

# MISSOURI-KANSAS-TEXAS RAILROAD COMPANY OF TEXAS

**SAFETY**

**FIRST**

**SOUTH TEXAS DISTRICT**

## **EMPLOYEES' TIME TABLE No. 6**

**Effective Sunday, June 6, 1926**

**At 12:01 O'Clock A. M. Central Standard Time**

**Superseding Previous Time Tables and Supplements**

**For Employees Only**

**J. H. LITTLE,**  
Superintendent

**O. W. CAMPBELL,**  
Superintendent Car Service

**H. E. McGEE,**  
General Manager

**W. M. WHITENTON,**  
Vice President

SOUTHWARD TRAINS

SAN ANTONIO DIVISION

SOUTHWARD TRAINS

FOURTH CLASS				THIRD CLASS			Fuel Water, Telephone Wire & Car Cap.	Distance from St. Louis	STATIONS								SECOND CLASS	
85 Way Monday Wednesday Friday	93 Way Daily Ex. Sunday	91 Way Monday Wednesday Friday	271 Merchandise Daily	71 Merchandise Daily	73 K. F. P. Daily	7 11 o'clock Katy Daily			23 Passenger Daily	3 Limited Daily	1 Texas Special Daily	25 Passenger Daily	5 Flyer Daily	39 Passenger Daily	53 Mixed Daily Ex. Sunday			
		7.30AM		12.20PM	5.30AM	WYS O Yd P T	843.0	N LEAVE BELLMEAD										
		8.05AM		12.45PM <sup>90</sup>	5.50AM	WPS	845.5	N SHLSW										
		8.35		1.05 <sup>90</sup>	6.15	P 64	853.1	N H&TC I-GN -2.5-	Crossing									
		9.05		1.18 <sup>74</sup>	6.35	WP 72	858.4	N ST.L.S.W.	Interlocker									
		9.45		1.46 <sup>2</sup>	6.55	P 102	865.2	N N-S.A.&A.P.	Interlocker									
		10.20		2.10	7.15	P 92	872.1	N WACO	Interlocker									
		10.35		2.20	7.25	P 59	875.3	N N	Interlocker									
		10.50		2.28	7.34	P 70	878.2	N	Interlocker									
		11.00		2.35	7.40	WP 97	880.0	N	Interlocker									
		11.05 <sup>74</sup>		2.45	7.43	P 102	881.1	N	Interlocker									
		11.15		2.52	7.50	P	883.3	N	Interlocker									
		11.30		3.05	8.05	P 102	887.6	N	Interlocker									
		11.59		3.17	8.20	P 46	892.0	N	Interlocker									
		12.15PM		3.30	8.32 <sup>90</sup>	P 66	896.8	N	Interlocker									
		12.25		3.43 <sup>70</sup>	8.40	P 79	899.3	N	Interlocker									
		12.54 <sup>2</sup>		4.19 <sup>24</sup> 4.17 <sup>4</sup>	8.55	P 136	902.8	N	Interlocker									
		1.10		4.25	9.10	P 79	906.1	N	Interlocker									
		3.00AM <sup>8</sup>		4.35PM <sup>A</sup>	9.20AM <sup>A</sup>	PO 136 WY	908.1	N	Interlocker									
		3.30				P 41	917.4	N	Interlocker									
		4.04 <sup>7</sup>				WP 26	923.2	N	Interlocker									
		4.25				P 58	929.4	N	Interlocker									
		4.45				P 35	937.8	N	Interlocker									
		5.00				P 28	944.4	N	Interlocker									
		5.30AM <sup>A</sup>				WP	953.7	N	Interlocker									
						Y P Yard	955.5	N	Interlocker									
							984.9	N	Interlocker									
		10.50AM <sup>L</sup>		1.00AM <sup>L</sup>			985.5	N	Interlocker									
		11.30		1.10		WYP 30	986.3	N	Interlocker									
		12.01 PM <sup>f</sup>		1.30 <sup>274</sup>		P 26	993.3	N	Interlocker									
		1.01 <sup>4</sup>		2.10		Y 91	1002.7	N	Interlocker									
		1.10		2.20		WSP 030	1003.1	N	Interlocker									
		1.25		2.40		P 52	1010.6	N	Interlocker									
		1.40		3.10		WP 27	1016.8	N	Interlocker									
		2.00		3.35		P 27	1024.8	N	Interlocker									
		2.06		3.45		78	1027.7	N	Interlocker									
		2.10		3.50		P 58	1029.2	N	Interlocker									
		2.13		3.55		P Yard	1030.3	N	Interlocker									
		2.18		4.05		P 45	1032.8	N	Interlocker									
		2.40		4.30		WPOY Yard	1037.5	N	Interlocker									
						P Yard	1038.5	N	Interlocker									
		85 18.6		93 18.2		91 11.3		271 14.9		71 15.3		73 17.0						

Time Table No. 6  
Effective 12:01 A. M.  
June 6, 1926

STATIONS

N LEAVE BELLMEAD  
SHLSW -2.5- Crossing  
H&TC I-GN -2.5- Interlocker  
ST.L.S.W. Interlocker  
N-S.A.&A.P. Interlocker  
WACO Leave WACO  
HEWITT  
LORENA  
EDDY  
TROY  
SAMPSON  
SCHULL  
TEMPLE  
COBEL  
ECHO  
LITTLE RIVER  
SPARKS  
HOLLAND  
SUMMERS  
BARTLETT  
TIDWELL  
GRANGER  
WEIR  
GEORGETOWN  
NELSON  
PFLUGERVILLE  
SPRINKLE  
PERSHING  
AUSTIN  
VIA I-G N  
M-K-T JUNCTION  
AJAX  
SAN MARCOS  
HUNTER  
NEW BRAUNFELS YARD  
NEW BRAUNFELS  
OOMAL  
LUXELLO  
FRATT  
REMOUNT  
BENZ  
TRAVIS YARD  
HAIG  
NOGALITOS  
SAN ANTONIO

No. 52 and No. 53, when 30 minutes, or more, behind either their scheduled arriving or leaving time, lose both rights and schedule, and can thereafter proceed only as authorized by train order. (See Rules 82 and 220.)

195.5  
Average Speed Per Hour

No. 2 is superior to all trains. No. 1 is superior to all trains except No. 2. No. 7 is superior to No. 5 between San Marcos and San Antonio. No. 93 is superior to No. 92.

