

MISSOURI-KANSAS-TEXAS RAILROAD COMPANY

OF TEXAS

SAFETY

FIRST

SOUTH TEXAS DISTRICT

EMPLOYEES' TIME TABLE No. 17-C

17-C

Effective Sunday, April 21, 1940

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

17-C

Superseding Previous Time Table and Supplements

For Employes Only

H. W. DAVIDSON,
Superintendent

J. H. LITTLE,
Superintendent of Transportation

F. W. GRACE,
Vice President and General Manager

FOURTH CLASS					THIRD CLASS			Fuel, Water, Telephone, Turn Table, Track Scales, Wyo and Car Capacity Sidings	Distance from St. Louis	Time Table No. 17-C		FIRST CLASS					
271 Bullet	55 Mixed	97 Way	381 Katy Komet	91 Way	281 Katy Komet	71 Bullet	81 Katy Komet			Effective 12:01 A. M. April 21, 1940	STATIONS	5 Katy Flyer	25 Katy Flyer	1 Texas Special	11 Passenger	3 Katy Limited	
				6.00AM		2.00PM	10.30PM	WYSOPT Yard	843.0	N Leave	BELLMEAD	BJ					
				AM		PM	PM			StLSW	2.5-Interlocking Device						
				6.15		2.10	10.37	WPS	845.5	N	WACO	Leave WCO	1.40	1.50	11.55	12.05	3.35
				f 6.37		2.28	10.51	P	853.1	D	HEWITT	WJ	1.52	2.02	12.07 PM	12.18	s 3.49
				f 6.50		2.39	10.59	P	858.4	D	LORENA		1.59	2.09	12.13	f 12.25	s 3.57
				f 7.10		2.54	11.12	P	865.2	D	EDDY	ED	2.07	2.17	12.21	s 12.34	s 4.07
				f 7.30		3.10	11.23	P	872.1	D	TROY	VO	2.15	2.25	12.29	f 12.43	f 4.17
				7.40		3.17	11.30	P	875.3	D	SAMPSON		2.19	2.29	12.33	12.50	4.21
				7.48		3.24	11.36	P	878.2	D	SCHULL		2.23	2.33	12.37	12.57	4.25
	L 2.30 PM			s 7.55		3.30	11.39	WPS	880.0	N	TEMPLE	JN Interlocker	s 2.35	s 2.45	s 12.43	s 1.00	s 4.35
	2.40			8.05		3.33	11.43	P	881.1	GO&SF	COBEL		2.37	2.47	12.45	1.02	4.38
	A 2.45 PM			8.10		3.38	11.47	P	883.3	D	ECHO		2.40	2.50	12.48	1.05	4.42
				f 8.25		3.48	11.54	P	887.6	D	LITTLE RIVER		2.46	2.56	12.53	f 1.10	f 4.50
				f 8.40		3.57	12.02	P	892.0	D	SPARKS		2.52	3.04	12.58	1.15	4.56
				f 8.55		4.07	12.10	P	896.8	D	HOLLAND	FN	2.58	3.10	1.04	s 1.23	s 5.03
				9.03		4.13	12.14	P	899.3	D	SUMMERS		3.02	3.14	1.07	1.27	5.07
				s 9.15		4.20	12.20	P	902.8	D	BARTLETT	BR	3.07	s 3.22	1.11	s 1.32	s 5.13
				L 1.30 AM		A 4.30 PM	A 12.30 AM	POWY	136	N	GRANGER	G	3.15	A 3.29	1.18	A s 1.40	PM s 5.25
				f 1.55				P	39	D	WEIR		3.29		1.30		f 5.38
				s 2.20				P	26	D	GEORGETOWN	GY	s 3.37		1.37		s 5.46
				2.50				P	56	D	NELSON		3.45		1.45		5.55
				f 3.15				P	34	D	PFLUGERVILLE	GU	3.57		1.55		f 6.07
				f 3.30				P	24	D	SPRINKLE		4.05		2.02		6.17
				A 4.00 AM				WP	953.7	D	PERSHING		4.20	AM		2.18	PM
								YP Yard	955.5	N	AUSTIN	FY	s 4.30		s 2.28		s 6.45
										N	VIA I-GN		4.40	AM	2.30	PM	6.50
										N	M-K-T JUNCTION	K	5.27	AM	3.17	PM	7.35
										I-GN	AJAX	Interlocker	5.28		3.18		7.36
										D	SAN MARCOS	C	s 5.34	270	3.19		s 7.40
										D	HUNTER		5.45		3.26		7.49
										D	NEW BRAUNFELS YARD		5.57		3.37		7.59
										N	NEW BRAUNFELS	NB	s 5.58		3.38		s 8.02
										I-GN	COMAL	Interlocker	6.10		3.46		8.10
										D	LUXELLO		6.19		3.53		f 8.18
										D	FRATT		6.29		4.02		8.28
										D	BENZ		6.36		4.08		8.36
										D	TRAVIS YARD		6.38		4.10		8.38
										D	HAIG		6.43	281	4.13		8.43
										G&SA and T&NO	NOGALITOS	Interlocker	6.52		4.22		8.53
										N Arrive	YD	Interlocker	7.00	AM	4.30	PM	9.00
										T&NO	SAN ANTONIO	Arrive					
											195.5						
											Average Speed Per Hour		5	25	1	11	3
													36.2	37.9	42.1	39.5	35.6

