

**MISSOURI-KANSAS-TEXAS RAILROAD COMPANY
OF TEXAS**

SAFETY

FIRST

SOUTH TEXAS DISTRICT

EMPLOYEES' TIME TABLE No. 16-A

16-A

Effective Sunday, October 28, 1934

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

16-A

Superseding Previous Time Tables and Supplements

For Employes Only

D. C. DOBBINS,
Superintendent

J. H. LITTLE,
Superintendent Transportation

F. W. GRACE,
Vice President and General Manager

SOUTHWARD TRAINS

HOUSTON DIVISION

NORTHWARD TRAINS

FOURTH CLASS						THIRD CLASS			FIRST CLASS			Fuel, Water, Telephone, Track Scales, Turn Table, We and Car Capacity Sidings	Distance from St. Louis	Time Table No. 16-A Effective 12:01 A. M. October 28, 1934			Station Numbers	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
Way	91	71	73	23	25	Passenger	Flyer 11 O'clock Katy	24	26	70	74			90	Passenger	Flyer 11 O'clock Katy		Steamer Stock	Thru Freight	Way	Monday Wednesday Friday		
	Tuesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
	AM 10.10	PM 3.50	PM 2.10	PM 1.55	AM 3.29	Yard WYPO 136	908.1	N Leave	GRANGER	Arrive G	908	PM 4.50	AM 3.15	AM 9.00	PM 3.00	AM 11.35							
	10.30	4.10	2.35 74	2.05	3.38	P 80	915.2		HOKIE		915	4.40	3.04	8.35	2.35 73	11.00							
	10.59	4.34 24	2.50	2.10 74	3.46	PYS 181	918.9	N	TAYLOR	Interlocker JG	919	4.34 71	2.58	8.25	2.10 23	10.50							
	11.14	4.51	3.08	2.20	3.53	P 107	923.9	IGN	OHASE		924	4.26	2.48	8.10	1.45	9.55							
	11.23	4.59	3.14	2.25	3.57	P 44	926.7	D	COURLAND	Interlocker OD	927	4.21	2.44	8.03	1.35	9.45							
				2.40	4.09	PY 934.8		SP	ELGIN		935	4.09	2.34										
	12.01 PM	5.20	3.35	2.41	4.10	PW 125	935.0	N	ELGIN YARD			4.07	2.33	7.37	1.10	9.20							
	12.48 74	5.39	3.56 24	2.54	4.20	P 72	943.6		SAYERS		944	3.56 73	2.23	7.12	12.48 91	8.30							
	12.58	5.47	4.15	2.59	4.25	P 37	947.0		GLENHAM		947	3.52	2.18	7.02	12.38	8.10							
	1.03	5.53	4.30	3.04	4.28	P 108	948.9		PHELAN		949	3.49	2.16	6.58	12.33	7.55							
	1.30	6.10	4.50	3.15	4.36	P 72	953.8	D	BASTROP	BA	954	3.42	2.09	6.42	12.20	7.40							
	1.45	6.25	5.15	3.22	4.43	P 103	958.4		HILL'S PRAIRIE		958	3.35	2.03	6.30	12.06 PM	7.00							
	2.01	6.40	5.30	3.30 24	4.48	P 70	962.4		UPTON		962	3.30 23	1.58	6.20	11.55	6.50							
	2.15	6.50	5.45	3.38	4.53	P 48	966.0		FAWSETT		966	3.25	1.52	6.10	11.42	6.40							
	A 2.30 PM	7.00 8.00	A 6.00 PM	3.45 3.50	4.58 5.03	OWPSTY Yard	969.4	N	SMITHVILLE	SM	969	3.20 3.15	1.45	6.00 5.30	11.30 AM	6.30 AM							
		8.12		3.58	5.10 70	P 77	974.0	SAMAP	KIRTLEY	Interlocker	974	3.06	1.37	5.10 25									
		8.24		4.06	5.16	PY 125	978.3	N	WEST POINT	WF	978	2.59	1.30	4.39									
		8.36		4.12	5.22	P 108	982.9		PLUM		982	2.52	1.23	4.28									
				4.23	5.30	P	988.2		LA GRANGE		988	2.40	1.14										
		8.58		4.24	5.31	P 91	989.0	Auto Block Signals	D LA GRANGE YARD	RA		2.39	1.13	4.15									
		9.18		4.33	5.38	P 67	994.2		HALSTED		994	2.30	1.06	4.00									
		9.45		4.45	5.48	P 125	1002.1		D FAYETTEVILLE	VY	1002	2.18	12.56	3.35									
		10.06		4.55	5.55	P 89	1007.1		PIREK		1007	2.09	12.49	3.20									
		10.31		5.05	6.04	PY 125	1013.6		D NEW ULM	UM	1014	2.00	12.40	3.06									
		11.14		5.25	6.19	P 114	1024.0		D CAT SPRING	OS	1024	1.44	12.26	2.44									
		11.32		5.32	6.27	P 70	1030.0		LADIG		1029	1.33	12.18	2.31									
		12.11 26 AM		5.43	6.35	WPY 120	1035.0	N	SEALY	Interlocker SY	1035	1.25	12.11 71	2.22									
		12.53		5.54	6.45	P 59	1041.9	GC&SF	MCDOWELL		1042	1.14	12.02 AM	2.07									
		1.10		6.05	6.54	P 104	1047.8	D	BROOKSHIRE	BK	1048	1.05	11.54	1.54									
		1.23		6.13	7.01	P 67	1052.1		DOBSON		1052	12.58	11.48	1.45									
		1.37 70		6.20	7.07	WP 97	1056.0	D	KATY	RS	1056	12.52	11.43	1.37 71									
		1.50		6.28	7.14	P 104	1060.4		DELI		1061	12.44	11.37	1.27									
		2.04		6.38	7.22	P 162	1066.5		ADDICKS		1066	12.34	11.29	1.14									
		2.20		6.47	7.31	P 126	1072.9		HILLENDAHL	Interlocker	1073	12.24	11.21	12.59									
		2.38		6.57	7.40	P 141	1079.5	Automatic Block Signals	EUREKA	KA	1079	12.15	11.13	12.45									
		2.45		7.03	7.45		1081.1	SP	HOUSTON RIGHTS	Interlocking device	1081	12.10	11.09	12.40									
		2.53		7.08	7.50		1082.5	SP	SPRING STREET		1083	12.05	11.03	12.35									
		3.00 4.30 AM		7.15	7.55 8.10 AM	OWPST Yard	1083.9	N	HOUSTON	Leave HU	1084	12.01	11.00 9.30 PM	12.30 AM									
		8.00 AM			9.35 AM		1134.0		GALVESTON		1134		8.00 PM	7.00 PM									
	91	71	73	23	25				225.9			24	26	70	74	90							
	14.2	16.5	16.0	33.0	38.6				Average Speed Per Hour			36.5	39.3	21.9	17.5	12.1							