NORTHWARD TRAINS

SAN ANTONIO DIVISION

NORTHWARD TRAINS

SECOND CLASS		FIRST CLASS							Time Table No. 6 Effective 12:01 A. M. June 6, 1926	Station Numbers	THIRD CLASS			FOURTH CLASS		
40 Passenger	52 Mixed	8 11 o'clock Katy	26 Passenger	6 Flyer	4 Limited	24 Passenger	2 Texas Special	74 Stock			274 Stock	70 K. F. F.	90 Way	92 Way	84 Way	
Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Tuesday Thursday Saturday	Daily Ex. Sunday	Tuesday Thursday Saturday	
<b>STATIONS</b>																
N BELLMEAD ARRIVE BJ 843 SLSW Crossing H&TC.I-GN -2.5- SLSW Interlocker FB N-S&AP Interlocker WC N Arrive WACO 7.6 N HEWITT W) Double 858 5.3 D LOBENA RN 858 6.8 D EDDY ED 865 6.9 D TROY VO 872 3.2 SAMPSON 875 2.0 SCHULL 878 1.8 N TEMPLE JN 880 1.1 Interlocker GC&SF COBEL 881 2.2 ECOO 888 D LITTLE RIVER RI 888 4.4 SPARKS 892 4.8 D HOLLAND MO 897 2.5 SUMMERS 899 8.5 D BARTLETT BR 908 3.3 TIDWELL 906 2.0 N GRANGER G 908 9.8 WEIR U 9 5.8 D GEORGETOWN GY U 15 6.2 NELSON U 21 8.4 D PFLUGERVILLE GU U 30 9.5 SPRINKLE U 36 9.3 PERSHING U 36 1.8 N AUSTIN DI U 47 29.4 VIA I-G-N N M-K-T JUNCTION K 0.6 I-G-N Interlocker AJAX 0.8 N SAN MARCOS C M 53 7.0 HUNTER M 60 7.0 NEW BRAUNFELS YARD 10.6 0.4 N NEW BRAUNFELS NB M 69 I-G-N Interlocker OOMAL M 77 7.5 D LUXELLO NA M 83 6.2 FRATT M 91 2.9 REMOUNT M 94 1.5 BENZ M 96 1.1 TRAVIS YARD M 97 2.5 HAIG M 100 2.7 Interlocker N NOGALITOS Leave YD M 103 SA&AP Interlocker Leave SAN ANTONIO M 104 1.0																
4.45 4.00 3.45 6.10 6.00 2.20 4.30 3.40 3.30 5.55 5.45 2.05 4.20 3.32 3.20 5.45 5.35 1.57 4.10 3.18 3.05 5.32 5.22 1.46 71 4.01 3.09 2.52 5.20 5.10 1.36 3.57 3.04 2.41 5.15 5.03 1.31 3.53 3.00 2.31 5.10 4.58 1.28 3 A 9.45AM 3.50 2.51 2.27 5.05 4.50 1.25 9.40 3.43 2.45 2.17 5.00 4.42 1.20 23 L 9.30AM 90 3.39 2.42 2.13 4.50 4.38 1.17 3.33 2.35 2.05 4.41 4.32 1.12 3.25 2.28 1.58 4.35 4.26 1.07 3.19 2.20 1.50 4.28 4.20 1.01 3.14 2.15 1.43 4.22 4.15 12.58 3.08 2.10 1.34 4.17 4.10 12.54 91 3.03 2.02 1.24 4.08 4.03 12.48 3.00 93 1.55AM 1.18 4.00 3.55PM 12.45 2.45 5 12.56 3.40 12.30 2.34 12.45 3.30 12.21 2.24 12.31 3.18 3 12.12 2.11 12.18 3.05 12.01PM 1.59 12.08AM 2.50 11.53 1.40AM 11.50PM 2.35PM 11.40AM 1.30AM 11.40 11.30 11.25AM 11.30 11.25AM 12.40AM 10.40PM 1.30PM 10.35AM 12.35 10.35 1.27 10.30 12.33 10.33 1.25 10.28 12.19 10.19 1.13 10.17 84 12.03 10.03 1.01 85 10.06 12.02AM 10.02 12.59 10.05 11.50 9.50 12.48 9.55 11.40 9.40 12.39 9.48 11.27 9.27 12.29 9.38 11.24 9.24 12.24 9.34 11.22 9.22 12.22 9.32 11.20 9.20 12.20 9.30 11.15 9.15 12.15 9.25 11.03 9.03 12.04 9.13 11.00PM 9.00PM 12.01PM 9.10AM 1.35PM 1.30PM 1.35 18.2 88.6 30.1 28.6 31.4 30.1 37.4 195.5 Average Speed per Hour 13.7 18.9 14.5 10.0 13.0 84 14.9																

No. 2 is superior to all trains.

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

No. 93 is superior to No. 92.

