTON ..... 5:15 A. M.

**DAYLIGHT SERVICE, TOO—**  
Moose may be completed with 9:00 A. M.

Austin to Houston ..... 2:20 P. M.  
Leave Austin ..... 6:45 P. M.  
Arrive Houston ..... 6:45 P. M.

**S.P.**  
The Friendly Southern Pacific

B. S. WILLIAMS, Pres. & Gen. Mgr.  
B. B. LARBY, Dir. of Pass. Serv.

ASK ABOUT SP'S SPECIAL SERVICES  
(SPECIAL WINDOW • SAE TRAVELER • BALL-AND-SOCKET)

Despite continued advertising promoting passenger train service between Austin and Houston in the Austin American-Statesman, as well as economical fares, SP was not able to sustain the service in the face of increasing use of automobiles. —David M. Bernstein collection

Setting for Sociability

**SP'S NEW SNACK-LOUNGE CAR SERVICE**  
between  
**AUSTIN and HOUSTON**

Mile 42 runs like others with the pleasant atmosphere of this air-conditioned dining car. There are comfortable seats, tables, chairs, and a full menu of fresh meats or eggs, a light lunch, and refreshments. Lounge with fly net, or washbasin. Lounge with fly net, or washbasin.

New construction schedule: Leave Austin 10:30 p. m., arrive Houston 5:30 p. m. for 1951. Leave Houston 11:30 p. m., arrive Austin 6:45 a. m. for 1951.

**S.P.** The friendly Southern Pacific  
301 Congress Ave. Phone 4-4301

**\$3.25** ONE WAY  
**\$5.50 ROUND TRIP**  
(PLUS TAX) TO  
**HOUSTON**

**NEW AFTERNOON TRAIN**  
featuring  
**SNACK-LOUNGE SERVICE**

**S.P.**  
The Friendly Southern Pacific  
301 Congress Ave. Phone 4-4301

YOU SHALL HAVE  
**MUSIC**  
WHENEVER YOU GO...

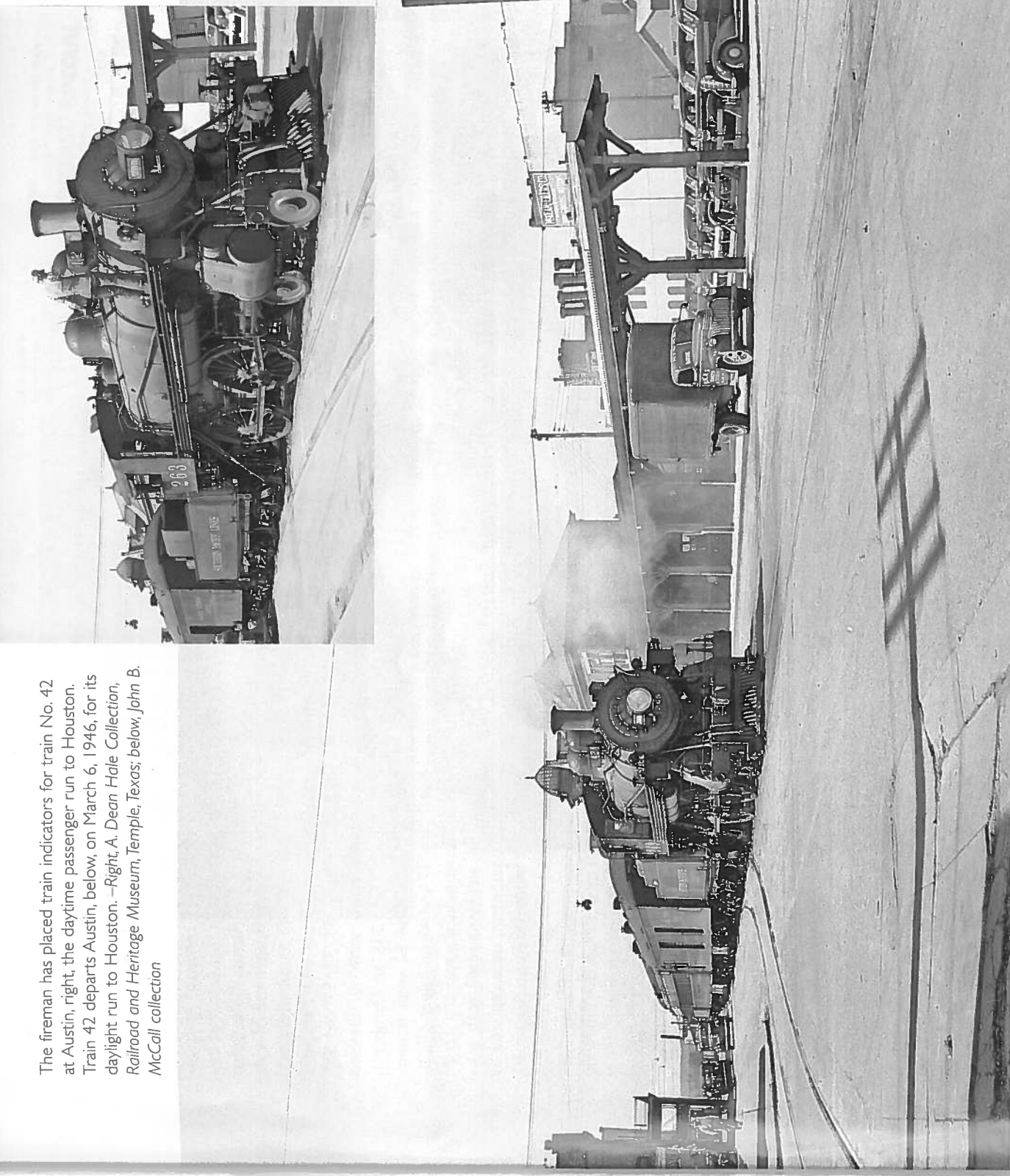
**S.P. to HOUSTON**

NEW SNACK-LOUNGE CAR featuring  
**RECORDED MUSIC—LIGHT MEAL SERVICE**

**S.P.**  
The Friendly Southern Pacific  
301 Congress Ave. Phone 4-4301

From left, December 15, 1948, November 21, 1950, February 13, 1951, and September 8, 1950.