WESTWARD TRAINS

DELEON DIVISION

EASTWARD TRAINS

FOURTH CLASS		FIRST CLASS		Car Capacity Other Sidings	Capacity Other Tracks	Fuel, Water, Wye, Scales, Turn Table	Distance from Waco	Time Table No. 16-A Effective 12:01 A. M. October 28, 1934			Station Numbers	FIRST CLASS		FOURTH CLASS		
171 Way	Daily Except Sunday	35 Passenger	Daily					36 Passenger	Daily	170 Way		Daily Except Sunday	STATIONS			
	AM		AM		Yard	WS		N Leave	WACO	1.0	Arrive WC	846	PH 9.40			
					Yard		1.0	St.L.S.W. T.&N.O.-I-GN-St.L.S.W.-S.A.&A.P. Interlocker	EAST WACO	1.5	Interlocking Device		PH 9.32		PH	
	4.00		AM 6.07		Yard	OWST	2.8	N Leave	BELLMEAD	0.8	Arrive BJ	843	VIA EAST WACO		6.00	
	4.05		6.10				3.6		CAPHEAD	2.3		4			5.55	
	4.17		6.16				5.3	Texas Electric R R	BEM	2.3	Crossing	6	9.19		5.45	
	f 4.40		f 6.30	52			13.1		ROSS	7.8		13	f 9.05		f 5.20	
	f 4.55		f 6.38	52			16.4		WIGGINS	7.2		17	f 8.57		f 5.05	
	f 5.20		s 6.53	45	30		24.2	D	AQUILLA	9.8	AQ	24	s 8.43		f 4.45	
	f 5.55		s 7.13	43	59	W	34.0	D	WHITNEY	8.0	WN	34	s 8.24		f 4.10	
	6.15		f 7.23		10		40.0		NELA	6.2		40	f 8.12		3.50	
	f 6.31		f 7.33	50			45.7		STEINER	6.2		46	f 8.02		f 3.35	
	6.50		7.43	27			51.0	GC&SF	GRAVEL PIT	9.8	Interlocker	52	7.51		3.15	
	f 7.00		s 7.49	51	52		54.5	N	MORGAN	9.8	MN	55	s 7.46		f 3.05	
	f 7.30		s 8.07	62	170	WY	63.3	D	WALNUT SPRINGS	10.0	JS	64	s 7.27		f 2.35	
	f 8.05		s 8.27	45	34		73.9	D	IREDELL	10.3	OD	74	s 7.08		f 2.05	
	f 8.47 35		s 8.47 171	46	105	W	84.8	D	HICO	7.2	HN	85	s 6.48		s 1.30	
	f 9.30		f 9.00	47			92.0		CLAIRETTE	8.8		93	f 6.33		f 12.57	
	f 9.48		s 9.10		32		97.1		ALEXANDER	8.8		98	s 6.23		f 12.40	
	s 10.20		s 9.30	50	160	SW	106.5	D	DUBLIN	4.0	DU	107	s 6.05		s 12.10 PM	
	10.32		9.37	46			110.5		MT. AIRY	4.3		111	5.55		11.30	
	f 10.45		f 9.45	45	43		114.8		COMYN	4.3		115	f 5.48		f 11.15	
	11.00 170 AM		9.55 AM		Yard	OYW	119.7	D Arrive	DELEON	4.0	Leave DN	120	5.40 PM		11.00 171 AM	
	171 16.7		35 30.6					119.7					36 29.9		170 16.7	
								Average Speed Per Hour								

WESTWARD TRAINS

CROSS PLAINS BRANCH

EASTWARD TRAINS

THIRD CLASS		Pasing Tracks Car Capacity	Car Capacity Other Tracks	Fuel, Water, Wye, Track Scales	Distance from Waco	Time Table No. 16-A Effective 12:01 A. M. October 28, 1934			Station Number	THIRD CLASS	
51 Mixed	Daily Except Sunday					50 Mixed	Daily Except Sunday	STATIONS			
	PH 12.15		Yard	OYW	119.7	D Leave	DELEON	9.6	Arrive DN	120	AM 11.00
	f 12.55	16			129.3		DUSTER	6.7		B 129	f 10.15
	s 1.25	32	48		136.0		SIPE SPRINGS	6.7		B 136	s 9.45
	s 2.20	50	58		147.3	D	RISING STAR	11.3	RS	B 147	s 8.55
	s 2.50	22	79		155.2	D	PIONEER	4.7	ON	B 155	s 8.20
	3.15 PM		Yard	Y	159.9	D Arrive	CROSS PLAINS	4.7	Leave CR	B 160	8.00 AM
	51 13.4					40.2	Average Speed Per Hour				50 13.4