SOUTHWARD TRAINS

HOUSTON DIVISION

NORTHWARD TRAINS

FOURTH CLASS				THIRD CLASS		FIRST CLASS		Distance from St. Louis	Time Table No. 6 Effective 12:01 A. M. June 6, 1926	Station Numbers	FIRST CLASS		THIRD CLASS		FOURTH CLASS		
97 Way	95 Way	71 Merchandise	73 K. F. F.	23 Passenger	25 Passenger	24 Passenger	26 Passenger				74 Stock	70 K. F. F.	94 Way	96 Way			
Monday Wednesday Friday	Tuesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS	Daily	Daily	Daily	Daily	Monday Wednesday Friday	Tuesday Thursday Saturday		
	7.30AM	4.35PM	9 30AM 74	2.10PM	1.35AM			908.1	N Leave GRANGER Arrive G	908	3.50PM	1.55AM		9.30AM 73	3.15PM	12.30PM	
	7.50	4.55	10.05	2.20	1.45 26			915.2	7.1 HOXIE	915	3.35	1.45 25		9.12	2.47	12.01PM	
	8.25	5.03	10.20	2.26 70	1.55	PWYS 131		918.9	N TAYLOR Interlocker JG	919	3.28	1.37		9.05	2.26 23	11.40	
	8.45 74	5.20	10.35	2.35	2.07	P 107		923.9	I-G-N HOXIE Interlocker	924	3.17	1.27		8.45 95	2.00	11.15	
	9.00	5.30	11.01 94	2.40	2.14	P 44		926.7	D COUPLAND Interlocker CD	927	3.12	1.23		8.35	1.50	11.01 73	
				2.55	2.35	PY		934.8	H&TC ELGIN Interlocker NG	935	2.57	1.09					
	9.40	6.00	11.45	2.56 24	2.37	P 73		935.0	N ELGIN YARD		2.56 23	1.08		8.20	1.12	10.20	
	10.00	6.20	12.12PM	3.05	2.47	P 37		939.9	4.8 OARDIFF	940	2.38	12.59		8.05	12.50	10.00	
	10.25	6.35	12.31 70	3.11	2.57	PW 72		943.6	3.7 SAYERS	944	2.30	12.53		7.53	12.31 73	9.25	
	10.45	6.48	12.46	3.17	3.05	P 37		947.0	3.4 GLENHAM	947	2.18	12.47		7.40	12.11	9.00	
	10.55	6.55	12.56	3.23	3.10	PY 103		948.9	D PHELAN MA	949	2.14	12.44		7.35	12.05PM	8.50	
	11.15	7.15	1.15	3.31	3.20	PW 72		953.8	D BASTROP BA	954	2.00	12.35		7.20	11.50	8.00	
	11.35 70	7.33	1.47 24	3.40	3.30	P 103		958.4	4.6 HILL'S PRAIRIE	958	1.47 73	12.27		7.05	11.35 95	7.45	
	11.57	7.48	2.05	3.46	3.40	P 70		962.4	4 UPTON	962	1.41	12.20		6.52	11.22	7.30	
	12.45PM	8.02	2.15	3.52	3.48	P 43		966.0	3.6 FAWOETT	966	1.35	12.13		6.40	11.11	7.15	
l 6.30AM	A 1.00PM	8.15 8.45	A 2.30PM	4.00 4.05	4.00 4.05	WOTYPS Yard		969.4	N SMITHVILLE SM	969	1.30 1.25	12.06 12.01AM		l 6.30AM	11.00 10.00	l 7.00AM	
f 6.45		9.03		4.13	4.15	P 77		974.0	4.5 KIRTLEY	974	1.17	11.50			9.40	f 1.45	
s 7.00		9.18		4.22	4.25	YP 63		978.3	SA&AP WEST POINT Interlocker WP	978	1.08	11.42			9.25	s 1.28	
f 7.15		9.33		4.28	4.33	P 108		982.4	N PLUM	982	12.58	11.34			9.10	f 1.13	
				4.43	4.45	PW		988.2	5.8 LA GRANGE	988	12.47	11.22					
s 8.00		9.57		4.44	4.47	P 91		988.5	D LA GRANGE YARD RA		12.45 96	11.21			8.45	s 12.45 24	
f 8.25 70		10.17		4.55	4.58	P 67		994.2	5.7 HALSTED	994	12.35	11.09			8.25 97	f 12.15PM	
s 9.00		10.55 26		5.09	5.10	P 40		1001.5	D FAYETTEVILLE VY	1002	12.22	10.55 71			7.55	s 11.45	
f 9.25		11.10		5.20	5.21	P 89		1007.1	5.6 PISEK	1007	12.09PM	10.43			7.34	f 11.15	
s 10.18		11.43		5.32	5.32	YP 69		1013.6	N NEW ULM UM	1014	11.59	10.30			7.11	s 10.45	
10.20		12.02AM		5.40	5.40	P 95		1017.5	3.9 HIXON	1018	11.51	10.17			6.58	f 10.30	
s 10.40		12.25		5.52	5.53	P 114		1024.0	D OAT SPRING CS	1024	11.43	10.08			6.41	s 10.00	
11.03		12.47		6.03	6.05	P 70		1029.0	5.9 LADIG	1030	11.33	9.57			6.25	f 9.20	
s 11.24 24		1.07		6.11	6.14 70	WPYO 120		1035.0	N SEALY SY	1035	11.24 97	9.47			6.14 25	s 8.55	
11.45		1.33		6.22	6.25	P 59		1041.9	GC&SF McDOWELL Crossing	1042	11.10	9.35			5.28	s 8.20	
s 12.05PM		1.55		6.34	6.35	P 104		1047.8	D BROOKSHIRE BK	1048	11.00	9.27			5.13	s 7.40	
12.20		2.08		6.42	6.42	P 67		1052.1	4.3 DORSON	1052	10.55	9.18			5.01	f 7.30	
s 12.35		2.20		6.49	6.48	WP 97		1055.8	D KATY RS	1056	10.49	9.13			4.50	s 7.10	
12.50		2.38		6.55	6.55 96	P 104		1060.4	4.6 DELHI	1061	10.40	9.06			4.37	f 6.55 2	
f 1.13		2.57		7.05	7.05	P 162		1066.5	5.1 ADDICKS	1066	10.30	8.57			4.18	f 6.35	
1.30		3.22		7.15	7.17	P 126		1072.9	6.4 HILLEDAHL	1073	10.20	8.49			4.03	f 6.15	
1.50		3.45 70		7.25	7.29	P 141		1079.1	H&TC EUREKA Interlocker RK	1079	10.11	8.41			3.45 71	f 5.55	
				7.30	7.35	P		1081.1	N HOUSTON HEIGHTS Crossing	1081	10.07	8.37					
2.00		3.54		7.37	7.42	P Yard		1082.5	1.4 SPRING STREET	1083	10.03	8.33			3.34		
2.05		4.00 6.00AM		7.40	7.45 8.05AM	PSWTO Yard		1083.9	N HOUSTON Leave HU	1084	10.00	8.30 8.10PM			3.30 3.00AM	f 5.40	
PM		9.30AM		PM	9.55AM			1134.0	50.0 GALVESTON	1134	AM	6.15PM			12.01AM	AM	
97 15.1	95 11.1	71 13.4	73 12.3	23 32.0	25 27.1				225.9 Average Speed per Hour		24 30.1	26 29.5		74 20.4	70 14.8	94 11.1	96 13.7

WESTWARD TRAINS

SAN MARCOS DIVISION

EASTWARD TRAINS

FOURTH CLASS			THIRD CLASS		FIRST CLASS		Fuel, Water Turn Table Scales Wye Car Capacity Pounding Tracks	Distance from Smithville	Time Table No. 6 Effective 12:01 A. M. June 6, 1926		Station Numbers	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
85 Way Monday Wednesday Friday			271 Merchandise Daily		39 Passenger Daily				OWYT Yard P	N LEAVE SMITHVILLE ARRIVE SM		40 Passenger Daily		274 Stock Daily		84 Way Tuesday Thursday Saturday	
7.00AM			9.00PM		3.30PM				STATIONS								
f 7.20			9.30		f 3.41		P 43	5.1	5.1 TOGO		M 5	f 3.09		4.35		f 2.10	
s 7.40			9.48		f 3.51		P 38	10.2	4.1 ROSANKY		M 10	f 2.59		4.20		s 1.50	
f 8.05			10.05		f 3.59		WP 38	14.3	6.0 JORDAN		M 15	f 2.51		4.05		f 1.31	
s 8.20			10.30		s 4.11		P 34	20.3	8.1 RED ROOK		M 21	s 2.39		3.45		s 1.10	
s 8.45			10.55		s 4.26		P 60	28.4	9.0 DALE		M 29	s 2.24		3.25		s 12.36	
s 9.45			11.55		s 4.46		WP 39	36.4	7.1 LOOKHART		M 37	s 2.04		3.05		s 12.01PM	
s 10.15			12.15AM		f 4.59		P 35	43.5	3.3 MAXWELL		M 44	f 1.50		2.45		s 11.34	
s 10.30			12.35		f 5.05		P 1	46.8	4.7 REEDVILLE		M 47	f 1.44		2.30		s 11.25	
10.50AM			1.00AM		5.15PM		YP	51.5	ARRIVE AJAX LEAVE		M 52	1.35PM		2.15AM		11.00AM	
85 13.4			271 12.9		39 29.4				51.5 Average Speed Per Hour			40 29.4		274 18.7		84 14.7	