The fireman has placed train indicators for train No. 42 at Austin, right, the daytime passenger run to Houston. Train 42 departs Austin, below, on March 6, 1946, for its daylight run to Houston. —Right, A. Dean Hale Collection, Railroad and Heritage Museum, Temple, Texas; below, John B. McCall collection



P-5 Pacific No. 602 powers east-bound Train No. 42 approaching Webberville Road east of Austin in March 1948. Trains 42 and 43 were the daytime runs linking Austin and Houston, discontinued October 19, 1949. Daytime service returned August 20, 1950, when night trains Nos. 45 and 46 changed from night to day schedules. —Bruce Wilson

Effective December 28, 1930, night trains Nos. 45 and 46 were truncated to operate between Austin and Hempstead. The Austin-Houston sleepers continued operation connecting with Nos. 19 and 20, the *Central Express*, at Hempstead.

On October 4, 1931, Nos. 42 and 43 were reestablished between Houston and Hempstead. Steam-powered conventional equipment was replaced by gas-electric motor trains from February 21, 1932 until May 28, 1933.

Night trains Nos. 45 and 46 were reestablished between Houston and Hempstead on March 1, 1938. Sleeping car service was temporarily discontinued from July 15, 1945 until March 15, 1946, by order of the United States Office of Defense Transportation to accommodate military personnel returning after World War II.

Day trains Nos. 42 and 43 were discontinued effective October 19, 1949. Night trains Nos. 45 and 46 changed to daytime operation August 20, 1950, reequipped with chair cars and new snack-lounge cars. Despite heavy promotion and low \$5 round-

\*\*\*\*\*  
**A Message to the Public!**  
\*\*\*\*\*

It is with sincere regret we must inform the public that after Saturday, December 8, 1951, our passenger trains No. 45 and 46, operating between Houston and Austin, will be discontinued.

These trains have been in service many years. However, during the past several years, with the constantly increasing use of other modes of transportation their earnings have failed to pay the cost of operation. These losses have grown heavier from month to month and year to year, with the result that we can no longer hope that the service provided could even pay its own way, much less earn a profit. There is nothing in the foreseeable future to justify the continued operation of these trains.

The Texas Railroad Commission, after due consideration of these facts, has granted authority to discontinue these trains, and such action will be taken as above stated.

**Texas and New Orleans Railroad Company**  
\*\*\*\*\*

T&NO newspaper notice from December 1951 announcing termination of regular passenger service to Austin.

—trip, Nos. 45 and 46 lost \$81,058 (\$847,705 in 2019 dollars) during 1950 and \$74,081 in the first eight months of 1951. From January through August 1951, 14,277 passengers per handled (averaging 49 passengers per train), however an additional 30,524 passengers were needed to break even.

(E) HOUSTON, HEMPSTEAD, AUSTIN

Table 53	Daily	Daily
0 to Houston, Tex., 19 A.	8:00	8:00
1 to Fairbanks	8:25	8:25
2 to Nacogdoches	8:50	8:50
3 to Fort Worth	9:15	9:15
4 to Dallas	9:40	9:40
5 to Fort Worth	10:05	10:05
6 to Dallas	10:30	10:30
7 to Fort Worth	10:55	10:55
8 to Dallas	11:20	11:20
9 to Fort Worth	11:45	11:45
10 to Dallas	12:10	12:10
11 to Fort Worth	12:35	12:35
12 to Dallas	1:00	1:00
13 to Fort Worth	1:25	1:25
14 to Dallas	1:50	1:50
15 to Fort Worth	2:15	2:15
16 to Dallas	2:40	2:40
17 to Fort Worth	3:05	3:05
18 to Dallas	3:30	3:30
19 to Fort Worth	3:55	3:55
20 to Dallas	4:20	4:20
21 to Fort Worth	4:45	4:45
22 to Dallas	5:10	5:10
23 to Fort Worth	5:35	5:35
24 to Dallas	6:00	6:00
25 to Fort Worth	6:25	6:25
26 to Dallas	6:50	6:50
27 to Fort Worth	7:15	7:15
28 to Dallas	7:40	7:40
29 to Fort Worth	8:05	8:05
30 to Dallas	8:30	8:30
31 to Fort Worth	8:55	8:55
32 to Dallas	9:20	9:20
33 to Fort Worth	9:45	9:45
34 to Dallas	10:10	10:10
35 to Fort Worth	10:35	10:35
36 to Dallas	11:00	11:00
37 to Fort Worth	11:25	11:25
38 to Dallas	11:50	11:50
39 to Fort Worth	12:15	12:15
40 to Dallas	12:40	12:40
41 to Fort Worth	1:05	1:05
42 to Dallas	1:30	1:30
43 to Fort Worth	1:55	1:55
44 to Dallas	2:20	2:20
45 to Fort Worth	2:45	2:45
46 to Dallas	3:10	3:10
47 to Fort Worth	3:35	3:35
48 to Dallas	4:00	4:00
49 to Fort Worth	4:25	4:25
50 to Dallas	4:50	4:50
51 to Fort Worth	5:15	5:15
52 to Dallas	5:40	5:40
53 to Fort Worth	6:05	6:05
54 to Dallas	6:30	6:30
55 to Fort Worth	6:55	6:55
56 to Dallas	7:20	7:20
57 to Fort Worth	7:45	7:45
58 to Dallas	8:10	8:10
59 to Fort Worth	8:35	8:35
60 to Dallas	9:00	9:00
61 to Fort Worth	9:25	9:25
62 to Dallas	9:50	9:50
63 to Fort Worth	10:15	10:15
64 to Dallas	10:40	10:40
65 to Fort Worth	11:05	11:05
66 to Dallas	11:30	11:30
67 to Fort Worth	11:55	11:55
68 to Dallas	12:20	12:20
69 to Fort Worth	12:45	12:45
70 to Dallas	1:10	1:10
71 to Fort Worth	1:35	1:35
72 to Dallas	2:00	2:00
73 to Fort Worth	2:25	2:25
74 to Dallas	2:50	2:50
75 to Fort Worth	3:15	3:15
76 to Dallas	3:40	3:40
77 to Fort Worth	4:05	4:05
78 to Dallas	4:30	4:30
79 to Fort Worth	4:55	4:55
80 to Dallas	5:20	5:20
81 to Fort Worth	5:45	5:45
82 to Dallas	6:10	6:10
83 to Fort Worth	6:35	6:35
84 to Dallas	7:00	7:00
85 to Fort Worth	7:25	7:25
86 to Dallas	7:50	7:50
87 to Fort Worth	8:15	8:15
88 to Dallas	8:40	8:40
89 to Fort Worth	9:05	9:05
90 to Dallas	9:30	9:30
91 to Fort Worth	9:55	9:55
92 to Dallas	10:20	10:20
93 to Fort Worth	10:45	10:45
94 to Dallas	11:10	11:10
95 to Fort Worth	11:35	11:35
96 to Dallas	12:00	12:00
97 to Fort Worth	12:25	12:25
98 to Dallas	12:50	12:50
99 to Fort Worth	1:15	1:15
100 to Dallas	1:40	1:40