WESTWARD TRAINS

STAMFORD DIVISION

EASTWARD TRAINS

FOURTH CLASS				FIRST CLASS				Car Capacity Sidings	Other Tracks Car Capacity	Fuel, Water, Wye, Turn Table, Scales	Distance from Waco	Time Table No. 16-A		Station Numbers	FIRST CLASS		FOURTH CLASS				
105	171	35		36	170	106	Passenger					Way	Mixed		Daily Except Sunday	Daily Except Sunday	Effective 12:01 A. M. October 28, 1934	Daily	Passenger	Way	Mixed
Mixed	Way	Passenger		36	170	106															
Daily Except Sunday	Daily Except Sunday	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
	11.30 AM	10.00 ¹⁷⁰ AM		11.30 AM	10.00 ³⁵ AM	11.30 AM	10.00 ³⁶ AM	11.30 AM	10.00 ¹⁷⁰ AM	11.30 AM	10.00 ¹⁰⁶ AM	11.30 AM	10.00 ³⁶ AM	11.30 AM	10.00 ¹⁷⁰ AM	11.30 AM	10.00 ¹⁰⁶ AM				
	11.45	10.10		11.45	10.10	11.45	10.10	11.45	10.10	11.45	10.10	11.45	10.10	11.45	10.10	11.45	10.10				
	12.05 PM	10.20		12.05 PM	10.20	12.05 PM	10.20	12.05 PM	10.20	12.05 PM	10.20	12.05 PM	10.20	12.05 PM	10.20	12.05 PM	10.20				
	12.35	10.40		12.35	10.40	12.35	10.40	12.35	10.40	12.35	10.40	12.35	10.40	12.35	10.40	12.35	10.40				
	12.48	10.50		12.48	10.50	12.48	10.50	12.48	10.50	12.48	10.50	12.48	10.50	12.48	10.50	12.48	10.50				
	2.15	11.10		2.15	11.10	2.15	11.10	2.15	11.10	2.15	11.10	2.15	11.10	2.15	11.10	2.15	11.10				
	2.35	11.15		2.35	11.15	2.35	11.15	2.35	11.15	2.35	11.15	2.35	11.15	2.35	11.15	2.35	11.15				
	2.55	11.25		2.55	11.25	2.55	11.25	2.55	11.25	2.55	11.25	2.55	11.25	2.55	11.25	2.55	11.25				
	3.10	11.39		3.10	11.39	3.10	11.39	3.10	11.39	3.10	11.39	3.10	11.39	3.10	11.39	3.10	11.39				
	3.28 ³⁶	11.49		3.28 ³⁶	11.49	3.28 ³⁶	11.49	3.28 ³⁶	11.49	3.28 ³⁶	11.49	3.28 ³⁶	11.49	3.28 ³⁶	11.49	3.28 ³⁶	11.49				
	4.15	11.59		4.15	11.59	4.15	11.59	4.15	11.59	4.15	11.59	4.15	11.59	4.15	11.59	4.15	11.59				
	4.45	12.19 PM		4.45	12.19 PM	4.45	12.19 PM	4.45	12.19 PM	4.45	12.19 PM	4.45	12.19 PM	4.45	12.19 PM	4.45	12.19 PM				
	4.57	12.40		4.57	12.40	4.57	12.40	4.57	12.40	4.57	12.40	4.57	12.40	4.57	12.40	4.57	12.40				
	5.15	12.48		5.15	12.48	5.15	12.48	5.15	12.48	5.15	12.48	5.15	12.48	5.15	12.48	5.15	12.48				
	5.35	12.57		5.35	12.57	5.35	12.57	5.35	12.57	5.35	12.57	5.35	12.57	5.35	12.57	5.35	12.57				
	6.00	1.06		6.00	1.06	6.00	1.06	6.00	1.06	6.00	1.06	6.00	1.06	6.00	1.06	6.00	1.06				
	8.30 AM	1.19		8.30 AM	1.19	8.30 AM	1.19	8.30 AM	1.19	8.30 AM	1.19	8.30 AM	1.19	8.30 AM	1.19	8.30 AM	1.19				
	9.10	1.35 PM		9.10	1.35 PM	9.10	1.35 PM	9.10	1.35 PM	9.10	1.35 PM	9.10	1.35 PM	9.10	1.35 PM	9.10	1.35 PM				
	9.55	2.1		9.55	2.1	9.55	2.1	9.55	2.1	9.55	2.1	9.55	2.1	9.55	2.1	9.55	2.1				
	10.50	2.8		10.50	2.8	10.50	2.8	10.50	2.8	10.50	2.8	10.50	2.8	10.50	2.8	10.50	2.8				
	11.15	2.88		11.15	2.88	11.15	2.88	11.15	2.88	11.15	2.88	11.15	2.88	11.15	2.88	11.15	2.88				
	11.45	3.0		11.45	3.0	11.45	3.0	11.45	3.0	11.45	3.0	11.45	3.0	11.45	3.0	11.45	3.0				
	12.9	3.08		12.9	3.08	12.9	3.08	12.9	3.08	12.9	3.08	12.9	3.08	12.9	3.08	12.9	3.08				
	15.4	3.08		15.4	3.08	15.4	3.08	15.4	3.08	15.4	3.08	15.4	3.08	15.4	3.08	15.4	3.08				

No. 35 is superior to No. 36.

No. 105 is superior to No. 106.