No. 2 is superior to all trains.

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

NORTHWARD TRAINS

SAN ANTONIO DIVISION

NORTHWARD TRAINS

Time Table No. 17-C

Effective 12:01 A. M.
April 21, 1940

STATIONS

FIRST CLASS				
26 Katy Flyer	6 Katy Flyer	4 Katy Limited	24 Katy Limited	2 Texas Special
Daily	Daily	Daily	Daily	Daily
AM	AM	PM	PM	PM
4.45	4.30	7.00	6.50	1.30
4.33	4.08	6.47	f 6.35	1.17
4.27	4.00	6.40	f 6.28	1.10
4.19	3.51	6.30	f 6.17	1.02
4.11	3.42	6.22	f 6.06	12.54
4.07	3.38	6.17	6.02	12.50
4.03	3.34	6.13	5.58	12.46
s 4.00	s 3.30	s 6.10	s 5.55	s 12.43
3.55	3.22	6.04	5.49	12.38
3.52	3.18	5.59	5.45	12.35
3.46	3.10	5.54	f 5.38	12.30
3.40	3.04	5.48	5.31	12.25
3.34	2.58	s 5.42	s 5.25	12.19
3.28	2.53	5.38	5.19	12.16
3.22	2.48	s 5.34	s 5.13	12.12
L 3.15	2.40	s 5.25	L 5.05	12.05
2.28	s 5.08		11.53	
s 2.20	s 4.58		11.45	
2.10	4.45		11.37	
1.58	s 4.32		11.27	
1.45	f 4.19		11.18	
1.30	4.05		11.05	
s 1.20	s 3.55		s 10.55	
1.10	s 3.50			
12.20	3.00		10.10	
12.16	2.55		10.09	
s 12.14	s 2.52		10.08	
12.04	2.40		9.59	
11.52	2.27		9.47	
11.51	s 2.25		9.46	
11.41	f 2.14		9.37	
11.33	f 2.05		9.30	
11.22	1.56		9.20	
11.16	1.49		9.14	
11.14	1.47		9.12	
11.10	1.42		9.09	
11.03	1.34		9.03	
11.00	1.30		9.00	
26	6	4	24	2
41.7	35.1	35.1	35.8	42.9