WESTWARD TRAINS			BELTON BRANCH		EASTWARD TRAINS				
SECOND CLASS			Car Capacity Pounding Tracks	Distance from St. Louis	Time Table No. 6 Effective 12:01 A. M. June 6, 1926		Station Numbers	SECOND CLASS	
55 Mixed Daily Ex. Sunday						STATIONS		54 Mixed Daily Ex. Sunday	
3.35PM			P	883.3	LEAVE ECHO ARRIVE		883	9.30AM	
4.05PM			Yard OP	890.0	D ARRIVE BELTON LEAVE MY		L 7	9.00AM	
55 13.4					6.7 Average Speed Per Hour			54 13.4	

Speed Per Hour	Time		Speed Per Hour	Time	
	1 Mile			1 Mile	
Miles	M	S	Miles	M.	S.
10	6	0	36	1	40
11	5	27	37	1	37
12	5	0	38	1	34
13	4	37	39	1	32
14	4	17	40	1	30
15	4	0	41	1	27
16	3	45	42	1	25
17	3	31	43	1	23
18	3	20	44	1	21
19	3	9	45	1	20
20	3	0	46	1	18
21	2	51	47	1	16
22	2	43	48	1	15
23	2	36	49	1	13
24	2	30	50	1	12
25	2	24	51	1	10
26	2	18	52	1	9
27	2	13	53	1	7
28	2	8	54	1	6
29	2	4	55	1	5
30	2	0	56	1	4
31	1	56	57	1	3
32	1	52	58	1	2
33	1	49	59	1	1
34	1	45	60	1	0
35	1	42			

WESTWARD TRAINS

DELEON DIVISION

EASTWARD TRAINS

FOURTH CLASS		THIRD CLASS	FIRST CLASS		Passing Trucks Car Capacity	Capacity Other Trucks	Oil Water Wye Scales Turn Table	Distance from Waco	Station Numbers	FIRST CLASS		THIRD CLASS	FOURTH CLASS	
101 Way	61 Through	35 Passenger	37 Passenger	36 Passenger						38 Passenger	62 Through	102 Way		
Monday, Wed., Friday	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Tuesday, Thur., Saturday	
		PM 8.00	AM 8.00			Yard	WS			AM 6.50	PM 3.30			
AM	PM	VIA BELLMEAD CUTOFF				Yard				6.42 AM	3.24 PM	AM	PM	
7.30	9.45	8.10 PM	8.10 AM			Yard	OWST	2.8	843	VIA EAST WACO	VIA EAST WACO	7.00	4.15	
7.45	10.10	8.20	8.20					5.9	6	6.28 AM	3.12 PM	6.50	4.00	
f 8.15	10.40	8.35	s 8.35	52				13.1	13	6.13	s 2.57	6.25	f 3.30	
f 8.30	10.50	f 8.43	f 8.43	52				17.0	17	f 6.03	f 2.48	6.10	f 3.15	
		8.50	f 8.50			10		20.2	20	5.55	f 2.40			
s 9.00	11.25	s 9.00	s 9.00	101	45	30	W	24.2	24	s 5.45	s 2.32	5.45	s 2.45	
s 9.45	12.05 AM	s 9.25	s 9.25		43	59		34.4	34	s 5.20	s 2.07	5.00	s 2.07	
		9.40	f 9.38			10		40.4	40	5.03	f 1.53			
f 10.30	12.45	f 9.55	s 9.53		50		W	45.7	46	f 4.48	s 1.38	4.20	f 1.15	
10.55	1.05	10.06	10.06		27			51.9	52	4.33	1.24	3.55	12.35	
s 11.05	1.15	s 10.15	s 10.16		51	52		54.5	55	s 4.28	s 1.17	3.45	s 12.20 PM	
s 11.45	1.55	s 10.40	s 10.40		62	170	WOT	63.9	64	s 4.03	s 12.55	3.10	s 11.40	
s 12.35 PM	2.30	s 11.05	s 11.05	102	45	34		73.9	74	s 3.38	s 12.35	2.30	s 11.05	
s 1.20	3.10	s 11.30	f 11.30	38	46	105	SW	85.2	85	s 3.10	f 12.10 PM	2.00	s 10.00	
s 1.50	3.40	s 11.45	s 12.05 PM		47			92.5	93	s 2.52	s 11.37	1.40	s 9.15	
s 2.15	3.55	s 11.58	s 12.17			32		97.7	98	s 2.40	s 11.25	1.25	s 8.55	
s 3.00	4.45	s 12.20 AM	s 12.45		50	160	SW	106.5	107	s 2.15	s 11.05	12.53	s 8.20	
3.20	5.05	12.30	12.59	62	46			110.5	111	2.03	10.56	12.30 AM	7.40	
f 3.45	5.25	f 12.40	s 1.09		45	48		114.8	115	f 1.53	s 10.44	11.55	f 7.20	
4.00 PM	5.50 AM	12.55 AM	1.20 PM				Yard	119.7	120	1.40 AM	10.30 AM	11.30 PM	7.00 AM	
101 13.8	61 14.5	35 24.3	37 22.4					119.7		36 23.2	38 23.9	62 15.6	102 12.6	

WESTWARD TRAINS

CROSS PLAINS BRANCH

EASTWARD TRAINS

THIRD CLASS		Passing Trucks Car Capacity	Capacity Other Trucks	Coal, Oil, Water, Turn Scales	Distance from Waco	Station Numbers	THIRD CLASS	
51 Mixed	50 Mixed							
Daily	Daily							
PM 1.30	AM 9.40	Yard	OYW	119.7	120			
s 2.20	s 9.00	16		129.3	B 129			
s 2.50	s 8.15	32	48	136.0	W 136			
s 3.45	s 7.20	50	58	147.3	W 147			
s 4.25	s 6.45	22	79	155.2	D 155			
4.50 PM	6.15 AM		Yard	159.9	Y 160			
51 12.1	50 11.8			40.2				