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.
 - No. 35 is superior to No. 36 between DeLeon and Stamford.
 - No. 105 is superior to No. 106.
- Other first class trains will clear the time of No. 1 and No. 2 at least 5 minutes.
 - Third and Fourth class trains, extra trains, and yard engines, will clear the time of first class trains, at least 10 minutes.
 - No. 52 and No. 53 when two hours, 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.)
- First class trains and passenger extras will report for orders before leaving Waco, Austin, San Antonio, Smithville, Houston, DeLeon, Cisco, Stamford and Rotan.
- Third and fourth class trains and freight extras will report for orders before leaving Bellmead, Austin, Nogalitos, Smithville, Houston, DeLeon, Cisco, Stamford and Rotan.
- No. 93 and Houston division third and fourth class trains and freight extras will report for orders before leaving Granger.
- Southward trains will report to T. & N. O. Dispatcher by telephone from Pershing.
- Nos. 52 and 53 will register at Temple and get clearance from dispatcher before leaving Echo and Temple. Nos. 54 and 55 will report to dispatcher upon arrival, and before departure, at Echo.
- Third and fourth class trains and freight extras will register at Nogalitos.

- Trains No. 1, No. 2, No. 5, No. 6, No. 25 and No. 26 will register at Granger "by slip." Trains No. 1, No. 3 and No. 5 will register at M-K-T. Jct. "by slip."
- 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.
- Double track extends between Mile 843.0 Bellmead, and Mile 844.6. Single track extends over Brazos River Bridge between Mile 844.6 and Mile 845.0. 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 switches are lined. All trains and engines, including yard engines and engines in charge of hostlers, will run at restricted speed between Mile 843.0 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 843.0, 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.
- No. 25 will use main track from Waco station to Caphead and be governed by automatic block signals from Mile 843.6 to Caphead. Check North Texas District register and avoid delaying overdue first class trains; obtain orders against such opposing trains, when overdue.
- No. 36 will use main track from T. & N. O. crossing (Mile 844.6) North of Brazos River Bridge to Waco station.
- All trains run at restricted speed between outer switches Granger not protected by block signals; at and between Ajax and San Marcos; at and between Yoakum Bend, Nogalitos, San Antonio; at and approaching San Marcos Division Jct. Switches and passenger station Smithville; at and between Spring St. and passenger station Houston; at and between Cross Plains Jct. switches, and between outer switches of yard De Leon; between outer switches of yard Cisco and Albany, expecting to find main track occupied.

- Trains will not exceed 18 miles per hour over street crossings between Eureka and Spring Street, and in the street between switches at Spring Street.
- Track at Hunter has connection at north end only.
- Abbreviations.

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	!—Stop for meals
Y—Wye	s—Regular Stop
P—Telephone	f—Flag Stop
- Maximum Speed: (Miles per hour)

Division	Passenger Trains	Regular Scheduled KFF & Misc. Trains	Other Freight Trains
San Antonio (Between Waco and Granger)	60	30	25
San Antonio (Between Granger and Pershing)	50	30	25
San Antonio (Between San Marcos and Nogalitos)	60	30	25
Houston (Between Granger and M.P. 925)	50	30	25
Houston (Between M.P. 925 and Smithville)	50	30	25
Houston (Between Smithville and Houston)	50	30	25
San Marcos (Between M.P. 42 and Ajax)	35	25	15
San Marcos (Between Smithville and M.P. 42)	40	25	15
Belton Branch	15	15	15
Texas Central (Between Waco and Stamford)	35	25	15
Texas Central (Between Stamford and Rotan)	25	25	15
Cross Plains Branch	15	15	15
Reversed Direction on Double Track	35	25	20
- Trains handling oil cars, loaded or empty, must not exceed 25 miles per hour at any point on San Antonio and Houston Divisions and 20 miles per hour on DeLeon and Stamford Divisions, 20 miles per hour San Marcos Division, Smithville to M.P. 42.
- 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, 20 and freight trains, 15 miles per hour except north end double track Bellmead, south end double track Hewitt, and through passing track switches West Point, Elgin yard, and turn out to San Antonio Division main line Granger, passenger trains 30, and freight trains 20 miles per hour.

5-c. Maximum speed of freight engines on passenger trains, 45 miles per hour.
5-d. Maximum speed of switch engines, with, or without cars, 20 miles per hour, except as otherwise restricted.

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

Waco	20 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	Fayetteville	15 miles per hour
Austin	6 miles per hour	Houston Heights	18 miles per hour
San Marcos	20 miles per hour	Houston	18 miles per hour
New Braunfels	12 miles per hour	Lockhart	15 miles per hour
San Antonio	10 miles per hour	Belton	6 miles per hour
Taylor	12 miles per hour	Elgin	10 miles per hour
Elgin	10 miles per hour	Dublin	15 miles per hour

5-f. Maximum speed over Cotton Belt crossing Bellmead, 20 miles per hour.
5-g. All engines shall not exceed 15 miles per hour over Bridge 1084.0.
5-h. Maximum speed of trains through double track turnouts T. & N. O. and SA&P crossing Waco, 15 miles per hour.

5-i. Maximum speed approaching and passing over T. & N. O. Crossing M.P. 1080.8 South of Eureka, 15 miles per hour and look out for T. & N. O. trains.

5-j. At Granger, 15 miles per hour for all tracks will be designated as:
"Lake Siding," the north switch emerging from the west side of San Antonio main track near signal 907.1, extending southward, ending in the San Antonio Division main track just north of bridge signal 908.3.

"East Siding," the one extending from east side of San Antonio Division main track just north of water tank, extending southward, ending in the Houston Division main track just north of bridge signal 908.3.