STATIONS		Station Number	80 Katy Komet	70 Through Freight	280 Katy Komet	90 Way	380 Katy Komet	96 Way	54 Mixed	270 Through Freight
Daily	Daily	Daily	Daily	Daily	Daily	Monday Wednesday Friday	Daily Except Saturday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
N	BELLMEAD	Arrive BJ	843	4.15AM	6.30PM	4.00PM				
StLSW	2.5	Interlocking Device		AM	PM					
StLSW.T.&N.O..I-GN	1.8	Interlocker								
N	Arrive	WACO	846	3.49	6.00	3.48				
	7.6	WC								
D	HEWITT	W	853	3.35	5.37	f 3.31				
	3.3									
D	LORENA		858	3.26	5.22	f 3.15				
	6.8									
D	EDDY	ED	865	3.14	5.03	f 2.54	71			
	5.9									
D	TROY	VO	872	3.02	4.44	f 2.20				
	2.2									
D	SAMPSON		875	2.56	4.35	2.10				
	2.9									
D	SCHULL		878	2.50	4.25	2.00				
	1.8									
N	TEMPLE	JN	880	2.45	4.12	s 1.55		A 9.40	AM	
GC&SF	1.1	Interlocker		2.35	2.35					
D	COBEL		881	2.23	4.08	1.45		9.35		
	2.9									
D	ECHO		883	2.19	4.03	1.35		L 9.30	AM	
	4.3									
D	LITTLE RIVER		888	2.12	3.48	f 1.25				
	4.4									
D	SPARKS		892	2.05	3.30	f 1.15	11			
	4.8					f 12.58	1			
D	HOLLAND	FN	897	1.57	3.13	f 12.35				
	2.5									
D	SUMMERS		899	1.52	3.03	12.16	2			
	3.5					s 11.57				
D	BARTLETT	BR	903	1.46	2.50					
	5.3									
N	GRANGER	G	908	L 1.36	L 2.30	L 11.45	AM	L 10.30	PM	
	2.9									
D	WEIR		U 9			f 9.55				
	5.8		U 15			s 9.30				
D	GEORGETOWN	GY	U 21			8.53				
	6.2		U 30			f 8.25				
D	NELSON		U 36			f 7.59				
	8.4									
D	PFLUGERVILLE	GU				L 7.30	PM			
	6.6									
D	SPRINKLE									
	9.3									
D	PERSHING									
	1.8									
N	AUSTIN	FY	U 47							
	29.4									
	VIA I-GN									
N	M-K-T JUNCTION	K								AM
I-GN	0.6	Interlocker	M 52			A 8.50				A 6.01
	2.5		M 53			8.48				5.34
D	AJAX		M 60			8.37				2.30
	0.8							AM		1.59
D	SAN MARCOS	O				8.23		A 9.30		1.40
	7.0									271
	HUNTER					8.22		9.20		1.30
	NEW BRAUNFELS YARD					8.10	3	f 9.02		1.12
N	NEW BRAUNFELS	NB	M 69			7.49		f 8.48		12.59
I-GN	0.4	Interlocker	M 77			7.29		f 8.30		12.39
	7.5		M 83			7.20		8.19		12.28
	COMAL		M 91			7.17		8.16		12.23
	6.2		M 96			7.12		8.10		12.17
	LUXELLO		M 97			7.00		8.00		12.01
	8.0									
	FRATT									
	4.4									
	BENZ									
	1.1									
	TRAVIS YARD									
	2.5									
	HAIG		M100							
	4.7		M103							
	NOGALITOS	Leave YD								
	1.0	Interlocker								
	SAN ANTONIO	Leave	M104							
	195.5									
	Average Speed Per Hour									
			80	70	280	90	380	96	54	270
			24.6	16.3	28.4	15.3	15.2	23.2	19.8	8.7

No. 54 and No. 55, when two hours, or more, behind either their scheduled arriving, or leaving time, lose both rights and schedule, between Temple and Echo and can thereafter proceed only as authorized by train order. (See Rules 82 and 220.)

No. 2 is superior to all trains.

