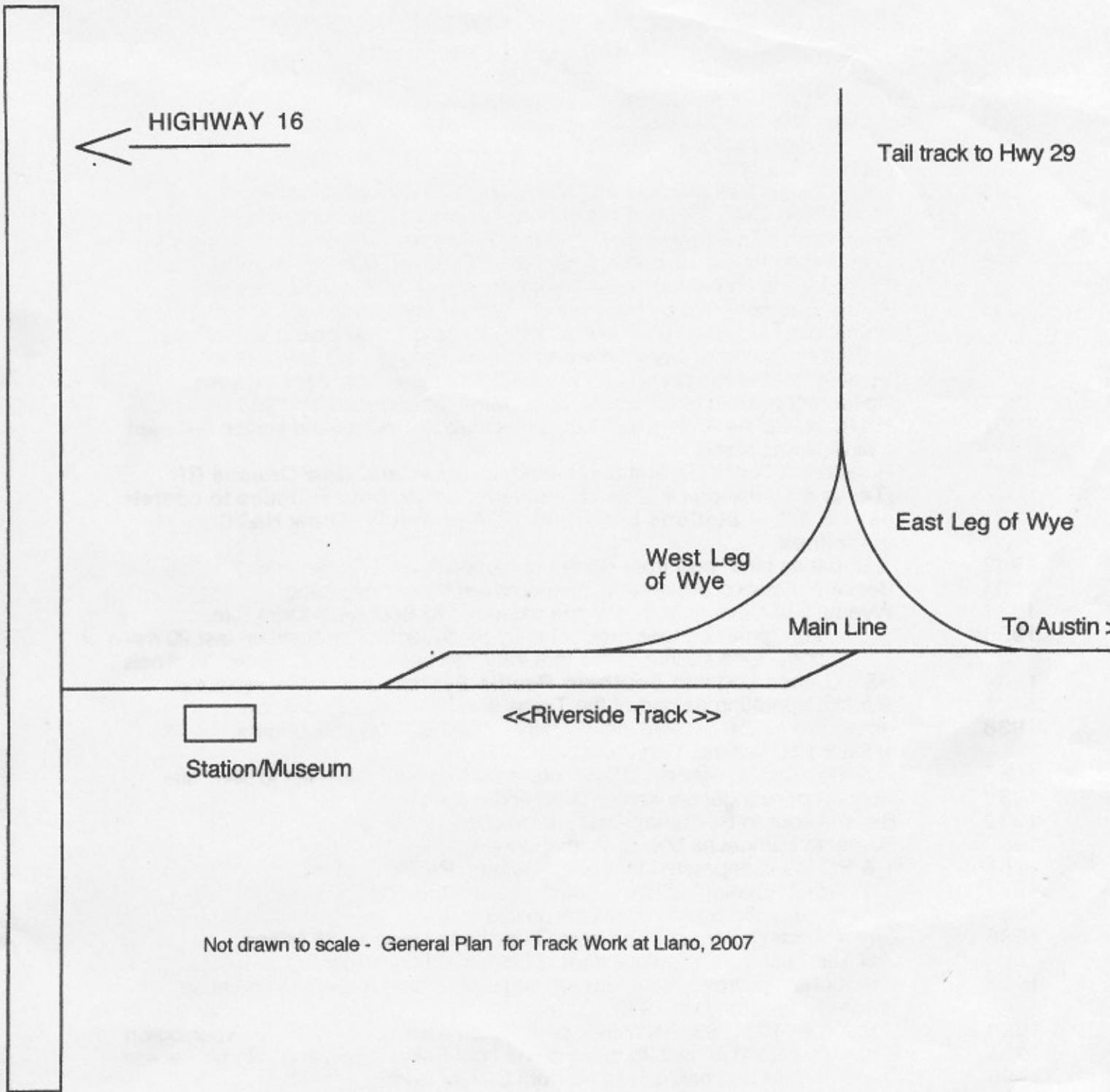


A timeline for the "Northwestern Railroad" Austin to Llano

- 1873 Houston and Texas Central Railroad reaches Austin
- 1881 **Austin and Northwestern Railroad** chartered, construction begins on a narrow gauge railroad - (three feet between the rails)
- 1882 Railroad reaches Burnet
- 1885 Original investors sell railroad. New owners. Line extended to "Town Mountain" quarry at Marble Falls to haul granite for Texas Capitol
- 1889 Railroad extended two miles to Marble Falls from "Town Mountain Quarry"
- 1891 Railroad is sold to **Houston and Texas Central Railroad** on April 20, 1891. Line is converted to "standard gauge", 4 feet, 8 1/2 inches wide
- 1892 Railroad is extended by H& TC to Kingsland and Llano. "61 1/2 pound rail". Small railroad station built in the "wye" at Llano. **1892 photo** shows long one-story station at Llano between wye and bridge over Llano River. Stations built at Kingsland and Bessemer that year and following year.
- 1893 Bessemer spur is extended to Olive Mine, abandoned by 1905
- 1902 H&TC builds the Antlers Hotel as a destination. Kingsland station between main line and siding.
- 1902 Houston & Texas Central purchased by **Texas and New Orleans RR** (Texas & Louisiana Division of Southern Pacific), **but continues to operate as H & TC. Stations built until 1934 probably follow H&TC guidelines**
- 1903 "Lampapas Line" built from Burnet to Lampapas via "Lake Victor"
- 1905 Bessemer station closed and rails removed from mine siding
- 1931 Wye built at Beverly and spur line extended to Buchanan Dam Site.
- 1930s Iron girder bridges brought in by SP to replace bridges on last 20 miles of line. One source states that they had been previously used "in Illinois".
- 1934 H& TC absorbed into **Southern Pacific System** and loses separate identity, operating as part of the Texas and New Orleans division.
- 1936 November, 1936. "Centennial Train" to Dallas. 800 passengers, at least 12 coaches. Last great passenger train.
- 1937 Rutledge spur to Mansfield Dam site is built to haul materials to dam site.
- 1937 Regular passenger service ends on entire line
- 1939 Beverly spur to Buchanan Dam is removed;
- 1951 Burnet to Lampapas branch is abandoned
- 1961 **T & NO** loses separate identity in Southern Pacific System
- 1961 "Old Freight Station" at Llano burns - "Lit up the sky!"
- 1984 Southern Pacific ceases operation on line
- 1986 City of Austin purchases line from Giddings to Llano for \$8 Million. Rail Tex/Austin and Northwestern operate freight contract
- 1992 Hill Country Railroad Assn formed, begins National Register application process. September 1992
- 1993 December 10, 1993, ANW files petition to abandon with ICC in Washington
- 1994 Embargo placed on last 29 miles of line from Fairland to Llano. No rail service
- 1996 Capitol Metro purchases railroad from City of Austin.
- 1997 Last 29.9 miles of the railroad are placed on National Register of Historic places.
- 1999 Repairs begin to reopen rail line using federal/state transportation funds with a local match
- 2002 First rail shipment arrives on reopened line.
- 2003 Plans approved for station/museum at Llano using second federal/state transportation funds with a local 20% local match.
- 2007 Station/ Museum completed - February



Not drawn to scale - General Plan for Track Work at Llano, 2007