"South Siding," the north switch emerging from San Antonio Division main track at bridge signal 908.3, extending southward on west side of Houston Division main track, ending in the Houston Division main track at Mile 843.8.

6. Trains' schedules at Sealy are effective at siding north of the station; Hewitt, at end of double track; Temple, at siding extending just south of the passenger station generally known as the (Middle siding) which intersects main track through cross-over just north of the water tank; Bartlett, south siding (south of station), Albany, west siding (new siding), Taylor (north siding).

At Granger, the time of first class trains will apply at the platform where traffic is received and discharged.

Extract from North Texas District Time Table Special Instructions—

"At Bellmead schedules are effective at north end of double track."

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

6-b. Interlocker home signal for northward trains governing T. & N. O. crossing just north of Bridge, Waco, is on left hand side of track.
6-c. Automatic block signals in service: From Mile 843.9 to Mile 843.9, southward traffic, and to Mile 844.6, northward traffic.

From Mile 846.3, southward traffic, and from Mile 847.4, northward traffic to Mile 809.6, San Antonio Division, and to Mile 808.4, Houston Division.

From Mile 1027.7 to Mile 1034.8 San Antonio Division.

From Mile 987.3 to Mile 1023.6 Houston Division.

From Mile 1077.7 to Mile 1083.6 Houston Division.

Movements between Southward Signal 1080.1 (South Switch Eureka) and Northward Signal 1083.4 (North Switch Houston Yard) will be governed by signal indications superseding time table and train order superiority. See Superintendent Bulletin No. 89 of October 25th, 1924.

6-d. At Schull, a southward train holding main track to meet a train must not pass a point indicated by white battery box on east side of main track, until northward train has passed block signal located near south switch.

6-e. At Tidwell, a southward train holding main track to meet a train, must not pass a point indicated by a sign on east side of main track, until northward train has passed block signal near south switch.

6-f. Two arm signal west side of main track, which is on left side for Northward trains, at T. & N. O. crossing just north of Houston Heights, must be observed regardless of other signal indications, before moving over crossing. When signal indicates "STOP," stop must be made clear of the crossing.

7. Normal position switch, 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.

7-f. Normal position of switch, north end of double track, Bellmead, is for southward trains.

7-g. At Hewitt, switch at end double track is mechanically controlled by operator, interlocking rules govern.

7-h. At Bellmead, switch at north end of double track is electrically controlled by operator in Bellmead telegraph office, interlocking rules governing: When home signals are inoperative, "call on" light located on top of instrument case at switch permits movement through switch after communicating with operator and then observing that switch points are properly set. Phone in booth at switch for communicating with operator.

7-i. At Cobel, the passing track switch at south end is electrically controlled by operator in Temple telegraph office, interlocking rules govern. Telephone in booth at switch for communicating with operator.

7-j. At Granger, the Houston Division switch at San Antonio main line junction is electrically controlled by operator in Temple telegraph office, interlocking rules govern. Telephone in booth at switch for communicating with operator and then observing that switch points are properly set. The push button located on booth for attracting operator's attention.

7-k. At Elgin, the passing track switches are electrically controlled by towerman in interlocker tower; interlocking rules govern. When home signals are inoperative "call on" light located on two arm home signal mast permits movement through switch after communicating with towerman and then observing that switch points are properly set. Telephone in booth at switch for communicating with towerman.

7-l. At West Point, south switch of passing track is electrically controlled by towerman; interlocking rules govern. When home signals are inoperative, "call on" light located on two arm home signal mast, permits movement through switch

after communicating with towerman, and then observing that switch points are properly set. Telephone in booth at south switch for communicating with towerman.

8. Car capacities of tracks are exclusive of engine and caboose 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	Car Capacity
Harlan Cross	848.8	45
Evansville	863.0	18
Mozo	U-913.5	9
Burkland	U-931.8	15
Dessau	U-940.6	16
Iglehart	U-953.5	16
Gruceno	M-998.7	22
Longhorn	M-1023.6	46
Texas Co.	M-1028.5	20
Exposition	M-1032.1	20
Anthony	M-1034.3	22

Houston Division		
Name	MP Location	Car Capacity
Circleville	913.7	20
Calvin	946.0	18
Leevan	977.3	90
Klimek	1005.3	10
Heywood	914.4	4
San Felipe	1038.3	23
Enos	1043.0	20
Rogersville	1043.6	20
Barlimer	M-1043.1	29

San Marcos Division		
Name	MP Location	Car Capacity
Willmar	M-8.5	West
Bateman	M-22.5	West
Miears	M-25.0	West
Cranfel	M-29.1	West
Laremore	M-40.1	West

Belton Branch		
Name	MP Location	Car Capacity
Hobbs	887.0	East

De Leon Division		
Name	MP Location	Car Capacity
Shale	19.7	East
Independent	117.1	West

Stamford Division		
Name	MP Location	Car Capacity
Illinois	156.3	East
Texas Co.	174.0	West
Pen	192.0	East
Quarry	195.2	West
Plasterco	229.5	East
Reynolds	253.6	East
Steele	254.3	West
Sand Spur	267.0	East

Cross Plains Branch		
Name	MP Location	Car Capacity
Mon-Tex	B-140.9	West
Invincible	B-149.5	East
Potter	B-151.8	East
Peerless	B-153.2	East
Western	B-153.2	East
Phillips	B-153.5	East

8-b. Water Stations not shown on schedule page:		
Name	MP Location	Car Capacity
Circleville	Houston Division	913.4
Cummings Creek	Houston Division	1005.6
North Hubbard	Stamford Division	186.6
Sipe Springs	Cross Plains Branch	183.2