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

SOUTHWARD TRAINS

HOUSTON DIVISION

NORTHWARD TRAINS

FOURTH CLASS		THIRD CLASS		FIRST CLASS		Fuel, Water, Telephone, Truck Scales, Turn Table, Wye and Car Capacity Sidings	Distance from St. Louis	Time Table No. 17-C Effective 12:01 A. M. April 21, 1940	Station Numbers	FIRST CLASS		THIRD CLASS		FOURTH CLASS		
91 Way	71 Bullet	81 Katy Komet	11 Passenger	25 Katy Flyer	24 Katy Limited					26 Katy Flyer	70 Through Freight	80 Katy Komet	90 Way	Monday Wednesday Friday		
Tuesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Yard 136 WYPO	908.1	N Leave	GRANGER	Arrive G	908	PM 5.05	AM 3.15	PM 2.30	AM 1.36	AM 11.35
AM 10.10	PM 4.30	AM 12.30	PM 1.40	AM 3.29	7.1		915.2		HOXIE		915	PM 4.55 ⁷¹	AM 3.04	PM 1.49 ¹¹	AM 1.23	AM 11.00
10.30	4.55 ²⁴	12.41	1.49 ⁷⁰	3.38	P 76		918.9	N	TAYLOR	JG Interlocker	919	PM 4.48	AM 2.58	PM 1.30	AM 1.17	AM 10.50
10.59	5.07	12.47	1.55	3.43	PYS 122		923.9	I-GN	CHASE		924	PM 4.38	AM 2.48	PM 1.20	AM 1.09	AM 9.55
11.14	5.18	12.56	2.04	3.53	P 103		926.7	D	COUPLAND	OD	927	PM 4.33	AM 2.44	PM 1.12	AM 1.04 ⁸¹	AM 9.45
11.23	5.24	1.04 ⁸⁰	2.09	3.57	PY 41		934.8	N	ELGIN	J Interlocker	935	PM 4.20	AM 2.34			
12.01 ^{PM}	5.49	1.17	2.19	4.09	PY		935.0	T&NO	ELGIN YARD			4.16	2.33	12.54	12.51	PM 9.20
12.35 ⁷⁰	6.09	1.30	2.21	4.10	PW 127		943.6		SAYERS		944	PM 4.02	AM 2.23	12.35 ⁹¹	12.39	PM 8.30
12.58	6.20	1.36	2.32	4.20	P 70		947.0		GLENHAM		947	PM 3.56	AM 2.18	12.20	12.33	PM 8.10
1.03	6.25	1.39	2.37	4.25	P 34		948.9		PHELAN		949	PM 3.53	AM 2.16	12.14 ^{PM}	12.30	PM 7.55
1.30	6.40	1.47	2.40	4.28	P 99		953.8	D	BASTROP	BA	954	PM 3.46	AM 2.09	11.57	12.22	PM 7.40
1.45	6.50	2.04 ²⁶	2.47	4.36	P 69		958.4		HILL'S PRAIRIE		958	PM 3.38	AM 2.04 ⁸¹	11.40	12.14	PM 7.00
2.01	7.05	2.10	2.54	4.43	P 98		962.4		UPTON		962	PM 3.31	AM 1.58	11.25	12.07 ^{AM}	PM 6.50
2.30 ^{PM}	7.30	2.30	2.59	4.48	P 70		969.4	N	SMITHVILLE	SM	969	PM 3.20	AM 1.45	11.00	11.54	PM 6.30 ^{AM}
8.42	2.50	2.40	3.10	4.58	OWPSTY Yard		974.0	T&NO	KIRTLLEY	Interlocker	974	PM 3.05	AM 1.32	8.45	11.36	
8.54	3.00	2.50	3.22	5.12	P 73		978.3	N	WEST POINT	WP	978	PM 2.57	AM 1.25	8.34	11.28	
9.05	3.10	2.50	3.28	5.18	PY 119		982.9	N	PLUM		982	PM 2.50	AM 1.18	8.19	11.19	
9.25	3.24	2.50	3.35	5.24	P 103		988.2		LA GRANGE		988	PM 2.42	AM 1.09			
9.40	3.33	2.50	3.46	5.34	P		989.0	D	LA GRANGE YARD	RA		2.36	1.04	8.01	11.05	
10.00	3.52	2.50	3.48	5.36	P 88		994.2	D	HALSTED		994	PM 2.27	AM 1.04	7.43	10.56	
10.36 ⁸⁰	4.05	2.50	3.55	5.42	P 65		1002.1	D	FAYETTEVILLE	VY	1002	PM 2.15	AM 1.04	7.23	10.44	
10.59	4.20	2.50	4.05	5.51	P 118		1007.1	D	PISEK		1007	PM 2.07	AM 1.04	7.07	10.36 ⁷¹	
11.29	4.44	2.50	4.12	5.56	P 81		1013.6	D	NEW ULM	UM	1014	PM 1.59	AM 1.04	6.46	10.26	
12.06 ⁷⁰	5.10 ⁷⁰	2.50	4.21	6.04	PY 118		1024.0	D	CAT SPRING	CS	1024	PM 1.45	AM 1.04	6.19 ²⁵	10.11	
12.53	5.25	2.50	4.36	6.19 ⁷⁰	P 108		1035.0	N	SEALY	SY Interlocker	1035	PM 1.25	AM 1.04	5.10 ⁸¹	9.54	
1.10	5.37	2.50	4.55	6.35	WPY 120		1041.9	GO&SF	MCDOWELL		1042	PM 1.14	AM 1.04	4.45	9.41	
1.37	5.55	2.50	5.04	6.44	P 56		1047.8	D	BROOKSHIRE	BK	1048	PM 1.06	AM 1.04	4.25	9.32	
1.50	6.06	2.50	5.14	6.52	P 100		1056.0	D	KATY	RS	1056	PM 12.56	AM 1.04	3.58	9.17	
2.04	6.17	2.50	5.26	7.01	WP 92		1060.4	D	DELHI		1061	PM 12.51	AM 1.04	3.40	9.10	
2.20	6.28	2.50	5.33	7.06	P 98		1066.5		ADDICKS		1066	PM 12.44	AM 1.04	3.20	9.01	
2.38 ⁷⁰	6.40 ^{AM}	2.50	5.42	7.14	P 151		1072.9	T&NO	HILLEDAHL	Interlocker	1073	PM 12.36	AM 1.04	2.58	8.52	
		2.50	5.51	7.23	P 119		1079.5	T&NO	EUREKA	KA Interlocking Device	1079	PM 12.28 ^{PM}	AM 1.04	2.38 ⁷¹	8.42 ^{PM}	
		2.50	6.01 ^{PM}	7.31 ^{AM}	P 133		1081.1	T&NO	HOUSTON HEIGHTS		1081	PM 12.24 ^{PM}	AM 1.04			
		2.50	6.06 ^{PM}	7.36 ^{AM}			1082.5		SPRING STREET		1083					
		2.50	6.15 ^{PM}	7.45 ^{AM}		OWPST Yard	1083.9	N Arrive	HOUSTON	Leave HU	1084	PM 12.15 ^{PM}	AM 11.00 ^{PM} 9.30 ^{PM}	2.00 ^{AM} 8.00 ^{PM}	8.30 ^{PM}	
		2.50	6.45 ^{AM}	9.45 ^{AM}			1134.0		GALVESTON		1134	AM 8.00 ^{PM}	6.15 ^{PM}			
91 14.2	71 16.7	81 26.0	11 38.4	25 41.2				225.9 Average Speed Per Hour			24 36.4	26 41.2	70 14.1	80 34.5	90 12.1	