Trains 45-46  
Coach—Houston-Austin.  
Notes—Trains calling for transportation via Southern Pacific Lines between Houston and Bryan, Goldsmith, Elgin and Austin, in either direction, will be followed by the Burrelle Bus Company.

All PM time is Dark faced figure.  
A—Daily  
B—Air Mail Dispatch.  
C—Flag stop to collect or deposit passengers.  
D—Flag stop to collect or deposit revenue passengers.  
E—Air-Conditioned.  
F—Grand Central Station.

The final timetable with Austin passenger service, 1951.

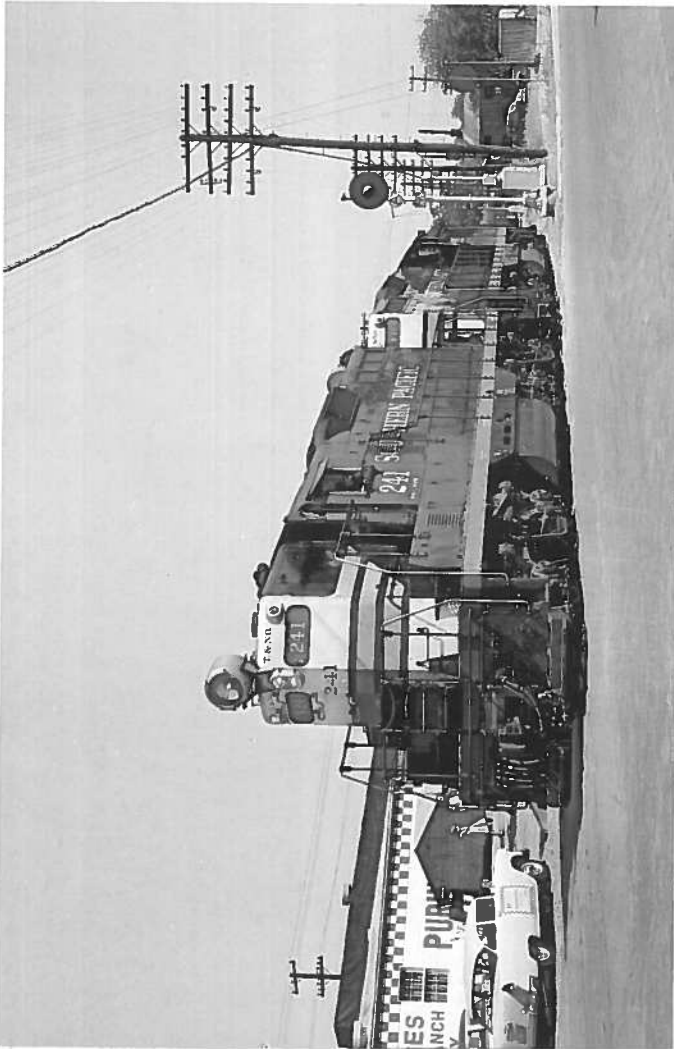


The T&NO Austin train-order operator hands up a clearance in 1949 to Missouri-Kansas-Texas train No. 8, the northbound Bluebonnet. T&NO operators copied M-K-T train orders at Austin. —Frank Moore photo Joe R. Thompson Collection courtesy of the Railroad and Heritage Museum, Temple, Texas

### M-K-T Passenger Trains between Pershing and Austin • 1940-1964

Train No. Name	Operates	Discontinued
No. 1 <i>Texas Special</i>	St. Louis-Dallas-Waco-Austin-San Antonio	July 26, 1964
No. 2 <i>Texas Special</i>	San Antonio-Austin-Waco-Dallas-St. Louis	July 26, 1964
No. 5 <i>Katy Flyer</i>	St. Louis-Dallas-Waco-Austin-San Antonio	(see note)
No. 6 <i>Katy Flyer</i>	San Antonio-Austin-Waco-Dallas-St. Louis	(see note)
No. 7 <i>Bluebonnet</i>	Kansas City-Dallas-Waco-Austin-San Antonio	November 19, 1955
No. 8 <i>Bluebonnet</i>	San Antonio-Austin-Waco-Dallas-Kansas City	November 19, 1955

Note: These trains operated via T&NO between Pershing and Austin and between Austin and MKT Junction (San Marcos) via Missouri Pacific Railroad. Discontinuance dates are for service through Austin. In January 1957, Trains 5 and 6, the *Katy Flyer*, were consolidated with Trains 1 and 2, the *Texas Special*.



Extra 241 West is entering Third Street in Austin for street running four blocks to the passenger station at Commerce Street. The 13-car train was the second special train operated October 22, 1955, from Houston to Austin for the University of Texas vs. Rice University football game. The absolute signal marks the beginning of Centralized Traffic Control between Austin and Pershing. —F. Dale Morris photo courtesy Joe Dale Morris

Trains 45 and 46 were discontinued on December 8, 1951, ending scheduled Southern Pacific service to Austin.

### Passenger Service West of Austin

Passenger service north and west of Austin in 1915 consisted of trains No. 51 from Austin to Llano and No. 52 from Llano to Austin. Both trains made side trips to Burnet and Marble Falls. There were two round-trip mixed trains between Burnet and Lampasas operating (Trains 53, 54, 57 and 58). The mixed trains were renumbered 255, 256, 257 and 258 on October 1, 1920. Trains 51 and 52 were renumbered Nos. 47 and 48 on July 9, 1922.

As a cost reducing measure Trains 47 and 48, steam-powered with conventional equipment, were replaced by gas-electric motor trains on August 10, 1930. Various changes were made to the mixed train operation during 1931 and 1932. The table on the following pages chronicles these changes.