8-c. Yards protected by yard limit boards:

Bellmead to Waco, inclusive	New Ulm
Schull-Temple-Cobel, inclusive	Sealy
Granger	Eureka to Houston, inclusive
Iglehart-Pershing	Lockhart
Ajax to San Marcos, inclusive	Bem
New Braunfels	Dublin
M.P. 1027.4 to San Antonio, inclusive	DeLeon
Taylor	Cisco
Smithville	Albany to Pen
Smithville	Stamford
Leevan-West Point, Inc. inclusive	Plasterco
LaGrange	Rotan

8-d. Bulletin Books are located at:

Bellmead—Yard Office	San Antonio—Passenger Station
Bellmead—Round House	Smithville—Telegraph Office
Waco—Telegraph Office	Smithville—Round House
Waco—Engineers Rest Room	Houston—Telegraph Office
Belton—Telegraph Office	Houston—Round House
Granger—Telegraph Office	DeLeon—Telegraph Office
Nogalitos—Yard Office	Stamford—Telegraph Office
Nogalitos—Round House	Stamford—Round House

8-e. Standard Clocks are located at:

Bellmead—Telegraph Office	Nogalitos—Round House
Waco—Telegraph Office	San Antonio—Passenger Station
Temple—Telegraph Office	Smithville—Telegraph Office
Granger—Telegraph Office	Houston—Telegraph Office
Houston Watch Co., 1st Floor Southern Pacific Bldg.	DeLeon
Humble, O. B., 1301 1/2 South Flores St.	San Antonio
Gildemeister & Son, Chas., 516 E. Houston Street.	San Antonio
Ragedale, C. B., 2025 Market Street.	Smithville
Stamford	Stamford
Armstrong, T. A., 725 Austin Street.	Waco

9. Watch Inspectors:

American Railroad Time Service Company, 720 Olive St., St. Louis.	
Koen & Son, Joe	Austin
Stocking, B. R.	Belton
Hampton, H.	DeLeon
Houston Watch Co., 1st Floor Southern Pacific Bldg.	Houston
Humble, O. B., 1301 1/2 South Flores St.	San Antonio
Gildemeister & Son, Chas., 516 E. Houston Street.	San Antonio
Ragedale, C. B., 2025 Market Street.	Smithville
Stamford	Stamford
Armstrong, T. A., 725 Austin Street.	Waco

10. Flag Stops not shown on Schedule page:

Station	For trains	Station	For trains
Bruceville	3 and 4	Enos	23 and 24
Circleville	23 and 24	Barlimer	23 and 24
Calvin	23 and 24	Bateman	48 and 49
San Felipe	23 and 24	Laremore	48 and 49
Klimek	23 and 24	Elm Mott	85 and 86

10-a. No. 1 stop Georgetown and New Braunfels to discharge revenue passengers from or through St. Louis and Kansas City.

10-b. No. 2 stop on flag New Braunfels and Georgetown for revenue passengers destined to or through St. Louis and Kansas City.

10-c. Nos. 1 and 2 stop on flag Georgetown to pick up or discharge revenue passengers from or to Dallas and stations beyond where these trains are scheduled to stop.

10-d. Nos. 1 and 2 stop on flag San Marcos for revenue passengers to and from regular Texas Special stops.

10-e. No. 5 and 25 stop to discharge revenue passengers from St. Louis and Kansas City and beyond also intermediate stations St. Louis to St. Paul inclusive.

10-f. No. 25 stop Elgin and Bastrop for revenue passengers to Houston and beyond, and to discharge revenue passengers from Waco and stations north that are stops for Nos. 5 and 25. Stop on flag Sealy for revenue passengers.

10-g. No. 6 and 26 stop any station for revenue passengers destined St. Louis on Kansas City and beyond also intermediate stations Parsons to St. Louis.

10-h. No. 26 stop Bastrop and Elgin for revenue passengers from or through Houston. Stop Bastrop and Elgin for revenue passengers destined Waco and beyond. Stop on flag Sealy for revenue passengers.

10-i. No. 26 stop Egan to discharge revenue passengers.

10-j. No. 24 stop stations between Hillsboro and Ft. Worth to discharge revenue passengers from points south of Waco and to pick up revenue passengers for stations where No. 24 is scheduled to stop, and where No. 4 is scheduled to stop north of Denison.

10-k. No. 6 stop on flag at New Braunfels and San Marcos for revenue passengers destined Waco and stations north that are regular or flag stops.