WESTWARD TRAINS

STAMFORD DIVISION

EASTWARD TRAINS

FOURTH CLASS			FIRST CLASS			Fuel, Water, Wye, Turn Table, Scales, Car Capacity Sidings	Distance from Waco	Time Table No. 17-C Effective 12:01 A. M. April 21, 1940			Station Numbers	FIRST CLASS		FOURTH CLASS	
57 Mixed	93 Way	35 Passenger						36 Passenger		92 Way		56 Mixed			
Daily Except Sunday	Monday, Wednesday, Friday	Daily				Daily		Tuesday, Thursday, Saturday	Daily Except Sunday						
	AM 8.00		AM 10.15	Yard OYW	119.7	D Leave	DELEON	Arrive DN	120	PM 6.15		AM 8.00			
	f 8.15		f 10.30	43	125.2		RUCKER		125	f 5.57		f 7.40			
	f 8.35		s 10.40	80	130.5	D	GORMAN	GF	131	s 5.48		f 7.23			
	f 9.05		s 11.00	46	140.8	D	CARBON	Z	141	s 5.28		f 6.52			
	f 9.18		f 11.10	Y 57	144.9		MANGUM		145	f 5.18		f 6.35			
	s 11.15		s 11.30	Yard WYS	154.7	N	CISCO	ON	155	s 5.00		s 6.00			
	11.35		11.50	48	160.9	T&P	RUFUS	Interlocker	161	s 4.40					
	f 11.55		f 12.01	PM 36	168.1		PUEBLO		168	f 4.28		4.58			
	f 12.20	PM	f 12.15	77	173.2	D	MORAN	RN	173	f 4.13		f 4.32			
	f 12.35	35	f 12.25	30	177.9		SEDWICK		178	f 3.53		f 4.15			
	s 1.15		s 12.35	Y Yard	188.6	D	ALBANY	AB	189	s 3.33		s 3.25			
	f 1.40		f 1.16	15	199.0		ACAMFO		199	f 3.11		f 2.35			
	1.55		f 1.24	30	203.0		BUDMATTHEWS		203	f 3.03		2.20			
	2.15		1.33	48	208.1		STONE		208	2.53		2.05			
	f 2.44	36	s 1.42	W 17	212.8	D	LUEDERS	RD	213	s 2.44	93	f 1.50			
	f 3.10		s 1.53	57	219.8	D	AVOCA	VO	220	s 2.32		f 1.25			
	L 4.30	PM	A 2.10	Yard OWYS	227.3	D	STAMFORD	DF	227	L 2.20	PM	L 1.00	AM	A 11.30	
	f 5.10			21	236.1	D	TUXEDO	Crossing	236					f 10.45	
	s 5.55			W 31	246.9	P&SF	HAMLIN	Crossing	247					s 9.50	
	f 6.50			20	258.3	D	ROYSTON	HA	258					f 9.10	
	f 7.15				263.5	D	NORTH ROBY	RO	264					f 8.50	
	7.45			Y Yard	269.1	D	ROTTAN	Leave NA	269					8.30	
														PM	
	57 12.9	93 13.4	35 27.5							36 27.5		92 15.4	56 13.9		
149.4 Average Speed Per Hour															

No. 35 is superior to No. 36.

No. 57 is superior to No. 56.

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. 51 is superior to No. 50. No. 1 is superior to all trains except No. 2. No. 57 is superior to No. 56. No. 35 is superior to No. 36.