TIME TABLE NO. 6  
Effective 12:01 A. M.  
June 6, 1926

STATIONS

N LEAVE WACO ARRIVE WC  
1.0  
N-S.A.&A.P. Interlocker FB  
H&TC-I-GN-SLSW. Interlocker  
EAST WACO  
1.8  
N Leave BELLMEAD Arrive BJ  
H&TC 3.1 Crossing  
BEM 7.2  
ROSS 7.2  
TOKIO 8.9  
SHALE 3.2  
AQUILLA 4.0 AQ  
WHITNEY 10.2 NY  
NELA 5.3  
STEINER 5.3  
GRAVEL PIT 6.2  
CC&SF 2.6 Interlocker  
MORGAN 9.4 MN  
D WALNUT SPRINGS JS  
10.0  
D IREDELL CD  
11.3  
D HICO HN  
11.3  
CLAIRETTE 5.3  
ALEXANDER 5.2  
SL&SW&PW&RG-8.8 Crossing  
DUBLIN 4.0 DU  
4.0  
MT. AIRY 4.3  
OOMYN 4.3  
N ARRIVE DELEON LEAVE DN  
4.9

119.7  
Average Speed Per Hour

TIME TABLE NO. 6  
Effective 12:01 A. M.  
June 6, 1926

STATIONS

N LEAVE DELEON ARRIVE DN  
9.6  
DUSTER 8.7 B 129  
SIPE SPRINGS SI B 136  
RISING STAR RS B 147  
PIONEER 7.9 ON B 155  
D ARRIVE CROSS PLAINS LEAVE CX  
4.7

40.2  
Average Speed Per Hour

WESTWARD TRAINS

STAMFORD DIVISION

EASTWARD TRAINS

FOURTH CLASS		FIRST CLASS		Passing Track Car Capacity.	Other Tracks Car Capacity.	Oil, Water, Wye Turn Table, Stables.	Distance from Waco	TIME TABLE NO. 6 Effective 12:01 A. M. June 6, 1926		Station Numbers	FIRST CLASS		FOURTH CLASS		
105 Way	103 Way	37 Passenger	35 Passenger					STATIONS	38 Passenger		36 Passenger	104 Way	106 Way		
Daily Except Sunday	Daily Except Sunday	Daily	Daily	Yard	OYW			Daily	Daily	Daily Except Sunday	Daily Except Sunday				
	AM 7.00	PM 1.30	AM 1.00				119.7	N LEAVE	DELEON	ARRIVE DN	120	AM 10.15	AM 1.30	PM 4.00	
	f 7.25	s 1.45	f 1.12 <sup>36</sup>	43	8		125.2		RUCKER		125	s 9.57	f 1.12 <sup>35</sup>	f 3.30	
	s 7.55	s 2.00	s 1.24	74	127	W	130.5	D	GORMAN	G	131	s 9.43	s 12.52	s 3.05	
	s 8.40	s 2.28 <sup>104</sup>	f 1.50	48	22		140.8	D	CARBON	Z	141	s 9.18	s 12.22	s 2.28 <sup>37</sup>	
	s 9.03 <sup>38</sup>	s 2.38	s 2.00	59	19	Y	144.9		MANGUM		145	s 9.03 <sup>103</sup>	s 12.07 <sup>AM</sup>	s 2.10	
	s 9.50	s 3.05	s 2.30	30	220	WYSO	155.2	N	OISCO	C	155	s 8.38	s 11.35	s 1.25	
	10.25	f 3.30	f 2.55		8		162.6	T&P	BATTLE HILL	Crossing	163	f 8.10	11.15	12.50	
	f 10.45	s 3.45	f 3.18	37			168.1		PUEBLO		168	s 7.55	f 11.00	f 12.25	
	s 11.15	s 4.02	s 3.33	77	41		173.2	D	MORAN	RN	173	s 7.43	s 10.44	s 12.01 <sup>PM</sup>	
	s 11.35 <sup>104</sup>	s 4.15	f 3.47	35	47	W	177.9	D	SEDWICK	SK	178	s 7.30	f 10.32	s 11.35 <sup>103</sup>	
	s 12.20 <sup>PM</sup>	s 4.45	s 4.17			Yard	188.6	D	ALBANY	AB	189	s 7.05	s 10.07	s 10.40	
	f 1.10	f 5.15	f 4.49	15			199.0		ACAMPO		199	f 6.38	f 9.42	f 9.40	
	1.35	f 5.25	f 5.00		30		203.0		BUDMATTHEWS		203	f 6.28	f 9.30	9.20	
	2.10	5.40	5.25		10		211.7		CLEAR FORK		212	6.03	9.08	8.45	
	s 2.20	s 5.45	s 5.29	17	78	W	212.8	D	LUEDERS	RD	213	s 6.00	s 9.05	s 8.35	
	s 2.50	s 6.02	s 5.45 <sup>38</sup>	21			219.8		AVOCA		220	s 5.45 <sup>35</sup>	s 8.50	s 8.00	
	l 8.30 <sup>AM</sup>	A 6.20 <sup>PM</sup>	f 6.00 6.20		Yard	OWYS	227.3	WV	STAMFORD	Crossing SM	227	l 5.30 <sup>AM</sup>	s 8.35	l 7.30 <sup>AM</sup> A 3.30 <sup>PM</sup>	
	f 9.10		s 6.50	21			236.1	N	SNW	Crossing	236		s 8.02	f 2.45	
	s 9.55		s 7.20	31	80	W	246.9	KCMO	TUXEDO	Crossing	247		s 7.35	s 1.50	
	f 10.50		s 7.45	33			258.3	D	HAMLIN	HA	247		s 7.10	f 1.10	
	s 11.15		s 7.57		9		263.5		ROYSTON		258		s 7.00	s 12.50	
	11.45 <sup>AM</sup>		8.10 <sup>AM</sup>		Yard	Y	269.1	D	NORTH ROBY		264		s 7.00	s 12.50	
									ROTAN	LEAVE NA	269		6.45 <sup>PM</sup>	12.30 <sup>PM</sup>	
	105 12.9	103 12.6	37 22.3	35 20.8				149.4		Average Speed Per Hour		38 22.7	36 22.1	104 12.6	106 13.9

NO. 105 IS SUPERIOR TO NO. 106

# SPECIAL INSTRUCTIONS

1. Northward and Eastward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.

- 1-a. No. 2 is superior to all trains.
  - No. 1 is superior to all trains except No. 2.
  - No. 7 is superior to No. 5 between San Marcos and San Antonio.
  - No. 38 is superior to No. 92.
  - No. 105 is superior to No. 106.

1-b. Other first class trains will clear the time of No. 1 and No. 2 at least 5 minutes.

1-c. Third and Fourth class trains, extra trains, and yard engines, will clear the time of first class trains, at least 10 minutes.

1-d. No. 52 and No. 53 when 30 minutes, or more, behind either their scheduled arriving, or leaving, time, lose both rights and schedule, and can thereafter proceed only as authorized by train order. (See Rules 82 and 220.)

2. First and Second class trains and passenger extras will report for orders before leaving Waco, Granger, Austin, San Antonio, Smithville, Houston, DeLeon, Cisco, Stamford and Rotan.

