

UNITED STATES RAILROAD ADMINISTRATION

WALKER D. HINES, Director General of Railroads

MISSOURI, KANSAS & TEXAS OF TEXAS

SMITHVILLE DIVISION

EMPLOYEES TIME TABLE No. 2

Effective Sunday, February 2, 1919

AT 12:01 O'CLOCK A. M. CENTRAL STANDARD TIME

Superseding Previous Time Table and Supplements

This Time Table is for the GOVERNMENT AND INFORMATION OF EMPLOYEES Only.

J. S. PYEATT,
Federal Manager

W. A. WEBB,
General Manager

H. E. MCGEE,
General Superintendent

J. W. BUTZ,
Superintendent

SOUTHWARD TRAINS

SAN ANTONIO DISTRICT

SOUTHWARD TRAINS

Time Table No. 2

Effective 12:01 A. M. February 2, 1919

STATIONS

Table of stations and distances from San Antonio. Includes stations like BELLMEAD, WACO, HEWITT, LORENA, FLOWERS, BRUCEVILLE, EDDY, HUBER, TROY, SAMPSON, SOHULL, TEMPLE, ECHO, LITTLE RIVER, SPARKS, HOLLAND, SUMMERS, BARTLETT, TIDWELL, GRANGER, WEIR, GEORGETOWN, NELSON, PFLUGERVILLE, SPRINKLE, PERSHING, AUSTIN YARD, and AUSTIN.

Via I. & G. N.

Table of stations for the I. & G. N. route, including AJAX, SAN MARCOS, HUNTER, GRUENE, NEW BRAUNFELS, COMAL, LUXELLO, FRATT, BENZ, TRAVIS YARD, HAIG, NOGALITOS, and SAN ANTONIO.

Main train schedule table with columns for Fourth Class (89, 99, 93, 91), Third Class (73, 71), First Class (7, 5, 3, 1), and Second Class (9, 39, 53). Rows correspond to stations and include departure/arrival times and train numbers.

No. 5 stops to discharge passengers from stations north of Dallas.

No. 2 is superior to all trains.

No. 1 is superior to all trains except No. 2.

See Special Instructions Page 7

NORTHWARD TRAINS

SAN ANTONIO DISTRICT

NORTHWARD TRAINS

Time Table No. 2

Effective 12:01 A. M.
February, 2, 1919

STATIONS

Arrive	STATION	ARRIVE
N	BELLMEAD	BJ
N	WACO	WC
NO	HEWITT	WC
D	LORENA	RN
	FLOWERS	
	BRUCEVILLE	
N	EDDY	ED
	HUBER	
D	TROY	VO
	SAMPSON	
	SCHULL	
N	TEMPLE	JN
GC&SF	ECHO	CROSSING
D	LITTLE RIVER	RI
	SPARKS	
N	HOLLAND	MO
	SUMMERS	
D	BARTLETT	BR
	TIDWELL	
N	GRANGER	G
	WEIR	
	GEORGETOWN	GY
	NELSON	
D	PFLUGERVILLE	GU
	SPRINKLE	SR
	PERSHING	
	AUSTIN YARD	
N	AUSTIN	DI

Via I. & G. N.

N	AJAX	CN
	SAN MARCOS	HR
	HUNTER	GN
	GRUENE	
N	NEW BRAUNFELS	NB
I&GN	COMAL	CROSSING
D	LUXELLO	NA
	FRATT	
	BENZ	
	TRAVIS YARD	
	HAIG	
GH&SA and SA&AP	NOGALITOS	CROSSING
SA&AP	SAN ANTONIO	CROSSING
N		Leave

195.5

SECOND CLASS

FIRST CLASS

THIRD CLASS

FOURTH CLASS

	10 Passenger Daily	40 Passenger Daily	52 Mixed Daily Ex. Sunday	6 Flyer Daily	8 Passenger Daily	4 Limited Daily	2 Texas Special Daily
	PM		See Special Instructions Page 7	AM	AM	PM	PM
	8.00			3.55	3.35	2.50	1.00
	7.42			3.42	3.22	2.35	12.47
	7.30			3.32	3.12	2.25	12.40
	7.22			3.25	3.05	2.19	12.36
	7.17			3.22	3.02	2.16	12.33
	7.12			3.18	2.58	2.12	12.29
	7.06			3.13	2.53	2.05	12.25
	6.55			3.05	2.45	1.56	12.18
	6.48			3.00	2.40	1.50	12.13
	6.43		AM	2.55	2.35	1.45	12.09
	6.40		10.15 91-90	2.50	2.30	1.40	12.07 PM 73
	6.28		9.55	2.40	2.20	1.25	11.59
	6.20		AM	2.32	2.10	1.17	11.53
	6.12			2.25	1.50	1.09	11.47 91
	5.55			2.15	1.37	1.02	11.41
	5.47			2.10	1.32	1.00	11.37
	5.37			2.02	1.24	0.91	11.33
	5.29			1.55	1.15	0.84	11.28
	5.25			1.50	1.10	0.80	11.25
	5.15			1.45	1.05	0.75	11.20
	4.55			1.32	1.25	1.20	11.11
	4.40			1.19	1.25	1.12	11.03 9
	4.27			1.04	1.12 AM	1.02 PM	10.53
	4.09			12.49	11.57	11.50	10.40 9
	3.55			12.37	11.44	11.41	10.30
	3.40			12.20	11.25	11.25	10.15
	3.35			12.15	11.20	11.20	10.10
	3.30			12.10 AM	11.15	11.15	10.05 AM
	3.15 PM			11.59 PM	11.00 PM	11.10 AM	