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 ten (10) minutes, except Between and including—Hewitt and Granger

LaGrange and Cat Spring
Inferior trains will clear superior trains sufficiently in advance of their time to avoid delay by automatic block signal indications.

1-d. No. 54 and No. 55 when two hours, or more, behind either their scheduled arriving, or leaving time, lose both rights and schedule between Temple and Echo, and can thereafter proceed only as authorized by train order. (See Rules 82 and 220).

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

2-a. Third and fourth class trains and freight extras will report for orders before leaving Bellmead, Austin, Nogalitos, Smithville, Houston, DeLeon, Cisco, Stamford and Rotan.

2-b. No. 351 and Houston division third and fourth class trains and freight extras will report for orders before leaving Granger.

2-c. Southward trains will report to T&NO Dispatcher by telephone at Pershing, and northward trains will report to T&NO Dispatcher time of arrival Pershing.

2-d. Nos. 54 and 55 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.

2-e. Third and fourth class trains and freight extras will register at Nogalitos.

3. Trains No. 11, No. 25, No. 24, and No. 26, and passenger extras, will register at Granger, "by slip."

Trains No. 1, No. 2, No. 3, No. 4, No. 5, and No. 6, and passenger extras, will register at M-K-T Jet, "by slip."

3-a. 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 843.0 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 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.

4-b. No. 35 will use main track from Waco station to Caphead and be governed by automatic block signals from Mile 843.0 to Caphead. Check North Texas District register and avoid delaying overdue first class trains; obtain orders against such opposing trains, when overdue.

4-b. No. 36 use either northward, or southward, main track from T&NO crossing (Mile 844.6) North of Brazos River Bridge to Waco Station, backing up. If track is lined by interlocker at Brazos River Bridge for northward track, No. 36 will back down northward track to switch leading into ice track, and use ice track to station, leaving switch properly lined for northward main.

4-c. 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.

4-d. All trains and engines move at restricted speed at or between the following points, expecting to find the main track occupied:

- Between outer switches Granger not protected by block signals.
- At and between Ajax and San Marcos.
- At and between Yoakum Bend, Nogalitos, and San Antonio.
- At and approaching San Marcos Division Junction Switches and passenger station Smithville.
- At and between Spring Street and passenger station Houston.
- At and between Cross Plains Junction switches and outer switches of yard DeLeon.
- Between outer switches of yard Cisco.
- Between outer switches Albany.
- Approach Mangum expecting to find main track occupied by E.W.F. & G. trains.

4-e. Track at Sprinkle has connection at south end only.
Track at Hunter has connection at north end only.

4-f. Abbreviations.

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

11. (Continued)
 The following main line bridges and structures will not clear man on top of car as they do not have a vertical clearance of 21 feet 6 inches.

Houston	1083.5	Overpass—T&NO
G. H. & H. RR.	43.57	Overpass—Main St. Viaduct
San Antonio	U-948.0	Lift Bridge Galveston Causeway, Texas
San Antonio	M-992.2	Highway overpass
San Antonio	M-992.2	Overpass—IGN
San Antonio	M-1031.6	Overpass—Highway
San Antonio	M-1033.7	Overpass—Sou. Pacific
San Antonio	M-1034.0	Highway overpass
San Antonio	M-1034.1	Highway overpass
San Antonio	M-1034.2	Highway overpass
San Antonio	M-1034.4	Highway overpass
San Antonio	M-1034.5	Highway overpass
San Antonio	M-1034.6	Highway overpass
Belton Br.	L-857.8	Bridge No. L-857.8

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.

12. Attention is called to the fact that engines, cars and loads on open top cars are of various heights and widths and that there are also other bridges and structures over main and other tracks in approaching and passing which it is dangerous to stand erect on top of a covered car or high load on open top car; also that it is dangerous to be on the side of a car while passing through bridges, buildings, platforms and other structures alongside main and other tracks.