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

AUSTIN — Dr. H. B. Granberry. Dr. H. L. Hilgarnier, Oculist. Dr. A. F. Beverly.	MORGAN — Dr. C. C. Cate NEW BRAUNFELS — Dr. M. C. Hagler Dr. A. J. Hinman PFLUGERVILLE — Dr. August Kuhn ROTAN — Dr. W. L. Allen.
BELTON — Dr. M. P. McElhannon. BARTLETT — Dr. R. S. Sutton CISCO — Dr. E. L. Graham. CARBON — Dr. T. G. Jackson. CROSS PLAINS — Dr. I. M. Howard. DE LEON — Dr. H. H. Inzer Dr. J. E. Self, Div. Surg.-Examiner DUBLIN — Dr. O. O. Gain.	STAMFORD — Dr. E. P. Bunkley. Dr. Dallas Southard. SAN ANTONIO — Dr. W. B. Russ, Div. Surg.-Examiner. Dr. W. H. Hargis, Div. Surg.-Examiner. Dr. J. H. Burleson, Oculist. Dr. T. J. Walthall, Nose and Throat Specialist. Dr. J. L. Mitchell, Local Surgeon Dr. Stirling E. Russ. Dr. J. W. Kenney. Dr. R. G. McCorkle, Consulting T. B. Specialist. SMITHVILLE — Dr. W. R. Curham, Div. Surg.-Examiner Dr. J. H. E. Powell, Div. Surg.-Examiner Dr. G. W. Jones, Div. Surg.-Examiner Dr. T. J. Smith, Oral Surgeon.
ELGIN — Dr. G. T. King. GEORGETOWN — Dr. W. H. Moses. GALVESTON — Dr. Edward Randall, Sr. Consulting Surgeon Dr. A. O. Singleton. Dr. Edward Randall, Jr. GRANGER — Dr. Chas. C. Foster. GORMAN — Dr. M. L. Stubblefield. HAMLIN — Dr. J. T. Bynum HOUSTON — Dr. E. M. Arnold, Oculist. Dr. Frank Barnes, Division Surgeon. Dr. Chas. S. Gatos. Dr. J. W. Thorn, Div. Surg.-Examiner. Dr. E. W. Bertner Dr. J. H. Arnold, Oral Surgeon HOLLAND — Dr. C. H. Hamblen. HICO — Dr. C. M. Hall IREDELL — Dr. A. N. Pike. KATY — Dr. J. M. Stewart LA GRANGE — Dr. O. J. Knolle. LOCKHART — Dr. A. A. Ross Dr. A. A. Ross, Jr.	SEALY — Dr. F. W. Hoyer TAYLOR — Dr. E. W. Stromberg. Dr. Edmond Donk. TEMPLE — Dr. J. S. Jenkins. Dr. L. R. Talley. Dr. A. H. Alsop. Dr. B. F. Woodson, Oculist. WACO — Dr. I. E. Colgin, Div. Surg.-Examiner. Dr. H. T. Ayneworth, Oculist. Dr. K. H. Ayneworth, Consulting Surgeon. Dr. W. E. Colgin, Ear, Eye, Nose, Throat Specialist. Dr. C. O. Hall, Oral Surgeon. Dr. E. A. Milham. Dr. R. E. Bullard. WALNUT SPRINGS — Dr. J. A. Murray, Division Surgeon-Examiner. WHITNEY — Dr. W. F. Treat.

13. Engine Whistle Signal Code:
 At Waco H&T 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 Cotton Belt _____
 Main Track to Compress Track _____
 Main Track to Texas Power & Light Track _____
 Compress or T.P.L. Track to Main Track _____
 Main Track to Texas Central Main Track _____
 Texas Central Main Track to Main Track _____

14. Small figures shown at Bellmead, Waco, Austin, Houston and Galveston indicate the advertised leaving and arriving time only. See Special Instructions-4, 4-a, 4-c, 14-a, 14-b, 14-c and 14-d.

14-a. S. P. time table and rules govern between Pershing and Austin.
 14-b. I-G. N. time table and rules govern between Austin and M-K-T Junction.

14-c. 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.

15. 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, will not clear man on top or side of engine or car.

San Antonio Division	Houston Division	DeLeon Division	Stamford Division	Belton Branch
Bridge No. 922.2	1083.3	20.8	144.8	L-887.8
M-1033.7	1033.3	65.9	134.5	
M-1034.0	Main St.	\$1.7	Overhead Highway	
M-1034.1	Viaduct	\$2.2	Bridge, Cisco Yard	
M-1034.2	Houston	\$8.1		
M-1034.4		\$7.6		
M-1034.5				
M-1034.6				

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 Ben.

- 15-a. Following tracks not safe for 800 class engines:
 Glenham—Mine tracks.
 Calvin—Mine tracks.
 Temple—No. 1, No. 2; and No. 3 tracks.
 Georgetown—IGN Transfer track.
 Smithville—River track.
 La Grange—Compress tracks 1, 2, and 3.
 Sealy—Oil Mill track.

16. When actual weight of load not obtainable, use following tonnage figures:

Carload perishable moving under ice	Weight of Car	Weight of and Contents	Freight
Carload perishables in refrigerators not under ice	45 tons	16 tons	30
Refrigerators loaded with LCL merchandise	42 tons	16 tons	30
Other cars loaded with LCL merchandise	35 tons	7 tons	30
Live stock without bedding	27 tons	7 tons	30
Live stock—bedded car	35 tons	15 tons	30
Live Poultry	37 tons	15 tons	30
	36 tons	10 tons	30

When actual weights obtained on perishable loads in refrigerators add 3 tons for ice when moving under refrigeration.
 For loaded or empty stock cars containing bedding add 2 tons to light weight of car.

Actual weight of cabooses, as shown below, will be used in every instance:
 Cabooses 350 to 723, inclusive, and 100011 to 100063, incl. 18 tons
 Cabooses 751 to 795, inclusive 21 tons
 Cabooses 796 to 820, inclusive 25 tons

Use following tonnage figures for light weights of system coal cars in the series shown, and on foreign cars of similar types:
 40,000 series—hopper bottom 28 tons
 40,500 series—hopper bottom 31 tons
 41,000 series—flat bottom 24 tons

When stencilled tare weights are secured by actual check, the actual tonnage

figures should be shown on wheel reports and reports endorsed accordingly, in order that Car Accountant will not use arbitrary figures shown below:

When actual tare weights are not obtained, use tonnage figures below for empty cars:

Kind	Auto	Box	Coal	Flat	LPT	Rigr.	Stock	Tank	Ballast	Cinder
Tons...	26	22	20, except as above	18	26	26	Clean - 20 Bedded-22	21	21	19