		10.35 AM					
	2.15 PM	10.30		11.00 PM 73	10.00 PM	10.10 AM	9.00 AM 85
	1.53 80	AM		10.44	9.37	9.55	8.47
	1.37			10.35	9.18 1	9.44	8.38
	1.27 99			10.20	9.06	9.37	8.32
	1.07			10.03	8.54	9.25	8.20
	12.54			9.47 1	8.44 3	9.12	8.11
	12.37			9.30	8.29	9.00	7.59
	12.27			9.23	8.22	8.50	7.52
	12.25			9.20	8.20	8.48	7.50
	12.19			9.15 3	8.14	8.43	7.46 5
	12.08			9.03	8.03	8.33	7.33
	12.05 PM			9.00 PM	8.00 PM	8.30 AM	7.30 AM 7

	10	40	52	6	8	4	2
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Station
Numbers

843
846
853
858
861
863
865
868
872
875
878
880
883
888
892
897
899
903
906
908
U 9
U 15
U 21
U 30
U 36
U 47

70 Steamer Freight Daily	74 Fast Freight Daily	92 Way Freight Daily Ex. Sunday	90 Way Freight Daily Ex. Sunday	88 Way Freight Daily Ex. Sunday	98 Way Freight Daily Ex. Sunday
11.00 PM	6.00 PM		1.45 PM		
10.40	5.35		1.25		
10.17	5.08 1		12.47 2		
10.03	4.45		12.10 PM		
9.55	4.35		11.55		
9.50	4.30		11.45		
9.44	4.23		11.35		
9.33	4.17		11.15 73		
9.25	4.00		10.50		
9.15	3.50		10.35		
9.06	3.40		10.23		
9.00	3.35 PM 3		10.15 52-91 9.45		
8.48	3.20		9.25		
8.32	3.02		9.06 9		
8.15	2.55		8.35 71		
7.52	2.41		8.05		
7.48	2.35		7.45		
7.35	2.25		7.25		
7.24	2.15	AM	7.05		
7.15	2.10 PM	11.10	7.00		
PM		10.35 9	AM		
		10.00			
		9.25			
		8.40			
		8.05			
		7.40			
		7.30			
		AM			

Via Smithville

No. 6 stop to pick up passengers for north of Dallas.

No. 2 is superior to all trains.

No. 1 is superior to all trains except No. 2.

See Special Instructions Page 7

SOUTHWARD TRAINS

HOUSTON DISTRICT

SOUTHWARD TRAINS

SPUR TRACKS AND FLAG STOPS NOT SHOWN IN BODY OF CARD

Station or Name	MP Location	Car Cap.	Flag Stops for Train	Station or Name	MP Location	Car Cap.	Flag Stops for
Echo	883-3	8	9 and 10	Caldwell	913-7	10	29 and 30
Miters	U-911-5	15	9 and 10	Denison Mine	916-0	30	29 and 30
Burkland Siding	U-846-6	18	9 and 10	Cart Coal Co.	917-5	33	29 and 30
Dossau	M-1006-6	25	9 and 10	Wiggins	919-6	38	29 and 30
Solms	M-1027-7	50	9 and 10	San Felipe	1088-6	69	29 and 30
Edmund Siding	M-1029-7	83		Enos	1083-0	80	29 and 30
Sauade				Copersville	1083-6	80	29 and 30
				Ganey	1073-9	4	

WATER STATIONS NOT SHOWN IN BODY OF TIME TABLE

NAME OF STATION	DISTRICT	MP. LOCATION
Houston	Houston	913-5
La Grange	Houston	987-4
Cummings Creek	Houston	1008-6