2-a. Third and Fourth Class, and Extra, trains except passenger extras, will report for orders before leaving Bellmead, Granger, Austin, Nogalitos, Smithville, Houston, DeLeon, Cisco, Stamford and Rotan.

2-b. All trains originating at points other than those mentioned above, will report for orders before leaving.

2-c. Southward trains will report to H&T C Dispatcher at Austin by telephone from Pershing.

2-d. No. 52 and No. 53 will register at Temple and get clearance from dispatcher before leaving Echo and Temple. No. 54 and No. 55 will report to dispatcher upon arrival, and before departure, at Echo.

3. All First, and Second Class trains and passenger extras will register at Nogalitos by Form 68.

3-a. Trains No. 1, No. 2, No. 7 and No. 8 will register at Granger by Form 68. Trains No. 1, No. 3, No. 5 and No. 7 will register at M-K-T Jct. by Form 68.

3-b. First Class trains and passenger extras only, will register at Bem.

3-c. Passenger trains displaying signals for a following section, will stop and register at all registering stations, or get written acknowledgment from operator for signals displayed.

4. Double track extends between Mile 842.7 Bellmead, and Mile 844.6. Single track extends over Brazos River Bridge between Mile 844.6 and 844.9. Double track extends between Mile 844.9, Waco and Mile 853.1, Hewitt. On double track, double track rules will govern, except between Mile 844.9 and Mile 846.0, use track for which track rules are lined. All trains and engines, including yard engines and engines in charge of hostlers, will run under control between Mile 842.7, Bellmead, and Mile 846.0, Waco, expecting to find main track occupied. The moving train, or engine will be held responsible, except that where automatic block signals are in service, automatic block signal rules will govern. Trains, or engines, standing, or moving, under obscure conditions, unprotected by flagman, ample distance for safety, will be held equally responsible.

All trains and engines, including yard engines and engines in charge of hostlers, between Mile 843.6, Bellmead, and Mile 846.0, Waco, will run ahead of overdue superior trains on double track, and when receiving clear interlocking signals ahead of, or against, overdue superior trains on single track, without orders, but must ascertain location of superior trains, when necessary, to avoid delaying them.

4-a. No. 35 and No. 37 will use Main Line from Waco Passenger Station to Caphead and be governed by automatic block signals from the north end of double track (Mile 842.7) to Caphead. Check North Texas District register and avoid delaying overdue first class trains; obtain orders against such opposing trains, when overdue.

4-c. No. 36 and No. 38 will use Main Line from I.-G. N. Crossing (Mile 844.6) North of Brazos River Bridge to Waco Passenger Station.

4-d. All trains will move under control through Bellmead-Waco, Granger, Ajax-San Marcos, Yoakum Bend, Nogalitos, San Antonio, Smithville, La Grange, Houston, DeLeon and Cisco Yards, expecting to find main track occupied.

4-e. Rule 242-c may be observed when trains meet within yard limits at Temple and Cobel. All trains and engines run at restricted speed between north switch Temple and north switch Cobel.

Division	Passenger trains		Regular scheduled KFP & Mdse. trains	Other Freight trains
	Maximum Speed: (Miles per hour.)	Maximum Speed: (Miles per hour.)		
San Antonio (Between Waco and Hewitt)	60	30	25	25
San Antonio (Between Hewitt and Temple)	60	30	25	25
San Antonio (Between Temple and Granger)	60	30	25	25
San Antonio (Between Granger and Nogalitos via Austin)	60	30	25	25
Houston (Between Granger and Brookshire)	60	30	25	25
Houston (Between Brookshire and Houston)	60	30	25	25
San Marcos	40	20	20	20
Belton Branch	15	15	15	15
DeLeon	40	25	20	20
Stamford	35	20	20	20
Cross Plains	20	15	15	15

Note: Trains handling oil cars, either loaded or empty, must not exceed 25 miles per hour at any point.

5-a. Maximum speed of engines backing up with, or without, cars, 15 miles per hour.

5-b. Maximum speed entering, or leaving, Main track turn outs, passenger trains, 15 miles per hour; freight trains, 10 miles per hour.

5-c. Maximum speed of freight engines on passenger trains, 45 miles per hour, except as otherwise restricted.

5-d. Maximum speed of switch engine, with, or without, cars, 20 miles per hour, except as otherwise restricted.

5-g. Switch at North end of double track, North of StLSW crossing Bellmead, is automatic. Speed restrictions are 10 miles per hour through this switch, either direction. When any part of train, or engine, stops on this switch, it must not be moved in opposite direction, in such manner, as to cause derailment.

5-h. Maximum speed through City Limits, as prescribed by ordinances:

Waco (Pass. trains) 18 miles per hour	Elgin 6 miles per hour
Waco (Frt. trains) 12 miles per hour	Bastrop 20 miles per hour
Temple 6 miles per hour	Smithville 15 miles per hour
Granger 15 miles per hour	LaGrange 6 miles per hour
Georgetown 30 miles per hour	Houston Heights 13 miles per hour
Austin 6 miles per hour	Houston 13 miles per hour
San Marcos 15 miles per hour	Lockhart 15 miles per hour
New Braunfels 12 miles per hour	Belton 6 miles per hour
San Antonio 6 miles per hour	Hico 10 miles per hour
Taylor 12 miles per hour	Dublin 12 miles per hour

5-l. Reversed direction of traffic on double track: Passenger trains, 35 miles per hour. Freight trains, 20 miles per hour.

6. Train's schedules at Sealy are effective at passing track north of the station; Hewitt, at end of double track; Temple, at passing track extending just south of the passenger station (generally known as the "Middle Passing Track") which intersects main track through cross-over just north of the water tank.

6-a. Interlocker home signal for inbound movement to San Antonio passenger station and governing Wye Junction and crossing of SA&AP Kerrville Branch, is located on left hand side of track.

6-b. Interlocker Distant Signal for northward trains governing H&T C crossing at Eureka is located on left hand side of track.

6-c. Interlocker home signal for northward trains governing H&T C Crossing just north of Brazos River Bridge, Waco, is on left hand side of track.

6-d. Automatic Block Signals in Service: From Mile 841.9 to Mile 842.7, southward traffic, and to Mile 843.6, northward traffic. From Mile 846.3, southward traffic, and from Mile 847, northward traffic to Mile 909.6, San Antonio Division, and to Mile 908.4, Houston Division. From Mile 1033.5 to Mile 1034, San Antonio Division.

6-e. At Schull, whenever it is necessary for a southward train to hold main track and meet a train, the southward train must not pass a point about 1400' south of north switch, which point is indicated by a battery box on east side of main line, painted white, until the northward train has passed the block signal located at, or near, the South switch.

7. Normal position of switch at end of double track Hewitt is for northward trains.

7-a. Normal position of switch at Houston Division main track connection at Granger is for San Antonio Division.