Effective on April 3, 1933, Trains 47 and 48 were reduced from daily service to Sundays only with a side trips to Burnet and Marble Falls. On the same day a pair of mixed trains were established between Austin and Llano operating daily except Sunday with side trips to Lampasas and Marble Falls.

The gas-electric motor equipment on Trains 47 and 48 was replaced by steam-hauled coaches on October 1, 1933, continuing operating only on Sundays until discontinued on August 1, 1935. The remaining passenger service consisted of mixed train No. 253 between Austin and Llano daily except Sundays and No. 254 between Llano and Austin daily except Sundays making side trips to Marble Falls and Lampasas.

In late 1937 the T&NO filed an application with the Texas Railroad Commission to cease carrying passengers on the mixed trains. Passenger service west of Austin ended on February 1, 1938. Trains 253 and 254 appeared as mixed trains in employee timetables until 1942, handling mail and express but no passengers.

Although scheduled passenger service to Austin ended in 1951, the T&NO continued to operate special

Extra 348 East, a 16-car football special to College Station, leaving Austin on November 24, 1955. The train carried fans to the annual Texas A & M—University of Texas game. The parallel track is the Missouri-Kansas-Missouri Railroad. —F. Dale Morris courtesy of Joe Dale Morris

Eastbound train No. 236, the Austin to Hempstead Local, passing Tower 100 at Elgin in December 1947. The tower protected the Austin Subdivision crossing the Missouri-Kansas-Texas Railroad. The interlocking originally was configured with six high signals, three dwarf signals, four power switches and six derrails (the interlocking also handled power switches at both ends of the M-K-T siding). SP operated and maintained Tower 100, which was converted to an automatic interlocking in 1957 and the power switches on the M-K-T siding were retired. —Bruce Wilson

Right: Brenham Tower (No. 95) looking southeast along the T&NO between Austin and Hempstead circa 1920. The tower protected the Austin Subdivision crossing of the Gulf, Colorado & Santa Fe mainline between Temple and Galveston. —Russel Crump Archives, Temple Railroad and Heritage Museum, Temple, Texas

### Austin Line Interlockings

No. Location	Crossing	In Service	Notes
95 Brenham	GC&SF	June 29, 1914	Manual interlocking maintained by T&NO. Tower closed September 5, 1931, and the control machine moved to GC&SF station. Converted to an automatic interlocking in 1957.
100 Elgin	M-K-T	1914	Manual interlocking operated and maintained by T&NO. Converted to an automatic interlocking in 1956.
132 McNeil	I-GN	July 13, 1928	Cabin interlocking maintained by T&NO. Converted to semi-automatic operation in 1945 with route normally lined for I-GN, operated part time by operator and by train crews at other hours.



RELAX...HAVE FUN ON THE TRAIN  
RIDE SOUTHERN PACIFIC'S  
**FOOTBALL SPECIAL**  
TO COLLEGE STATION  
UNIV. OF  
**TEXAS vs. A & M**  
THURSDAY - NOVEMBER 24, 1955  
Lk. AUSTIN 7:30 A.M. - Ar. COLLEGE STATION 11:30 A.M.  
GAME TIME 1:15 P.M.  
Lk. COLLEGE STATION 4:15 P.M. - Ar. AUSTIN 8:15 P.M.  
ROUND TRIP  
COACH (including lunch)  
**\$3.41**  
FIRST CLASS (Reserved Pullman seat, including lunch)  
**\$11.06**  
DINING CAR SERVING ALL MEALS  
Only limited amount of space is available and we cannot guarantee seating. Seats available while they last. Subject to change without notice.  
**Phone 6-4301**  
Train Order - 181 Canyon Avenue  
**Southern Pacific**



M. P.	Station	T. O.	Agency	Junction	Facilities
<i>Austin Subdivision</i>					
0.0	Hempstead	HA	FT	T. & N. O.	Fuel Oil • Section Gang • Water • Wye
11.1	Chapel Hill				Livestock (2) • Section Gang
21.3	Brenham	B	FT		Livestock (13) • Scale • Section Gang • Water • Wye
21.4	Tower 95			G. C. & S. F.	Interlocking (controlled from GCC&SF station)
33.9	Burton	BE	FT		Livestock (4) • Section Gang
40.2	Carmine		FT		Livestock (2) • Section Gang
46.4	Ledbetter				Livestock (6) • Section Gang
50.8	Kruse				Livestock (16*)
55.8	Giddings	US	FT	T. & N. O.	Fuel Oil • Section Gang • Water • Wye
67.3	Paige		FT		Livestock (8) • Section Gang
77.7	McDade		FT		Livestock (4) • Section Gang
82.2	Butler				Section Gang
87.7	Tower 100	J		M.-K.-T.	Interlocking Tower (operated by T&NO)
87.8	Elgin		FT		Livestock (8) • Section Gang • Water • Wye
100.0	Manor		FT		Livestock (8) • Section Gang
113.2	Pershing			M.-K.-T.	
113.6	Austin Junction			T. & N. O.	Fuel Oil • Livestock (30*) • Roundhouse • Scale • Turntable • Water • Wye
114.2	Yard Office				Section Gang
115.0	Austin	FY	FT	I.-G.-N.	T. & N. O. ownership ends at MP 115.0
<i>Llano Subdivision</i>					
1.4	Austin Junction			T. & N. O.	Fuel Oil • Livestock (30*) • Roundhouse • Scale • Section Gang • Turntable • Water • Wye
16.4	McNeil	MC	FT		
16.4	Tower 132			I.-G.-N.	Cabin Interlocking
26.0	Cedar Park				Section Gang
28.1	Wilberton				Livestock (2)
31.5	Leander	DN	FT		Livestock (2)
35.0	Gabriel River				Water
39.1	Liberty Hill	HI	FT		Livestock (2*) • Section Gang
49.3	Bertram		FT		Livestock (8) • Section Gang
59.8	Wilke				Water • Wye
60.6	Burnet	BA	FT	T. & N. O.	Fuel Oil • Livestock (18*) • Section Gang
70.5	Fairland			T. & N. O.	Livestock (5) • Section Gang • Wye
79.1	Kingsland				Livestock (10*) • Section Gang • Water
98.8	Llano	NO	FT		Livestock (29*) • Section Gang • Water • Wye - Track ends at MP 99.0
<i>Lampasas Subdivision</i>					
0.0	Burnet	BA	FT	T. & N. O.	Fuel Oil • Livestock (18*) • Section Gang
11.3	Lake Victor				Livestock (5)
22.9	Lampasas		FT	G. C. & S. F.	Livestock (4*) • Section Gang • Water • Wye - Track ends at MP 23.0
<i>Marble Falls Subdivision</i>					
0.0	Fairland			T. & N. O.	Livestock (5) • Section Gang • Wye
6.1	Marble Falls	F	FT		Wye - Track ends at MP 6.4