LOCKHART DISTRICT

M-16-7	6
M-24-6	6
M-26-5	19
M-28-5	11
M-40-1	39 and 40
M-51-1	53

FOURTH CLASS		THIRD CLASS		Register Station Coal, Water Telephone Trk Scales Turn Table Wye and Car Capacity Passing Tracks	Distance from St. Louis
97 Way Freight Daily Ex. Sunday	95 Way Freight Daily Ex. Sunday	73 Fast Freight Daily	71 Fast Freight Daily	Yard RCWYP	
	7:30 AM	1:45 PM ⁷⁴	10:15 AM ²⁹		908.1
	8:00	2:07	10:50	P	88 915.2
	8:45	2:22 ⁹⁴	11:05	PWYO	143 918.9
	9:15	2:35	11:27	P	73 923.9
	9:45	2:45	11:40	P	45 926.7
				PY	934.8
	10:00	3:15	12:15 PM ⁷⁴	P	82 935.1
	10:30	3:30	12:35	P	40 939.9
	10:55 ⁹⁴	3:50 ³⁰	12:50	PW	105 943.6
	11:05	4:10	1:05	P	35 947.0
	11:15 ⁷⁴	4:25 ⁷⁰	1:11	P	55 948.9
	11:45	4:45	1:34	PW	80 953.8
	12:15 PM ²⁹	5:04	1:50	P	62 958.4
	12:50	5:20	2:05	P	80 962.4
AM	1:10	5:30	2:15	P	50 966.0
7:00	1:40	5:45	2:30 ³⁰⁻⁷⁰	RCWOTYP O Yard	969.4
7:15			4:45 ⁹⁵	P	60 974.0
7:30			5:05	YP	50 978.3
7:45			5:25	P	100 982.4
			5:40	PT	50 988.2
8:15			6:05	PT	50 988.5
8:45			6:35	P	30 994.2
9:20			7:05	P	36 1001.5
9:45			7:30	P	51 1007.1
10:15			8:15	YCP	76 1013.6
10:42 ⁷⁰			8:35	P	105 1017.5
11:15 ⁹⁵			9:07	P	73 1024.0
11:35			9:35	P	77 1029.0
12:01 PM ³⁰			10:00	RTWPY 100	1035.0
12:25			10:27	P	65 1041.9
12:45			10:50	P	116 1047.8
1:00			11:10	P	73 1052.1
1:15			11:25	WP	108 1055.8
1:30			11:45	P	115 1060.4
1:45			12:01 AM	P	30 1063.9
2:00			12:15	P	181 1066.5
2:22			12:50	P	141 1072.9
2:45			1:25	P	143 1079.1
2:50			1:40	P	38 1081.1
3:00 PM			2:00 AM 9:00 PM	RCWTVYO Yard	1084.0
97	95	73	71		1134.0

Time Table No. 2
Effective 12:01 A. M.
February 2, 1919

STATIONS		
LEAVE		LEAVE
N	GRANGER	G
	7.1 HOXIE	
D	5.0 TAYLOR	JG
I&GN	2.8 CHASE	Crossing
D	8.1 COUPLAND	CD
H&TC	0.3 ELGIN	Crossing J
N	4.8 ELGIN YARD	
	3.7 CARDIFF	
	3.4 SAYERS	
	1.9 GLENHAM	
D	4.9 PHELAN	H
D	4.6 BASTROP	BA
	4.0 HILL'S PRAIRIE	
	3.6 UPTON	
	8.4 FAWCETT	
N	1.5 SMITHVILLE	SM
SA&AP	4.1 KIRTLEY	Crossing
D	4.1 WEST POINT	WP
	5.8 PLUM	PM
D	0.3 LA GRANGE	
	5.8 LA GRANGE YARD	RA
	7.3 HALSTED	
D	5.6 FAYETTEVILLE	VY
	6.5 PISEK	
D	3.9 NEWVLM	UM
	6.5 HIXON	
	5.9 OAT SPRING	CS
	5.1 LADIG	
N	8.9 SEALY	SY
GC&SP	5.9 McDowell	Crossing
D	4.3 BROOKSHIRE	BK
	3.7 DORSON	
D	4.6 KATY	RS
	3.5 DELHI	
	2.6 BARKER	
	6.4 ADDICKS	
H&TC	8.2 HILLENDAHL	Crossing
HR	2.0 EUREKA	Crossing
N	2.9 HOUSTON HEIGHTS	
N	1.0 HOUSTON YARD	HU
ARRIVE	50.0 HOUSTON UNION DEPOT	BX
N	225.9 GALVESTON	