17. Maximum Permissible Speed on Curves not Protected by Slow Boards

Mile Post	Passenger	Freight
San Antonio Division		
985.3	30	15
985.6	30	15
1003.6	20	20
1034.1	30	25
1037.7	20	15
Houston Division		
918.8	25	25
921.0	45	30
927.6	50	30
928.1	45	30
928.0	50	30
941.4	45	30
942.4	45	30
943.0	45	30
946.6	45	30
950.1	50	30
950.6	45	30
951.7	45	30
952.2	45	30
953.0	45	30
953.4	45	30
953.9	45	30
958.2	45	30
958.5	45	20
958.7	45	20
971.9	45	30
974.7	45	30
975.4	45	30
975.5	45	30
975.8	45	30
976.2	45	30
976.5	45	30
989.1	40	25
990.2	45	30
990.5	45	30
992.0	45	30
992.3	50	30
992.3	45	30
995.1	45	30
996.1	45	30
996.3	45	30
997.2	45	30
998.9	45	30
999.4	45	30
1006.6	45	30
1011.4	45	30
1012.3	45	30
1013.0	45	30
1035.5	40	25
1031.4	35	20
1032.2	35	20
1033.3	25	15
1033.6	20	15
1034.0	20	15
1034.1	20	15
1034.2	20	15

Permissible speeds must be reduced when track conditions are not suitable for maximum specified.

TONNAGE RATINGS

Locomotives		64% Booster		64%		57%		47%		32%		
From	To	Adjustment Tons	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	
Bellmead	Smithville	6	2750	69	2350	59	2100	53	1775	44	1240	31
Bellmead	Hewitt	7	3000	75	2550	64	2250	56	1875	47	1310	33
Hewitt	Eddy	7	3150	79	2675	67	2360	59	1965	50	1400	35
Eddy	Smithville	7	3455	87	2985	72	2570	64	2225	56	1390	35
Smithville	Bellmead	6	2700	68	2310	58	2050	51	1775	44	1150	29
Granger	Bellmead	6	2920	73	2520	63	2270	57	1935	48	1280	32
Smithville	Houston	6	3000	75	2525	66	2360	59	1910	48	1330	33
Smithville	LaGrange	10	4450	117	3385	97	3500	96	3075	77	2000	50
New Ulm	Houston	12	2250	131	4725	118	4410	110	3815	95	2360	60
Houston	Smithville	6	3000	78	2625	68	2380	59	1910	48	1330	33
Houston	New Ulm	10	5040	128	4515	113	4050	101	3240	81	2240	56
LaGrange	Smithville	10	5000	125	4410	110	3970	99	3150	80	2220	55
Smithville	San Antonio	5	2600	66	2200	55	2000	50	1655	42	1280	32
Lockhart	San Marcos	5	3000	75	2500	62	2270	57	1890	47	1455	38
San Marcos	New Braunfels	5	2900	70	2335	58	2120	53	1765	44	1360	34
San Antonio	Smithville	5	2455	62	2100	53	1910	48	1590	40	1225	31
New Braunfels	Smithville	5	2900	73	2500	62	2270	57	1890	47	1455	38
Granger	Austin	5	2455	62	2100	53	1910	48	1590	40	1225	31
Austin	Granger	5	2455	62	2100	53	1910	48	1590	40	1225	31
Austin	San Marcos	5	2250	67	1890	47	1700	43	1375	34	950	24
San Marcos	Austin	5	2455	62	2100	53	1910	48	1590	40	1225	31
Bellmead	DeLeon	5	2000	50	1600	40	1120	29	850	22	650	17
Comyn	DeLeon	5	2350	59	1850	48	1290	32	980	25	750	19
DeLeon	Bellmead	5	2000	50	1600	40	1120	29	850	22	650	17
DeLeon	Comyn	5	2350	59	1850	48	1290	32	980	25	750	19
Dublin	Steiner	5	2300	58	1850	48	1290	32	980	25	750	19
Tekin	Bellmead	10	3810	95	3180	80	2220	66	1850	54	1360	34
DeLeon	Albany	5	2000	50	1600	40	1120	29	850	22	650	17
Albany	Stamford	4	1520	38	1220	31	950	22	700	18	550	14
Albany	Coghill	5	2350	59	1850	48	1290	32	980	25	750	19
Acampo	Stamford	10	3200	80	2650	66	1850	46	1360	34	1000	26
Stamford	Cisco	5	2000	50	1600	40	1120	29	850	22	650	17
Cisco	DeLeon	5	2100	53	1700	43	1200	30	900	23	700	18
Acampo	Albany	10	3840	96	3180	80	2170	64	1750	44	1330	33
Carbon	DeLeon	7	2370	59	1860	49	1320	33	980	25	750	19
Stamford	Rotan	6	1750	44	1230	31	950	22	700	18	550	14
Tusado	Hamlin	7	2065	52	1550	39	1100	28	850	22	650	17
Rotan	Stamford	10	3180	80	2200	65	1850	46	1360	34	1000	26
DeLeon	Cross Plains	5	1010	25	750	19	550	14	400	10	300	8
Cross Plains	DeLeon	5	1010	25	750	19	550	14	400	10	300	8

Rating is for trains containing the 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.

H. W. DAVIDSON,
Trainmaster.

W. H. McCUNE,
Road Foreman of Engines.

B. G. WHITLOW,
Chief Dispatcher,
Bellmead.

J. A. BARNARD,
Chief Dispatcher,
Smithville.

G. C. BYERS,
F. S. LEWIS,
E. S. WALSH,

J. G. SCHMIDT,
C. D. TOWNSLEY,
A. D. LANCASTER,
Dispatchers.

Road Foreman of Engines has the same authority as Trainmasters while on line of Road.

**SOUTH TEXAS
DISTRICT**

**TIME TABLE
No. 16-A**

**Effective
October 28,
1934**