M.P. = mile post • T. O. = train-order station (indicated by telegraph code) • Agency F = freight T = ticket Livestock = corral capacity in carloads shown in parenthesis ( ). \* water facility for livestock

16 EASTWARD		LLANO SUBDIVISION				WESTWARD	
SECONDS CLASS	SECONDS CLASS	Dist. from Llano	Timetable No. 46 May 23, 1948	Location	SECONDS CLASS	SECONDS CLASS	
Local Freight	Local Freight	STATIONS	Train Order Office Hours and Hours of Interlocking Stations	Arrive Daily Except Sundays	Arrive Daily Except Sundays	Legal Holidays Only	
6.00AM	6.00AM	TO-R LLANO	7.30AM-9.30AM	98.8	4.00PM	7.30AM-9.30AM	
6.30	6.30	GRAPE	7.30AM-9.30AM	87.0	3.15	Closed	
6.50	6.50	KINGSLAND	7.30AM-9.30AM	79.1	2.50		
7.20	7.20	FAIRLAND	7.30AM-9.30AM	69.7			
8.05	8.05	TO MARBLE FALLS	8.00AM-10.00AM	6.2			
8.30	8.30	FAIRLAND	8.00AM-10.00AM	69.7	2.20		
8.45	8.45	SUDDUTH	8.00AM-10.00AM	67.0	2.10		
9.15	9.15	WILKIE	8.00AM-10.00AM	59.9			
10.45	10.45	TO-R BURNET	8.00AM-10.00AM	0.6	1.45M 10.30M	8.00AM-5.00PM	
		WILKIE	8.00AM-10.00AM	59.9	10.24		
		DOUBLING SPUR	8.00AM-10.00AM	57.0			
		SUMMIT	8.00AM-10.00AM	56.1	10.14		
		TO BERTRAM	8.00AM-10.00AM	49.3	9.54		
		GROVER	8.00AM-10.00AM	43.8	9.33		
		LIBERTY HILL	8.00AM-10.00AM	39.3	9.23		
		TO LEANDER	8.00AM-10.00AM	31.6	9.00		
		CEDAR PARK	8.00AM-10.00AM	26.0	8.35		
		RUTLEDGE	8.00AM-10.00AM	21.7	8.26		
		TO McNEIL (I.-G.-N. Crossing)	8.00AM-10.00AM	16.6	8.15		
		FROMME	8.00AM-10.00AM	10.5	7.48		
		AUSTIN JUNCTION	8.00AM-10.00AM	1.4	7.30M		

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

Time Over Subdivision..... (5.15)  
Average Speed Per Hour..... 18.8

Trains originating at Austin Junction must obtain clearance at Austin.  
Trains operating via Marble Falls or Burnet must obtain clearance at these stations.  
Fairland is a register station for No. 254 to register their arrival only.  
Extra trains will not operate via Marble Falls or Burnet unless so directed by train order.

trains for civic and sporting events.

A memorandum from Claude Peterson, vice president system passenger traffic, dated December 1, 1957 stated, "It was concluded that no special trains, football or otherwise, will be operated due to equipment situation. This means that we will discourage any possible movements which require coaches, etc. laying around the whole year."

The last college football special operated into Austin on November 29, 1956, round-trip from Houston for the Texas A&M vs. University of Texas game. The final revenue T&NO passenger train to serve Austin was a round-trip to Houston on September 20, 1957, for the Stephen F. Austin High School football team.

**Operations**

The Austin, Lampasas and Llano Subdivisions operated under the timetable and train-order method. Regular trains were shown in the employee timetable with their schedules, extra trains were created by train orders issued by the train dispatcher. Train orders were used to change the meeting points of regular trains and to establish meeting points between opposing extra trains. Train orders were also used for other purposes such as annulling schedules of regular trains, providing extra trains relief from providing flag protection against following trains and for slow orders.

Train orders were transmitted by the train dispatcher to operators (telegraphers) at train-order stations. Train orders were typed or hand written by operators on a prescribed yellow form and delivered to train and engine crews with a clearance form which listed train orders to be received (endorsed "no" train orders for delivery).

Unless the timetable provided -Continued on page 44



*Austin - Hempstead Operation • Wednesday May 16, 1951*

Eastward Trains (Read Down)				Westward Trains (Read Up)			
Extra	236	240	46	Train	45	239	Extra
741	895	770	606	Engine	605	834	741
Freight	Local	Freight	Psg.	Service	Psg.	Freight	Freight
100 am	800 am	1145 pm	400 pm	On Duty	430 pm^	1000 pm	830 pm^
500 pm*	1200 am	345 pm*	800 am*	16 Hours	830 am*	200 pm	1230 pm
				Miles			
				Station			
				Austin	FY	930 pm	
				0.8	4 cars		
550 am	830 am	1245 am*	---	Yard Office	--	705 am*	410 am*
21-0-1515	0-9-450	31-6-2924	---	1.0	---	9-9-1303	8-9-1730
				Pershing	--	---	---
				25.4	---	---	---
639 am	1105 am	150 am*	523 pm	Elgin	J	840 pm	315 am*
	1125 am	220 am*	524 pm	15.6		839 pm	
735 am	105 pm	340 am*	615 pm	Giddings	US	753 pm	155 am
21-0-1515	335 pm	420 am*	620 pm	15.6		748 pm	8-9-1730
to	3-4-625	17-5-2528					from
Hearne							Hearne
				Carmine	--	---	---
				6.3		---	---
				Burton	BE	---	---
				12.6		---	---
				Brenham	B	652 pm	---
				21.3		648 pm	---
				Hempstead	HA	615 pm	---
				115.0		4 cars	---
				Cars Handled		4 cars	18-21-3290

Missouri - Kansas - Texas Railroad Trains Between Austin and Pershing

Missouri - Kansas - Texas Railroad Trains Between Austin and Pershing							
2nd 8	1st 8	2	6	Train	5	1	7
412	151	106	101	Engine	106	101	153
Pagr.	Psg.	Psg.	Psg.	Service	Psg.	Psg.	Psg.
720 pm	307 pm	142 pm	1255 am	Austin	600 am	1208 pm	353 pm
7 cars	317 pm	147 pm	115 am	0.8	535 am	1203 pm	340 pm
	15 cars	11 cars	13 cars		14 cars	9 cars	10 cars
				Yard Office	---	---	---
				0.8			

Distances shown are miles from Austin. Telegraph codes are shown for train order offices.