13. TONNAGE RATINGS

Locomotives	64% Booster	64%	57%	47%	32%	Adjustment		Rating		Rating		Rating	
						Tons	No. Cars	Tons	No. Cars	Tons	No. Cars	Tons	No. Cars
From	To												
Bellmead	Smithville	6	2750	59	2350	59	2100	53	1775	44	1240	31	Excess
Bellmead	Hewitt	7	3300	75	2550	64	2250	56	1675	47	1410	33	Excess
Hewitt	Eddy	7	1150	79	2675	67	2380	59	1935	50	1400	35	Excess
Eddy	Smithville	7	3465	87	2885	72	2570	64	2225	56	1390	35	Excess
Smithville	Bellmead	6	2700	58	2310	58	2050	51	1775	44	1150	29	Excess
Granger	Bellmead	6	2920	73	2520	63	2270	57	1935	48	1280	32	Excess
Smithville	Bellmead	6	3000	75	2625	66	2360	59	1910	48	1330	33	Excess
Smithville	LaGrange	10	4460	117	3885	97	3500	88	3075	77	2000	50	Excess
New Ulm	Houston	12	5250	131	4725	118	4410	110	3915	95	2380	60	Excess
Houston	Smithville	6	3000	75	2625	66	2360	59	1910	48	1330	33	Excess
LaGrange	Smithville	10	5040	126	4515	113	4050	101	3240	81	2240	56	Excess
Houston	Smithville	6	3000	75	2625	66	2360	59	1910	48	1330	33	Excess
LaGrange	Smithville	10	5000	125	4410	110	3970	99	3180	80	2220	52	Excess
Smithville	San Antonio	5	2600	66	2200	55	2000	50	1665	42	1200	32	Excess
Lockhart	San Antonio	5	2600	66	2200	55	2000	50	1665	42	1200	32	Excess
San Marcos	San Marcos	5	3000	75	2625	66	2360	59	1910	48	1330	33	Excess
San Antonio	New Braunfels	5	2465	62	2100	53	1910	48	1590	47	1455	36	Excess
New Braunfels	Smithville	5	2900	73	2500	62	2270	57	1890	47	1455	36	Excess
Granger	Austin	5	2465	62	2100	53	1910	48	1590	40	1225	31	Excess
Austin	Granger	5	2465	62	2100	53	1910	48	1590	40	1225	31	Excess
Austin	San Marcos	5	2290	57	1890	47	1700	43	1375	34	960	24	Excess
San Marcos	Austin	5	2465	62	2100	53	1910	48	1590	40	1225	31	Excess
Bellmead	Del. Leon	5	2000	50	1600	40	1200	32	960	24	720	20	Excess
Comyn	Del. Leon	5	2000	50	1600	40	1200	32	960	24	720	20	Excess
Del. Leon	Bellmead	5	2000	50	1600	40	1200	32	960	24	720	20	Excess
Del. Leon	Comyn	5	2000	50	1600	40	1200	32	960	24	720	20	Excess
Dublin	Del. Leon	5	2000	50	1600	40	1200	32	960	24	720	20	Excess
Tokio	Steiner	5	3810	95	3180	80	2220	56	1890	48	1280	32	Excess
Bellmead	Del. Leon	5	2000	50	1600	40	1200	32	960	24	720	20	Excess
Del. Leon	Albany	10	2000	50	1600	40	1200	32	960	24	720	20	Excess
Albany	Stamford	4	1620	36	1220	31	850	22	660	16	1200	32	Excess
Albany	Stamford	4	1620	36	1220	31	850	22	660	16	1200	32	Excess
Acampo	Coghill	5	3200	80	2650	66	1850	46	1460	36	1120	28	Excess
Stamford	Stamford	5	2000	50	1600	40	1200	32	960	24	720	20	Excess
Stamford	Cisco	5	2000	50	1600	40	1200	32	960	24	720	20	Excess
Cisco	Del. Leon	5	2100	53	1700	43	1300	30	1020	25	810	20	Excess
Acampo	Del. Leon	5	2000	50	1600	40	1200	32	960	24	720	20	Excess
Carbon	Albany	10	2000	50	1600	40	1200	32	960	24	720	20	Excess
Stamford	Rotan	7	1750	44	1230	31	850	22	660	16	1200	32	Excess
Stamford	Rotan	7	1750	44	1230	31	850	22	660	16	1200	32	Excess
Tuxedo	Hamlin	7	2065	52	1550	39	1100	27	810	20	650	16	Excess
Del. Leon	Stamford	10	2000	50	1600	40	1200	32	960	24	720	20	Excess
Del. Leon	Cross Plains	5	1010	25	810	20	650	16	1200	32	960	24	Excess
Cross Plains	Del. Leon	5	1010	25	810	20	650	16	1200	32	960	24	Excess

Ratings are 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

14. When actual weight of load not obtainable, use following tonnage figures:
 Carload perishable moving under ice..... 45 tons
 Carload perishables in refrigerators not under ice..... 42 tons
 Refrigerators loaded with LCL merchandise..... 35 tons
 Other cars loaded with LCL merchandise..... 27 tons
 Live stock without bedding..... 35 tons
 Live stock-bedded car..... 37 tons
 Live Poultry..... 36 tons
 16 tons
 15 tons
 7 tons
 7 tons
 15 tons
 15 tons
 10 tons

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.