FIRST CLASS			
25 Passenger Daily	29 Passenger Daily	417 G. C. & S. F. Passenger Daily	405 G. C. & S. F. Passenger Daily
3:10 AM	10:15 AM ⁷¹		
3:20	10:30		
3:30	10:45		
3:40	10:57		
3:45	11:03		
4:00	11:20		
4:02	11:25		
4:12	11:35 ⁹⁴		
4:21	11:45 ⁷⁴		
4:29	11:50		
4:34	11:55		
4:45	12:07 PM		
4:55	12:18 ⁹⁵		
5:04	12:28		
5:12	12:37		
5:20	12:45		
5:30	1:05		
5:38	1:15		
5:48	1:25 ⁷⁰		
5:57	1:32		
6:09	1:44		
6:12	1:47 ³⁰		
6:21	2:00 ⁹⁶		
6:36	2:18		
6:47	2:28		
7:02	2:42		
7:10	2:50		
7:23	3:03		
7:35	3:13		
7:45	3:30	AM	PM
7:57	3:42	6:55	6:25
8:09	3:53	7:05	6:35
8:16	4:00	7:12	6:45
8:18	4:08	7:18	6:55 ²⁶
8:23 ⁷⁰	4:08	7:23	7:02
8:33 ⁹⁶	4:16	7:30	7:08
8:39	4:22	7:34	7:13
8:45	4:27	7:38 ⁷⁰	7:17
9:05 ⁴⁰⁶	4:37	7:46 ⁹⁶	7:25
9:17	4:47	7:55	7:35
9:23	4:53	8:00	7:40
9:33	5:03	8:10	7:50
9:45 AM	5:15 PM	8:25 AM	8:05 PM
25	29	417	405

Employees of the Gulf, Colorado & Santa Fe Railroad must be governed by the Current Time Tables, Rules and Regulations of, and are subject to the orders of the officers of the Missouri, Kansas & Texas Railroad between Sealy and Houston Yard.

NORTHWARD TRAINS

HOUSTON DISTRICT

NORTHWARD TRAINS

Time Table No. 2
Effective 12:01 A. M.
February 2, 1919

FIRST CLASS			
418	406	26	30
G. C. & S. F. Passenger Daily	G. C. & S. F. Passenger Daily	Passenger Daily	Passenger Daily
		\$12.45 ^M	\$ 5.10 ^{PM}
		12.26	4.51
		\$12.18	\$ 4.43
		12.02 ^M	4.30
		\$11.56	\$ 4.25
		\$11.36	\$ 4.09
		11.33	4.06
		11.23	3.57
		11.14	3.50 ⁷³
		11.05	3.42
		\$11.00	\$ 3.37
		\$10.48	\$ 3.25
		10.36	3.15
		10.27	3.06
		10.18	2.58
		10.10	2.50
		\$10.00	2.30 ⁷⁰⁻⁷¹
		9.50	2.19
		\$ 9.38	\$ 2.11
		9.29	2.02
		\$ 9.15	\$ 1.50
		9.12	1.47 ²⁹⁻⁹⁶
		9.02	1.34
		\$ 8.45	\$ 1.16
		8.30	1.04
		\$ 8.15	\$12.48 ⁷¹
		8.05	12.38
		\$ 7.53	\$12.25
		7.42	12.14
		\$ 7.30	\$12.01 ^{PM} ⁹⁷
		7.16	11.45
		\$ 7.04	\$11.33
		\$ 6.55	\$11.24 ⁴⁰⁵
		\$ 6.45	\$11.15
		6.34	11.05
		6.22	10.58
		6.17	10.50
		6.07	10.37
		6.05	10.25
		5.55	10.20
		5.48	10.20
		5.40	10.10
		5.30 ^{PM}	10.00 ^{AM}
		418	406
		26	30

STATIONS		Station Numbers	THIRD CLASS		FOURTH CLASS	
Arrive	Arrive		70 Steamer Freight Daily	74 Fast Freight Daily	94 Way Freight Daily ex. Sunday	96 Way Freight Daily Except Sundays
N	G	908	7.00 ^{PM}	1.45 ^{PM} ⁷³	3.00 ^{PM}	
		915	6.30	1.20	2.35	
D	JG	919	6.15	1.10	2.22 ⁷³	
I&GN	Crossing	924	6.00	12.50	1.40	
D	CD	927	5.50	12.45	1.20	
H&TC	Crossing	935				
N	J		5.22	12.15 ⁷¹⁻⁹⁴	12.15 ⁷¹⁻⁷⁴	
		940	5.00	12.01 ^{PM}	11.35 ²⁹	
		944	4.47	11.45 ²⁹	10.55 ⁹⁵	
		947	4.32	11.20	10.30	
D	H	949	4.25 ⁷³	11.15 ⁹⁵	10.20	
D	BA	954	4.05	11.00	9.50	
		958	3.45	10.42	8.50	
		962	3.30	10.26	8.30	
		966	3.15	10.12	8.15	
N	SM	969	3.00 ³⁰⁻⁷¹	10.00	8.00	3.00 ⁷¹
		974	1.40	AM	AM	2.45
SA&AP	Crossing	978	1.25 ²⁹			2.30
D	WP	982	12.55			2.15
		988				
D	RA		12.33			1.47 ²⁹⁻³⁰
		994	12.12 ^{PM}			1.00
D	VY	1002	11.47			12.35
		1007	11.25			12.10 ^{PM}
D	UM	1014	11.00			11.50
		1018	10.42 ⁹⁷			11.36
		1024	10.20			11.15 ⁹⁷
		1030	10.00			10.45
N	SY	1035	9.40			10.30
GC&SP	Crossing	1042	9.14			10.10
D	BK	1048	8.52			9.42 ⁴⁰⁶
		1052	8.36			9.15
D	RS	1058	8.23 ²⁵			9.00
		1061	7.58			8.33 ²⁵
		1064	7.48			8.17
		1066	7.38 ⁴¹⁷			8.10
		1073	7.05			7.46 ⁴¹⁷
H&TC	Crossing	1079	6.40			7.18
HR	Crossing	1081	6.30			7.10
N	HU	1084	6.15			7.00 ^{AM}
Leave	Leave		5.15 ^{AM}			
N	BX					
			70	74	94	96
			50.0			
N		1134	2.20 ^{AM}			