Car counts are loads - empties - tons. ^ Tuesday May 15th \* Thursday May 17th

Extra 741 East is a livestock train which originated at Llano and terminated at Hearne.

MKT Train 2nd 8 originated at Austin. MKT Train 380 was on duty 930 pm at Yard Office with engine MKT 1518.

Passenger Train Consists:

No. 45 • 105 (Baggage / Mail) 882 (Coach) 576 (Chair Car) 932 (Lounge - Snack Car)

No. 46 • 104 (Baggage / Mail) 885 (Coach) 580 (Chair Car) 933 (Lounge - Snack Car)

Train Delays:

No. 236: Manor 15" switching • Manor 55" met No. 239 • MP 98 30" unload gravel • Elgin 15" MKT train on crossing

Elgin 5" water • Butler 30" switching \* Giddings 30" east • Giddings 2'00" switching • Brenham 55" switching

Chapel Hill 50" met No. 45 • Hempstead 20" put train away

No. 240: Yard Office 5'05" train not ready • Elgin 10" water and pick up • Butler 20" pick up • Giddings 55" blocked by

Train No. 266 (Hearne - Yoakum) • Giddings 15" switching • Hempstead 20" water and switching

No. 240: Yard Office 5'05" train not ready • Elgin 10" water and pick up • Butler 20" pick up • Giddings 55" blocked by

*Llano - Austin Operation • Wednesday May 16, 1951*

Eastward Trains (Read Down)				Westward Trains (Read Up)			
Extra	254	Train	Extra	Extra	Extra	Extra	Extra
	893	Engine	893	447	885		
	Freight	Service	Freight	Local	Freight		
	530 pm	On Duty	530 pm	140 am	430 pm		
	930 am*	16 Hours	930 am*	540 pm	830 pm		
		Dist.					
		Station					
		Llano					
		0.0					
		925 am					
		3-1-426					
		1030 am					
		29.0					
		Fairland					
		F					
		Marble Falls					
		34.9					
		1105 am					
		1125 am					
		39.4					
		Fairland					
		Burnet					
		11.2					
		855 pm					
		805 pm					
		220 pm					
		49.4					
		Bertram					
		17.7					
		BM					
		Leander					
		15.1					
		McNeil					
		15.7					
		510 am					
		520 pm					
		5-10-1080					
		13-10-					
		2380					
		0-13-622					

Distances shown are miles from Llano. Telegraph codes are shown for train order offices.

\* Thursday May 17th.

Car counts are loads - empties - tons.

No. 253 schedule was annulled and train operated as Extra 447 East.

Extra 893 West is a livestock train from Llano to Hearne.

Extra 885 West departed Yard Office as a caboose hop (engine and caboose, no freight cars).

Train Delays:

No. 254: (delays were not recorded)

Extra 447 West: Yard Office 15" met No. 254 • Abercrombie 5" set out • McNeil 20" MP train at interlocking and set out • Burnet 30" oil, water, switching • Wilke 20" met Extra 893 East • Sudduth 10" set out • Llano 55" switching

Extra 885 West: Yard Office 20" train not ready • Burnet 25" oil and water • Fairland 10" pick up • Llano 20" switching

Locomotives: (locomotive number • wheel arrangement • SP class • type)

T&NO 445 • 2-6-0 • M-4 • Mogul

T&NO 605 • 4-6-2 • P-5 • Pacific

T&NO 606 • 4-6-2 • P-5 • Pacific

T&NO 741 • 2-8-2 • Mk-5 • Mikado

T&NO 770 • 2-8-2 • Mk-5 • Mikado

T&NO 834 • 2-8-0 • C-9 • Consolidation

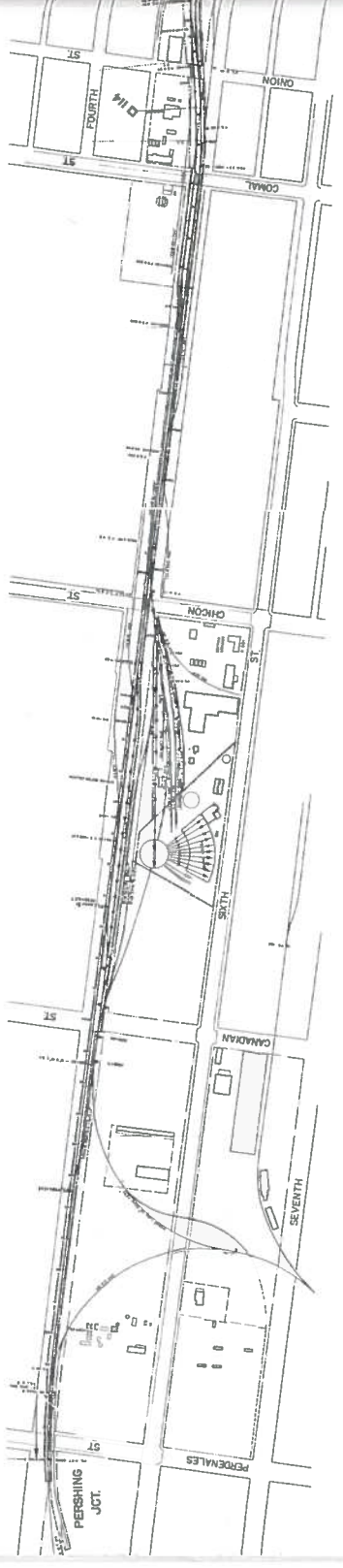
T&NO 880 • 2-8-0 • C-23 • Consolidation

T&NO 885 • 2-8-0 • C-24 • Consolidation

T&NO 893 • 2-8-0 • C-24 • Consolidation

Austin Weather: 1201 am Cloudy 68" • 601 am Cloudy 67" • 1201 pm Cloudy 74" • 601 pm Cloudy 74

Dispatchers: Ed Holtsclaw 1200 am - 600 am • Charlie Oden 600 am - 400 pm • Wallace Howell 400 pm - 1200 am



-Continued from page 39  
 otherwise all trains were required to obtain a clearance at their initial station on a subdivision.