7-b. Normal position of switch at Ajax is for San Antonio Division.

7-c. Normal position of switch at connection between Houston and San Marcos Divisions at Smithville is for Houston Division.

7-d. Normal position of main track switch at Nogalitos is for outward passenger trains.

7-e. Normal position of switch at Bem is for Bellmead cutoff.

8. Car capacities of tracks are exclusive of engine and cabooses and based on average of 45 feet per car.

8-a. Stations, tracks and spurs not shown on schedule page:

San Antonio Division			
Name	MP Location	End Connected to Main Track	Car Capacity
Bruceville	863.0	South	15
Mozo	U913.5	North	15
Burkland	U921.8	South	15
Dessau	U940.6	South	18
Iglehart	U956.5	Both	20
Grune	M1006.6	North	22
Solms	M1029.7	North	27
Salado	M1029.7	North	28
Anthony	M1034.8	Both	23
Houston Division			
Name	MP Location	End Connected to Main Track	Car Capacity
Circleville	913.7	South	10
Consumers Mine	844.3	North	10
Calvin	946.0	North	10
Friedale	950.9	North	10
Leevan	977.3	South	58
Hatters	1003.8	North	10
San Felipe	1023.3	South	10
Enos	1043.6	South	20
Rogersville	1043.6	South	20
Barker	1063.9	South	29
San Marcos Division			
Name	MP Location	End Connected to Main Track	Car Capacity
Bateman	M22.5	West	19
Mears	M24.6	West	6
Humble Oil Loading Rack	M29.4	East	30
Sun Oil Loading Rack	M30.5	East	29
Larremore	M40.1		
Blanco Spur	M50.2		
De Leon Division			
Name	MP Location	End Connected to Main Track	Car Capacity
Caphead (Jct.)	841.9		
Independent Torpedo Co.	117.1	West	Eng. & Caboose only

Stamford Division			
Name	MP Location	End Connected to Main Track	Car Capacity
Prairie Oil & Gas	131.9	East	83
Illinois Torpedo Co.	155.4	East	Eng & Caboose only
Texas Co.	174.5	West	52
Coghill	183.1	West	7
Stone	208.7	East	2
East Stamford	224.1	West	1
Plasterco Junction	250.5	East	1
Sand Spur	260.7	East	3

Cross Plains Branch			
Name	MP Location	End Connected to Main Track	Car Capacity
Mon-Tex Spur	B-140.9	West	5
Invincible Spur	B-149.5	West	11
Peeries Carbon Co.	B-153.2	East	10
Western Carbon Co.	B-153.3	East	18
Phillips Petroleum Co.	B-153.5	East	16

8-b. Water Stations not shown on schedule page:

Name	MP Location	MP Location
Circleville	Houston Division	913.7
Cummings Creek	Houston Division	1005.6
Aquilla	DeLeon Division	20.8
East Steel's Creek	DeLeon Division	43.9
South Hubbard Creek	Stamford Division	179.4
Sipe Springs	Cross Plains Branch	138.8

8-c. Yards protected by yard limit boards:

Name	MP Location
Bellmead to Waco, inclusive	LaGrange
Temple	New Ulm
Granger	Sealy
Iglehart to Austin, inclusive	Eureka to Houston, inclusive
Ajax to San Marcos, inclusive	Dale to Lockhart, inclusive
New Braunfels	Bem
Travis Yard to San Antonio, inclusive	DeLeon
Taylor	Cisco
Elgin	Stamford
Smithville	Plasterco Junction
	Rotan

8-d. Bulletin Books are located at:

Name	MP Location
Bellmead—Yard Office	Smithville—Telegraph Office
Bellmead—Round House	Smithville—Round House
Waco—Telegraph Office	Houston—Telegraph Office
Waco—Engineers Rest Room	Houston—Roundhouse
Temple—Telegraph Office	DeLeon—Telegraph Office
Granger—Telegraph Office	DeLeon—Round House
New Braunfels—Depot	Stamford—Telegraph Office
Nogalitos—Yard Office	Stamford—Round House
Nogalitos—Round House	Rotan—Depot
San Antonio—Passenger Station	

8-e. Standard Clocks are located at:

Name	MP Location
Bellmead—Telegraph Office	San Antonio—Passenger Station
Waco—Telegraph Office	Smithville—Telegraph Office
Temple—Telegraph Office	Houston—Telegraph Office
Granger—Telegraph Office	DeLeon—Telegraph Office
San Marcos—Telegraph Office	Cisco—Telegraph Office
Nogalitos—Yard Office	Stamford—Telegraph Office
Nogalitos—Round House	Rotan—Telegraph Office

9. Watch Inspectors:

Sidney Y. Ball, General Time Inspector, 804 Railway Exchange, Chicago.

Name	MP Location
Koen & Son, Joe	Austin
Stocking, B. R.	Belton
Hampton, H.	DeLeon
Duncan, E. C.	Cisco
Ganter & Son, B.	Galveston
Peacock, F. J.	Granger
Houston Watch Co., 1st Floor Southern Pacific Bldg	Houston
Roth, V. E.	New Braunfels
Humble, O. B., 1301 1/2 South Flores St.	San Antonio
Gldemester & Son, Chas., 516 E. Houston Street	San Antonio
Ragsdale, C. E.	Smithville
Dobyns, R. H., 2025 Market Street	Stamford
Hemple & Co., J. R.	Temple
Armstrong, T. A., 725 Austin Street	Waco

10. Flag Stops not shown on Schedule page:

Station	For trains	Station	For trains
Bruceville	3, 4, 5 and 6	San Felipe	23 and 24
Burkland	3 and 4	Enos	23 and 24
Dessau	3 and 4	Barker	39 and 40
Grune	3 and 4	Bateman	39 and 40
Solms	3 and 4	Larremore	39 and 40
Circleville	23 and 24	Coghill	37 and 38
Calvin	23 and 24		

10-a. No. 23, No. 24, No. 25 and No. 26 stop on flag at following stations for revenue passengers destined to, or from, stations on Houston Division:

Lorena	Eddy	Troy	Holland
--------	------	------	---------

10-b. No. 4 stops at Lancaster, Red Oak, Sterrett, Forrester, Italy and Milford to discharge passengers from south of Waco.