SPEED TABLE

Time	1 Mile		M. S.
	Time	Speed	
40	1	37	36
37	1	34	38
34	1	32	39
32	1	30	41
30	1	27	42
26	1	25	43
23	1	23	44
21	1	21	45
18	1	18	46
16	1	16	47
15	1	15	48
13	1	13	49
12	1	12	50
11	1	11	51
10	1	10	52
9	1	9	53
8	1	8	54
6	1	6	55
5	1	5	56
4	1	4	57
3	1	3	58
2	1	2	59
1	1	1	60

TONNAGE RATING TABLE

ENGINE PERCENTS	30	41	54	60
STATIONS	Rating	Rating	Rating	Rating
SAN ANTONIO DISTRICT.				
843 and 980	1000	1600	1900	2000
980 to 908	1050	1650	2100	2280
908 and 047	960	1450	1800	2000
047 and M53	755	1125	1500	1635
M53 and M100	1015	1420	1800	2000
HOUSTON DISTRICT				
908 to 969	1050	1700	2050	2250
969 to 1014	1050	1650	2000	2200
1014 to 1084	2000	3000	4500	5000
1084 to 1014	1800	2400	3500	4000
1014 to 969	1050	1650	2000	2200
969 to 843	1000	1650	1900	2100
LOCKHART DISTRICT				
969 to M29	960	1450	1850	2100
M29 to M53	1050	1740	2010	2300

When tonnage is available handle excess 969 to 968, 1084 to 1035, 947 to 968.

Employees of the Gulf, Colorado & Santa Fe Railroad must be governed by the Current Time Tables, Rules and Regulations of, and are subject to the orders of the officers of the Missouri, Kansas & Texas Railroad between Sealy and Houston Yard.

WESTWARD TRAINS

LOCKHART DISTRICT

EASTWARD TRAINS

FOURTH CLASS			THIRD CLASS			FIRST CLASS			Register Station, Coal, Water Turn Table Scales Wye Car Capacity Passing Tracks	Distance from Smithville	Time Table No. 2 Effective 12:01 A. M. February 2, 1919			Station Numbers	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
89 Way Freight Daily Ex. Sunday			73 Fast Freight Daily			39 Passenger Daily					LEAVE N	STATIONS	ARRIVE SM		40 Passenger Daily		74 Fast Freight Daily		88 Way Freight Daily Ex. Sunday	
7.45AM			7.30PM			2.50PM						969	12.40PM			8.40AM			3.30PM	
8.15 74			8.00			3.05 88			P 50	5.1		M 5	12.28			8.15 89			3.05 39	
8.40			8.17			3.20			P 45	10.2		M 10	12.17			7.52			2.30	
9.00			8.32			3.30			WP 45	14.3		M 15	12.05PM			7.35			2.00	
9.33			8.53			3.45			P 41	20.3	D	M 21	11.50			7.10			1.15	
10.15			9.22			4.05			P 35	28.4		M 29	11.30			6.37			12.15PM	
11.10 40-88			9.50			4.27			WP 44	36.4	D	M 37	11.10 88-89			6.02			11.10 89-10	
11.50			10.15			4.45			P 43	43.5	D	M 44	10.52			5.34			10.23	
12.03PM			10.30			4.55			P 35	46.8	D	M 47	10.45			5.20			10.00	
12.30PM			10.45PM			5.05PM			YP	51.5	D	M 52	10.35AM			5.00AM			9.30AM	
89			73			39							40			74			88	

WESTWARD TRAINS

BELTON BRANCH

EASTWARD TRAINS

SECOND CLASS			Register Station, Car Capacity Passing Tracks	Distance from St. Louis	Time Table No. 2 Effective 12:01 A. M. February 2, 1919			Station Numbers	SECOND CLASS	
53 Mixed Daily Ex. Sunday					LEAVE	STATIONS	ARRIVE		52 Mixed Daily Ex. Sunday	
4.10PM			50	PR	883.3			883	9.55AM	
4.35PM			Yard	PR	890.0	D	ARRIVE	L 7	9.30AM	
53									52	

TEXAS STATE LAWS GOVERNING RAILROAD EMPLOYEES

Art. 4228. Every conductor, baggage master, engineer, brakeman or other servant of any such railroad corporation, employed in a passenger train or at station for passengers shall wear upon his hat or cap a badge, which shall indicate his office, and the initial letters of the style of the corporation by which he is employed.