T&NO operators at Austin passenger station also copied train orders for the M-K-T. Eastward Katy passenger trains received a clearance at Austin passenger station and eastward Katy freight trains originating at Yard Office had their clearance delivered from the passenger station in the same manner as T&NO freight trains.

Eastward Katy trains were required to stop at Pershing and report their arrival time to the T&NO train dispatcher by telephone. Westward Katy trains stopped at Pershing to copy a clearance (and train orders if necessary) from the T&NO train dispatcher via telephone. Westward T&NO trains, except first class, had to stop at Pershing

EAST-WARD		WEST-WARD	
THIRD CLASS	254	THIRD CLASS	253
Local Freight	Local Freight	Local Freight	Local Freight
Leave Daily Except Sunday	Leave Daily Except Sunday	Arrive Daily Except Saturday	Arrive Daily Except Saturday
AM 6.00	AM 6.00	PM 2.00	PM 2.00
8.30	8.30	12.45	12.45
9.45	9.45		
10.35	10.35		
PM 12.15	PM 12.15		
1.05	1.05		
Arrive Daily Except Sunday	Arrive Daily Except Sunday		
254	254		

Timetable No. 1		December 18, 1960	
LLANO BRANCH		STATIONS	
TO-R	LLANO	98.8	98.8
	29.1	88.7	88.7
	FAIRLAND		
	9.8	88.9	88.9
	WILKIE		
	10.6	48.3	48.3
TO	BERTRAM		
	32.8	16.5	16.5
TO	MCNEIL		
	15.1	1.4	1.4
	AUSTIN JUNCTION		
	(97.4)		



The employee timetable fixed the meeting point between No. 253 and No. 254 at Bertram which had an 86-car capacity siding. Here trains No. 253 and No. 254, next to depot, meet at Bertram on October 19, 1960. The depot, opened in May 1882, was closed on April 10, 1961. The schedule page is from San Antonio, Houston, Dallas and Austin Divisions Timetable No. 1 dated December 18, 1960. At that time train-order offices were located at Austin, McNeil, Burnet, Marble Falls and Llano. -Fred M. Springer, courtesy The Center For Railroad Photography and Art



Map of Austin prepared in the office of the state valuation engineer and tax commission in May 1, 1950, showing proposed limits of Centralized Traffic Control between Pershing Junction and the Austin passenger station. Note: This map is upside down compared to the north-oriented map on page 22. -David M. Bernstein collection

In 1957 the M-K-T. requested removal of the CTC in order to reduce expenses. It was replaced by Absolute-Permissive Block in the summer of 1958. This permitted elimination of two telegrapher-clerk positions at the Austin passenger station.

The Absolute-Permissive Block system functioned as follows:

Signals on the T&NO and the M-K-T at Pershing would clear on approach of trains. Key controls were provided at Pershing to change the route from one railroad to the other.

The absolute signal on the Llano Subdivision would clear on approach of a train when a letter-type indicator at an inoperative distant signal was illuminated. The letter-type indicator would work automatically to indicate when the A-PB block was clear for movement into the yard.

Light-type absolute dwarf signals eastward and westward movements were located approximately in the cen-

**EXHIBIT "A"**  
 Agreement between the Texas and New Orleans Railroad Company and the Missouri-Kansas-Texas Railroad Company of Texas, covering the use of facilities between Pershing Junction and Congress Avenue at Austin, Texas, effective November 1, 1949.

**LEGEND**

Main and Depot Lead Tracks  
 Passenger Depot Facilities - Track  
 Facilities for Repairing and Servicing Switch Engines  
 Land and Right of Way Included in Valuation

Scale: 1"=100'

Office of Valuation Engineer and Tax Commissioner, Austin, Texas, May 1, 1950.

Shows on this map:  
 Central Division  
 Red  
 Green  
 Blue  
 Brown

ter of the yard, normally would indicate proceed.

Absolute signals at the west limits of the A-PB would clear on approach of trains on the main track and clear on yard tracks when hand-operated switches were properly set and the A-PB block unoccupied.

The power switch at Pershing was replaced by a spring switch normally lined for T&NO movement. And the hand-operated switch at Austin Junction was replaced by a spring switch normally lined for movement on the Austin Subdivision. The need for the signal system diminished after the Katy discontinued passenger service in 1964 and the signal system was retired about 1970.

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 Sunbeam  
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NORTHBOUND  
 Hustler  
 Sunbeam

5:00 P.M. - 6:00 A.M. - Lv. Ft. Worth - Ar. 3:00 P.M.  
 5:10 P.M. - 6:00 A.M. - Lv. Dallas - Ar. 2:00 P.M.  
 9:25 A.M. - Lv. Corsicana - Lv. 12:30 P.M.  
 10:00 A.M. - Lv. Mexia - Lv. 12:00 P.M.  
 9:15 A.M. - Lv. Waco (Bus) - Ar. 12:35 P.M.  
 11:52 A.M. - Lv. Bryan - Lv. 10:05 A.M.  
 9:25 P.M. - 2:00 P.M. - Ar. Houston - Lv. 8:00 A.M.  
 \*Trains 62 and 63 between Ft. Worth and Ennis

**Safety - Automatic**  
**Block Signals**

(June 1938)

## Espee Reviews & Announcements

train-order operation in 1942, other methods of operation in use in 1942, Southern Pacific Lines block and interlocking signals, line-side signs 1942, St. Louis Southwestern Railway block and interlocking signals 1942, centralized traffic control, positive block, double track and automatic train stop installations 1942, a discussion on flag protection, SP railroading during World War II (including special train orders and rules) and list of Southern Pacific System lines and branches March 1942 (with employee timetable index).