11. Abbreviations:

Abbreviation	Meaning
W—Water	D—Day Telegraph Office only
O—Oil	N—Day and Night Telegraph Office
T—Turntable	NO—Night Telegraph Office only
S—Track Scales	f—Stop for meals
Y—Wye	s—Regular Stop
P—Telephone	f—Flag Stop



12. EMPLOYEES HOSPITAL ASSOCIATION.  
DR. E. F. YANCEY, Medical Director, Sedalia, Missouri.  
LOCAL SURGEONS.

- AUSTIN— Dr. H. B. Granberry, Dr. H. L. Hilgartner, Oculist, Dr. T. J. Bennett, Dr. A. F. Beverly.
ALEXANDER— Dr. E. E. Yarbrough.
ALBANY— Dr. Gregg Murrle.
BASTROP— Dr. T. B. Taylor.
BELTON— Dr. M. P. McElhannon.
BARTLETT— Dr. R. S. Sutton.
CISCO— Dr. J. W. Howell, Dr. K. J. Scott.
CARBON— Dr. T. G. Jackson.
CROSS PLAINS— Dr. John Tyson.
DE LEON— Dr. J. E. Self, Division Surgeon-Examiner.
DUBLIN— Dr. O. O. Gain.
ELGIN— Dr. G. T. King.
GEORGETOWN— Dr. W. H. Moses.
GALVESTON— Dr. Edward Randall, Dr. A. O. Singleton.
GRANGER— Dr. M. R. Sharp.
GORMAN— Dr. R. H. Rush.
HAMLIN— Dr. J. T. Bynum.
HOUSTON— Dr. E. M. Arnold, Oculist, Dr. Frank Barnes, Division Surgeon, Dr. J. W. Thorn, Division Surgeon-Examiner, Dr. E. W. Bertner.
HOLLAND— Dr. C. H. Hamblen.
HICO— Dr. J. D. Currie.
IREDELL— Dr. A. N. Pike.
KATY— Dr. J. M. Stewart.
LA GRANGE— Dr. R. H. Knolle.
LITTLE RIVER— Dr. A. H. Alsup.
LOCKHART— Dr. A. A. Ross.
MORGAN— Dr. L. E. Maples.
MORAN— Dr. W. A. Burns.
NEW BRAUNFELS— Dr. A. J. Hinman.
PFLUGERVILLE— Dr. August Kuhn.
RISING STAR— Dr. Tom Patterson.
ROTAN— Dr. W. W. Callan.
STAMFORD— Dr. E. P. Bunkley, Dr. Dallas Southard.
SAN ANTONIO— Dr. W. E. Russ, Division Surgeon-Examiner, Dr. J. H. Burleson, Oculist, Dr. T. J. Walthall, Nose and Throat Specialist, Dr. W. H. Hargis, Dr. W. M. Bassett, Dr. J. W. Kenney.
SMITHVILLE— Dr. W. R. Curham, Division Surgeon-Examiner, Dr. J. H. E. Powell, Division Surgeon-Examiner.
SAN MARCOS— Dr. T. Kinney.
SEALY— Dr. O. F. Howe.
TAYLOR— Dr. R. E. Bledsoe, Dr. Edmond Doak.
TEMPLE— Dr. J. G. Jenkins, Dr. J. S. McCelvey, Dr. L. R. Talley.
WACO— Dr. M. W. Colgin, Division Surgeon-Examiner, Dr. I. E. Colgin, Division Surgeon-Examiner, Dr. Geo. M. Liddell, Examiner, Dr. H. T. Aynesworth, Oculist, Dr. K. H. Aynesworth, Consulting Surgeon, Dr. J. C. Hall, Oral Surgeon.
WALNUT SPRINGS— Dr. W. C. Murray, Division Surgeon-Examiner, Dr. J. A. Murray, Division Surgeon-Examiner.
WHITNEY— Dr. W. T. Treat.

- 14. H & T C time table and rules govern between Pershing and Austin.
14-a. I-G. N. time table and rules govern between Austin and M-K-T. Junction.
14-b. G. H. & H. time table and rules govern between Bonners Point, Houston, and 33rd Street, Galveston.
14-d. Union Depot Company of Galveston time table and rules govern between 33rd Street, Galveston and Union Depot.

18. List of main track Bridges and structures having horizontal clearance of less than 15 feet and vertical clearance of less than 22 feet above top of rail, and will not clear man on top or side of engine or car:

Table with columns: San Antonio Division, Houston Division, DeLeon Division, Stamford Division, Cross Plains Branch, Bridge No., Bridge No., Bridge No., Bridge No., Bridge No. Values include M-922.2, M-1033.7, M-1034.0, M-1034.1, M-1034.2, M-1034.4, M-1034.5, 1083.5, 43.8, 74.4, 91.2, 97.6, 144.8, 166.6, 179.1, 184.5, 189.9, 211.5, 220.5.

Trolley wires over R. and N. W. Ry. transfer track, North Roby. Guys and trolley wire over Texas Electric Railway Company connection with cut-off track near Bem.

19. When vehicles or persons are seen approaching crossing, or where view of public crossing is in any manner obscured so engineers cannot see vehicles or persons approaching such crossing, the engineers must in all cases (in addition to the regulation whistle which must be sounded 1,320 feet from crossing) start blowing the whistle at a distance of 500 feet from the crossing and continue until engine has passed over crossing.

20. When actual weight of load is not obtainable, use the following tonnage figures: Refrigerator Loaded Merchandise.....42 Tons. Other Cars Loaded Merchandise.....27 Tons. Live Stock.....30 Tons. Live Poultry.....36 Tons.

Table with columns: Kind, Auto, Box, Coal, Fla., LPT, Rfgr., Stock, Tank, Ballast, Cinder, Cab. Values include 22, 20, 20, 18, 26, 26, 20, 22, 21, 19, 18.

TONNAGE RATINGS

Table with columns: Locomotives, 61% Booster, 61%, 54%, 44%, 30%. Rows include Bellmead, Smithville, Houston, San Antonio, etc. Columns include Adjustment Tons, Rating Tons, No. Cars.

Ratings are for trains containing number of cars listed. For each additional car deduct from rating, or for each car less, add to rating, the amount shown in adjustment column, to give correct rating for trains of varying length.

- 13. Engine Whistle Signal Code: At Waco H&TC Interlocker. Southward Main to Single Main (Main Track to Main Track) Single Main to Northward Main (Main Track to Main Track) Northward Main to Single Main (Irregular route) Single Main to Southward Main (Irregular route) Main Track to Compress Track Main Track to Texas Light & Power Track Compress or TL&P Track to Main Track Main Track to Cotton Belt Main Track to Texas Central Main Track Texas Central Main Track to Main Track

E. V. JOHNSON, H. W. DAVIDSON, Trainmasters. F. RUTLEDGE, Trainmaster— Road Foreman of Engines. A. H. ROTHMEYER, Road Foremen of Engines. B. G. WHITLOW, Chief Dispatcher. F. S. LEWIS, E. S. WALSH, C. D. TOWNSLEY, A. S. LEE, W. M. HOOE, J. G. SCHMIDT, C. A. BIRGE, JR. Dispatchers. Road Foremen of Engines have the same authority as Trainmasters while on line of Road.

**SOUTH TEXAS  
DISTRICT**

**TIME TABLE  
No. 6**

**Effective  
June 6, 1926**