Art. 4229. No conductor or collector without such badge shall demand or be entitled to receive from any passenger any fare, toll, ticket, or exercise any of the powers of his office, and no other of the said officers or servants, without such badge, shall have any authority to meddle or interfere with the passengers, their baggage or property.

Art. 4232. A bell of at least thirty pounds weight and a steam whistle shall be placed on each locomotive engine, and the whistle shall be blown and the bell rung the distance of at least eighty rods from the place where the railroad shall cross any public road or street; and that such bell shall be kept ringing until it shall have crossed such public road or street; and each locomotive engine approaching a place where two lines of railway cross each other shall before reaching such railway crossing, be brought to a full stop. And any engineer having charge of such engine and neglecting to comply with any of the provisions of this Act shall be fined in any sum not less than five nor more than one hundred dollars for such neglect; and the corporation operating such railway shall be liable for all damages which shall be sustained by any person by reason of any such neglect. Provided, however, that the full stop at such crossings may be discontinued when the railroads crossing each other shall put into full operation at such crossing an interlocking switch and signal apparatus, and shall keep a flagman in attendance at such crossing.

Art. 4233. In forming a passenger train, baggage or freight or merchandise or lumber cars shall not be placed in rear of passenger cars, and if they or any of them, shall be so placed, and any accident happens to life or limb, the officer or agent who so directed, or knowingly suffered such arrange-

ment, and the conductor and engineer of the train shall each and all be held guilty of intentionally causing the injury and be punished accordingly.

Art. 1010, Sec. 9. Conductors of passenger trains provided with separate coaches shall have the authority to refuse any passengers admittance to any coach or compartment in which they are not entitled to ride under the provisions of the Separate Coach Act and the conductor in charge of the train shall have authority and it shall be his duty to remove from a coach any passenger not entitled to ride therein under the provisions of said Act and upon his refusal to do so knowingly shall be guilty of a misdemeanor and upon conviction shall be fined in any sum not less than \$5.00 nor more than \$25.00.

Acts 1907, Page 93. If any Railway Company or any officer, agent or employee of any such Company in this State shall knowingly haul or carry any person or property free of charge or give or grant to any person, firm, association of persons or corporations, a free pass, a privilege or a substitute for pay or a subterfuge which is used or which is given to be used instead of the regular fare or rate for transportation or any authority or permit whatsoever to travel or to pass or convey or transport any person or property free or sell any transportation for anything except money or for any greater or less rate than is charged to all persons under the same conditions over any railway or transportation line or part of line in this State, except such persons as are expressly exempted under the provisions of this Act, shall be deemed guilty of a misdemeanor and upon conviction shall pay to the State of Texas the sum of \$500.00 for each violation of the Act and any employee or agent of such Railway Company who shall sell any transportation for anything except money or knowingly give, grant, issue or cause to be issued a free pass, a privilege or any substitute for or in lieu thereof, for the transportation of any person, article or thing except to such persons as are exempt under the provisions of the Act shall be deemed guilty of a felony and

upon conviction shall be punished by a fine of not less than \$500.00 nor more than \$2000.00 and may in addition thereto in the discretion of the jury be imprisoned in the penitentiary for a term of not less than six months nor more than two years.

A Railroad Company has the right to eject from its trains any passenger or person who refuses upon demand to produce a proper ticket or other transportation or satisfactory evidence of his right to ride, or to pay his fare to destination; any drunken or disorderly person whose conduct is such as is calculated to operate as a serious annoyance to other passengers, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employees, who uses vile or profane language in the car or who threatens to assault any passengers or train employees, whether he has paid his fare or not. In such cases such passenger or person may be expelled from the train at any point along the line, whether at a depot or elsewhere, except in case the passenger or person is unable by reason of age, sex, infirmity or other condition or circumstance to travel from the place of ejection to a dwelling house or town, or in case of a great distance, the passenger or person is unable by reason of age, sex, infirmity or other condition or circumstance to travel from the place of ejection to a dwelling house or town, or in case of a great distance, inclement weather, darkness or other condition or circumstances, rendering it unsafe, frightful or dangerous for such passenger or person to travel to the nearest dwelling or town; then in any of such cases such passenger or person should be expelled at a station where reasonably safe and comfortable accommodations can be secured.

The attention of all employees is called to the extracts published above. Engineers are cautioned against any failure to comply with the law concerning whistling and bell-ringing, and are instructed to use both the whistle and the bell at highway crossings.