The timetables include Lafayette Division Timetable No. 90 • March 8, 1942, Houston Division Timetable No. 17 • March 8, 1942, Dallas and Austin Divisions Timetable No. 34 • October 12, 1941 (remained in effect March 1942), Victoria Division Timetable No. 65 • March 8, 1942, San Antonio Division Timetable No. 173 • March 8, 1942, Rio Grande Division Timetable No. 28 • March 8, 1942, Tucson Division Timetable No. 113 • March 8, 1942, Los Angeles Division Timetable No. 178 • March 8, 1942, San Joaquin Division Timetable No. 149 • March 8, 1942, Coast Division Timetable No. 149 • March 8, 1942, Western Division Timetable No. 235 • October 12, 1941, Sacramento Division Timetable No. 165 • March 8, 1942, Salt Lake Division Timetable No. 56 • March 8, 1942, Shasta Division Timetable No. 49 • September 28, 1941 (remained in effect March 1942), Portland Division Timetable No. 135 • September 28, 1941, Inter-California Railway Company

Rounding out the volume, the author has included passenger train lists for Southern Pacific Lines, Northwestern Pacific Railroad, St. Louis Southwestern Railway and Southern Pacific Railroad of Mexico in March 1942.

At a little over 11¢ per page, this handy compilation is a useful reference tool on the SP, its rail system and classic operating practices, and a bargain as well. King Street Press is also offering the book on DVD in PDF format. If there were to be a criticism, my only comment would be that it might serve better with plastic coil binding so it could lay flat. —JRS

Timetable No. 41 • December 12, 1942, San Diego & Arizona Eastern Railway Co./Tijuana & Tecate Railway Co. Timetable No. 76 • August 5, 1940, Visalia Electric Railroad Company Timetable No. 37 • April 14, 1935 (remained in effect March 1942), Northwestern Pacific Railroad Timetable No. 20 • November 23, 1941 (remained in effect March 1942), Petaluma & Santa Rosa Railroad Timetable No. 39 • June 2, 1946, St. Louis Southwestern Railway Co. Northern Division Timetable No. 6 • March 22, 1942, St. Louis Southwestern Railway Co. Texas Division Timetable No. 6 • March 22, 1942, St. Louis Southwestern Railway Co. Special Instructions No. 5 • November 1, 1940 (remained in effect March 1942), and Southern Pacific Railroad Co. of Mexico Sonora and Sinaloa Divisions Timetable No. 7 • June 17, 1940.

At day's end, this DVD gives us an insider's glimpse into the accomplishments and dedication of all the SP people who operated the trains, maintained the tracks and power, and steered the company through the government, corporate, financial and political road blocks and opportunities of the final years of the Southern Pacific. If you couldn't be there in Santa Rosa in the fall of 1917, this DVD is well worth the price of admission. —JRS



### On the lineup...

Articles under development at S·P Trainline

Air Brake Tests in the Siskiyou Bayshore Yard
Beaumont, Texas
COSF, the last 10 years, 1961-71
Galveston
Golden Gate-SP Live Steamers
Gulf Coast Meltdown
The Houma Branch
The Netherlands Route
Oakland Lark
Sacramento Locals
SD&AE
Siskiyou Line Operations
The Spofford Local
The Sunbeam/Hustlers
SP Time Service
Water Cars
Working Tracy in the 1970s

chief operating officer. Mohan, who was the last president with an intimate knowledge of senior operating officers and Company culture, talked about the financial challenges facing SP, the attempted management purchase of SP and insights into the Anschutz years.

Rollin Bredenberg joined SP as a clerk at Brownsville, Texas, in 1964 and over the years worked as a trainman, assistant trainmaster, manager intermodal services, terminal superintendent, assistant general manager, eastern region, vice president of SP's Mexico business unit and vice president-at-large before leaving SP at the end of 1993. Bredenberg gave an illustrated talk on the challenges facing SP in Texas and Louisiana.

He was assisted by Art Henson, who joined SP on his 18th birthday as a telegrapher on the T&NO. He rose through the ranks as relief agent, assistant trainmaster, assistant superintendent of transportation, assistant manager OP&C, superintendent, assistant general manager Houston, general manager and vice president - transportation in Denver before retiring in 1994.

Gary Greblo was an SP operating officer in various capacities, an operation control manager in car service in San Francisco, superintendent of the Oregon Division, assistant general manager at Roseville and superintendent of the Denver Division until his retirement with 34 years of service. Greblo talked about Southern Pacific's mountain territories and helper service.

Mike Ongerth was an operating officer, superintendent of the Western Division, assistant vice president intermodal operations, general manager Amtrak and mass transit, assistant vice president of operations and later vice president of strategic development. After the SP/UP merger, Mike was appointed general manager of



### A Band of Brothers

DVD \$42.50 including shipping and handling. Payments can be made through PayPal using the following email address: [billfowler78@gmail.com](mailto:billfowler78@gmail.com) or by check to Bill Fowler at 1440 Gold Cliff Court Reno, Nevada, 89521.

On November 18, 2017, at the SPH&TS convention in Santa Rosa, California, a group of senior SP operating officials came together to tell the story, especially from an operating point of view—in an open forum—of their experiences during the final decades of the Southern Pacific. These men had not worked together for more than 25 years, but had compelling recollections of the Southern Pacific when they were tasked with running a vastly diverse railroad company during periods of tumult and uncertainty.

Organized by Bill Fowler, a retired SP officer himself who held various positions in the accounting, freight traffic, and operating departments before being appointed managing director of contracts and joint facilities, was moderator and also had the foresight to have this unique forum video taped.

Among the panelists were Mike Mohan, who held various positions in the operating department including division superintendent, assistant general manager, executive vice president, and left SP in 1993 as president and

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### Ship piggyback on Southern Pacific

joint facilities and passenger operations. Ongerth touched on Southern Pacific operations in the west, but his main topic was transit initiatives and plant rationalization, which became very important in the early 1990s.

After each panelist made his formal presentation, there followed an open forum in which the audience was able to ask questions of the panelists, which add more depth to our understanding of the Southern Pacific.

At day's end, this DVD gives us an insider's glimpse into the accomplishments and dedication of all the SP people who operated the trains, maintained the tracks and power, and steered the company through the government, corporate, financial and political road blocks and opportunities of the final years of the Southern Pacific. If you couldn't be there in Santa Rosa in the fall of 1917, this DVD is well worth the price of admission. —JRS