Use following tonnage for Caboosees:
 Caboosees 350 to 723, inclusive, and 100011 to 100063, Incl..... 13 tons
 Caboosees 751 to 795, inclusive..... 21 tons
 Caboosees 796 to 840, 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
 40,651-40,700—ballast..... 30 tons
 41,000 series—flat bottom..... 24 tons
 43,000 series—flat bottom..... 21 tons
 47,000 series—stock..... 22 tons
 Other system coal cars..... 20 tons
 60,001-60,100 auto (40'6")..... 26 tons
 61,001-61,025 auto (50'6")..... 30 tons
 62,001-62,100 auto (50'6")..... 30 tons
 63,001-63,025 auto (50'6")..... 31 tons

When stenciled tare weights are secured by actual check, the actual tonnage figures should be shown on wheel reports and reports endorsed accordingly.

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

Kind	Auto	Box	Flat	LPT	Rlgr.	Stock	Tank	Ballast	Cinder
Tons.....	Evans 27	22	18	26	26	Clean - 20 Bedded-22	21	21	19

15. Engine Whistle 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 Power & Light Track.....
 Compress or T.P.L. Track to Main Track.....
 Main Track to Cotton Belt.....
 Main Track to Texas Central Main Track.....
 Texas Central Main Track to Main Track.....

16. 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-b, 4-c, 16-a, 16-b, 16-c and 16-d.

16-a. T. & N. O. time table and rules govern between Pershing and Austin.
 16-b. I-G-N. time table and rules govern between Austin and M-K-T. Junction.
 16-c. G. H. & H. time table and rules govern between Bonners Point, Houston, and 33rd Street, Galveston.

16-d. Union Depot Company of Galveston time table and rules govern between 33rd Street, Galveston and Union Depot.

17. Following tracks not safe for 800 or 900 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.
 Taylor—Oil Mill track.
 Over bridge on spur track off house track San Marcos.

18. EMPLOYES HOSPITAL ASSOCIATION.
 DR. R. S. YANCEY, Chief Surgeon, Dallas, Texas
 LOCAL SURGEONS.

- AUSTIN—
 Dr. H. B. Granberry
 Dr. A. F. Beverly
- ALBANY—
 Dr. Gregg Murrie
- BASTROP—
 Dr. T. B. Taylor
 Dr. J. Gordon Bryson
- BELTON—
 Dr. M. P. McElhannon
- BARTLETT—
 Dr. R. S. Sutton
- CISCO—
 Dr. Wm. P. Lee
- CARBON—
 Dr. T. G. Jackson
- CROSS PLAINS—
 Dr. E. H. Powell
 Dr. Stirling E. Russ
 Dr. J. W. Kenney
 Dr. R. G. McCorkle, Consulting
 T. Specialist
 Dr. James P. Hollers, Oral Surgeon
- DE LEON—
 Dr. H. H. Inzer
 Dr. J. T. Plemmons
- ELGIN—
 Dr. G. T. King
- GEORGETOWN—
 Dr. Albert J. Rice
- 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. G. D. Thurman
- HOUSTON—
 Dr. E. M. Arnold, Oculist
 Dr. Herbert Harris, Oculist
 Dr. Frank Barnes, Division Surgeon
 Dr. J. Peyton Barnes
 Dr. Chas. S. Gates
 Dr. J. W. Thorn, Div. Surg.-Examiner
 Dr. E. W. Bertner
 Dr. L. W. Moore, Oral Surgeon
- HOLLAND—
 Dr. C. H. Hamblen
- HICO—
 Dr. C. M. Hall
- IREDELL—
 Dr. A. N. Pike
- LA GRANGE—
 Dr. L. D. Boelsche
- LOCKHART—
 Dr. A. A. Ross, Jr.
- Maximum Permissible
 Speed on Curves not
 Protected by
 Slow Boards

Mile Post	Maximum Speed
1081.4	35
1082.2	35
1083.3	25
1083.6	20
1084.0	20
1084.1	20
1084.2	20

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

J. I. POOLE,
 Trainmaster.

A. H. ROTHMEYER,
 Road Foreman of Engines.

E. S. WALSH, A. D. LANCASTER,
 J. G. SCHMIDT, H. C. PAGEL,
 J. E. FULMER,
 Dispatchers.

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

**SOUTH TEXAS
DISTRICT**

**TIME TABLE
No. 17-C**

**Effective
April 21,
1940**