SPECIAL INSTRUCTIONS

**NORTHWARD AND EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.
NO. 2 IS SUPERIOR TO ALL TRAINS. NO. 1 IS SUPERIOR TO ALL TRAINS EXCEPT NO. 2.**

BETWEEN WACO AND HOUSTON AND BETWEEN GRANGER AND SAN ANTONIO PASSENGER TRAINS NOT EXCEED 60 MILES PER HOUR AND FREIGHT TRAINS 25 MILES PER HOUR. BETWEEN SMITHVILLE AND SAN MARCOS PASSENGER TRAINS NOT EXCEED 40 MILES PER HOUR AND FREIGHT TRAINS 20 MILES PER HOUR. ON BELTON BRANCH TRAINS NOT EXCEED 15 MILES PER HOUR.

H. & T. C. time table and rules will govern between Pershing and Austin.
H. & B. T. Time Table and Rules will govern between Bonners Point, Houston Yard and I. & G. N. Yards and H. & B. T. Union Station.

South bound trains will report to H. & T. C. Dispatcher's office by telephone from Pershing.
Trains move under control through San Marcos, LaGrange, Granger, Smithville and Houston Yards and between Nogalitos and San Antonio.

NOS. 52 AND 53, THIRTY MINUTES OR MORE BEHIND EITHER THEIR SCHEDULE ARRIVING OR LEAVING TIME, LOSE BOTH RIGHT AND SCHEDULE, AND CAN THEREAFTER PROCEED ONLY AS AUTHORIZED BY TRAIN ORDER. SEE RULES 82 AND 220.

Reduce to six miles per hour within yard or city limits of Smithville, RedRock, Lockhart, San Marcos, New Braunfels, San Antonio, Waco, Temple, Belton, Granger, Austin, Taylor, Elgin, Bastrop, La Grange, Fayetteville, Sealy, Houston Heights and Houston Yard.

Double Track Hewitt to the switch 3000 feet north of Cotton Belt crossing, Bellmead, (double track rules to govern). All trains and switch engines moving north or south receiving a clear or proceed interlocking signal may pass over the single track between the double track switch south of Brazos River and the double track switch north of I. & G. N. crossing under control, without orders against overdue superior trains. All trains and switch engines may run between Waco and Bellmead ahead of overdue superior trains without orders.

At Temple the middle passing track is the point at which time on time table, time orders and train order meeting points applies, unless otherwise specified.

Passenger Trains meeting at Houston Yard meet at M. K. & T. passenger station unless otherwise instructed.

Trains and yard engines passing through Waco move under control, expecting to find both main tracks occupied by passenger trains switching at passenger station.

Trains and yard engines move under control through the double track limits, Waco to Bellmead, expecting to find main track and cross-overs occupied.

Standard clocks at Bellmead, Waco, Temple, Granger, Austin, San Marcos, East Yard, San Antonio, Smithville, Houston.

Nos. 1 and 2 register and report for orders Waco, Austin, San Marcos and San Antonio. Other First and Second Class trains and Passenger extras Register and report for orders at Waco, Granger, Austin, San Marcos, San Antonio, Smithville, Sealy and Houston Yard. Other trains will register and report for orders at Bellmead, Granger, Austin, San Marcos, Sealy, Smithville, Houston Yard.

Nos. 52 and 53, register at Temple and Echo, and get clearance card or orders and a register check from dispatcher before leaving Echo and Temple.

Switches at Coal Chute Granger will be set for San Antonio District main track.

South Switch I. & G. N. Transfer track at San Marcos will be set for the transfer track.

Switch at Ajax will be set for San Marcos District.

Yard engines and extra trains north bound will use the first half of each hour during each twenty-four hours, and yard engines and extra trains south bound will use the last half of each hour during each twenty-four hours between Nogalitos and Travis yard. Yard engines and extra trains moving in directions indicated are superior to yard engines and extra trains in the opposite direction during the half hours designated above.

Each time table from the moment it takes effect, supersedes the preceding time table, and its schedules take effect on any District at the leaving time at their initial stations on such District. But when a schedule of a preceding time table corresponds in number, class, day of leaving, direction and initial and terminal stations with a schedule of the new time table, a train authorized by the preceding time table will retain its train orders and assume the schedule of the corresponding number of the new time table.

Schedules on each District date from their initial stations on such District. Not more than one schedule of the same number and day shall be in effect on any District.

Employees are hereby notified that there are coal chutes, platforms and other structures, located on main tracks and on sidings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that **WILL NOT CLEAR** a man riding on the side of a car; and that all employees must **PROTECT** themselves from injury in passing such structures. All persons are particularly cautioned against standing upright on top of covered cars while passing through bridges and tunnels.

WATCH INSPECTORS

Webb C. Ball, General Time Inspector
Railway Exchange Building, Chicago, Ill.
W. F. Hayes, Supt. Time Service
Railway Exchange Building, Chicago, Ill.
Houston Watch Co. Houston, Texas

Chas. Gildemeister San Antonio, Texas
C. H. Anderson Waco, Texas
C. E. Ragsdale Smithville, Texas

EXPLANATION OF SYMBOLS

W Water	P Telephone	NO Night Telegraph Station
C Coal	T Turn Table	R Register Station
O Track Scale	D Day Telegraph Station	¶ Meal Station
Y Wye	N Day and Night Telegraph Station	

The Missouri, Kansas & Texas Railway of Texas Employees Hospital Association
Dr. S. WEBB, Jr., Chief Surgeon, Dallas, Texas. Dr. M. E. LOTT, Asst. Chief Surgeon, Dallas, Texas.

LOCAL SURGEONS

WACO—
Drs. Aynesworth, Colgin & Colgin, Division Surgeons.
Dr. H. C. Black, Consulting Surgeon.
Dr. J. W. Hale, Consulting Surgeon. Office, Rooms 12, 13, 14 Provident Building; Residence, 1520 Washington St.
Dr. J. R. Alexander, Office, Room 39 Provident Building; 1112 Columbus Street.
Dr. H. R. Dudgeon, Local Surgeon.
Dr. J. B. McAlester, Local Surgeon.
Dr. H. T. Aynesworth, Oculist.
Dr. J. F. Bailey, Osteopath.
HEWITT—Dr. F. W. B. Rockett.
BRUCEVILLE—Dr. B. H. Rand.
LORENA—Dr. Robert Gordon.
EDDY—Dr. W. E. Lucey.
TROY—Dr. I. D. Ellis. Office, Troy Pharmacy Building; Office, West Street.
TEMPLE—Dr. R. L. Talley.

BELTON—Dr. J. M. Frazier. Office, over Howell's Drug Store; Residence, corner Wall and Vant Streets.
Dr. M. P. McElhannon.
LITTLE RIVER—Dr. A. H. Astep.
HOLLAND—Dr. C. W. Goddard, Dr. J. R. Sybert.
BARTLETT—Dr. C. M. Blair, Dr. W. J. Hazlan.
GRANGER—
Drs. Foster & Sharp, Office, Corner Drug Store Bldg.
Dr. D. M. Cooke, Office, Storms Building.
TAYLOR—Drs. Edmund Dank, R. E. B. Biedsoe and E. W. Stromberg.
COUPLAND—Dr. H. Feaster.
ELGIN—Dr. Geo. T. King. Office, King's Drug Store, Main Street; Residence, corner Harris and Brenham Streets.
BASTROP—Drs. H. P. Luckett and H. B. Coombs.
SMITHVILLE—Drs. Curham and Powell, Division Surgeons; Dr. P. J. Kronhile.
NEW BRAUNFELS—Dr. Bessie Wright and Dr. A. J. Hinman, Local Surgeons.
LUXELLO—Dr. C. E. Cochran.

HUNTER—Dr. E. M. Dunn.
SAN MARCOS—Dr. T. Kinney, Local Surgeon; Dr. L. L. Edwards.
WEST POINT—Dr. F. E. Young.
LA GRANGE—Drs. Chas. M. Hock and R. H. Knolle.
GEORGETOWN—Dr. G. E. Henschen.
WEIR—Dr. R. P. Gross.
BROOKSHIRE—Dr. L. W. Bain. Office, No. 9 Otto Street; Residence, corner Otto and Waller Streets.
KATY—Dr. J. M. Stewart. Office, Stewart & Wright's Drug Store.
HOUSTON—
Dr. E. M. Arnold, Local Surgeon; Dr. F. R. Ross, Local Surgeon; Dr. J. A. Florence, Dr. L. Allen, Local Surgeons.
Dr. J. P. Arnold, Dental Surgeon.

GALVESTON—Dr. Edward Randall, Dr. A. G. Heard, Dr. A. O. Singleton, Dr. T. L. Kennedy, Dr. Edwin B. Kenner.
AUSTIN—
Dr. T. J. Bennett, Local Surgeon.
Dr. S. E. Hudson, Local Surgeon.
Dr. Jas. Weston, Local Surgeon.
Dr. A. P. Beverly, Local Surgeon.
Dr. H. B. Granbury, Local Surgeon.
Dr. H. T. Hillgarten, Oculist.
PFLUGERVILLE—
Dr. H. D. Carrington, Local Surgeon.
BUDA—Dr. Clay Louderdale.
SAN ANTONIO—
Dr. W. B. Russ, Division Surgeon.
Dr. J. H. Burlington, Dr. W. M. Brasett, Dr. W. H. Hargis, Dr. Nat Kennedy, and Dr. G. H. Moody, Local Surgeons.
RED ROCK—Dr. N. B. Harris.
LOCKHART—Dr. A. A. Ross, Dr. T. B. Coopwood.

A. C. BECTON,
Trainmaster.

J. J. JOHNSON,
Trainmaster.

F. T. CHASE,
Road Foreman of Engines.

T. F. PATTERSON, Jr.,
Chief Train Dispatcher.

**SMITHVILLE
DIVISION**

**TIME TABLE
NO. 2**

**Effective
February 2, 1919**