



C. A. BIRGE, JR. H. C. MELTON
Assistant Superintendents

B. G. WHITLOW A. D. LANCASTER
Chief Dispatchers

A. H. ROTHMEYER
Road Foreman of Engines

P. W. HAMILTON
Night Chief Dispatcher

E. S. WALSH J. G. SCHMIDT
W. N. PORCHE J. E. FULMER
C. E. DILTZ A. L. ADAMS
A. P. SCHIMMEL L. A. VOLCIK
R. E. REEDER
Train Dispatchers



ROAD FOREMAN OF ENGINES HAS THE SAME
AUTHORITY AS ASSISTANT SUPERINTENDENT
WHILE ON LINE OF ROAD.

SAFETY FIRST



Missouri-Kansas-Texas Railroad Company of Texas

EMPLOYEES'

TIME TABLE

No. 21

OF THE
**SOUTH TEXAS
DISTRICT**

EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME

Sunday, February 4, 1945

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

M-K-T RAILROAD EMPLOYEES' HOSPITAL ASSOCIATION
 Dr. R. S. Yancey, Chief Surgeon, Dallas, Texas

LOCAL SURGEONS

STATION	NAME
Austin	Dr. A. H. Neighbors Dr. John A. Crockett, Oculist
Albany	Dr. Gregg Murrie Dr. J. J. Hinchman
Belton	Dr. J. W. Pittman
Bartlett	Dr. R. S. Sutton
Cisco	Dr. Wm. P. Lee
Carbon	Dr. T. G. Jackson
De Leon	Dr. H. H. Inzer Dr. James M. Wright
Dublin	Dr. Tom F. Bryan
Elgin	Dr. W. E. Wood
Georgetown	Dr. D. H. Cooper
Galveston	Dr. A. O. Singleton Dr. Edward Randall, Jr.
Gorman	Dr. M. L. Stubblefield
Hamlin	Dr. W. C. Weir
Houston	Dr. Chas. S. Gates, Division Surgeon Dr. J. Peyton Barnes Dr. S. W. Thorn Dr. E. W. Bertner Dr. E. M. Arnold, Oculist Dr. Anthony Chiodo, Oral Surgeon
Holland	Dr. C. H. Hamblen
Hico	Dr. Chas. M. Hall
Iredell	Dr. A. N. Pike

STATION	NAME
Lockhart	Dr. A. A. Ross Dr. A. A. Ross, Jr.
La Grange	Dr. F. J. Guenther
Morgan	Dr. C. C. Cate
New Braunfels	Dr. M. C. Hagler Dr. Rennie Wright
Rotan	Dr. Chester U. Callan
Stamford	Dr. E. P. Bunkley Dr. Dallas Southard
San Antonio	Dr. W. B. Russ, Division Surgeon Dr. J. W. Goode, Div. Surgeon Dr. Wm. D. Willerson Dr. J. H. Burleson, Oculist Dr. Paul J. Boland, Oral Surgeon
Smithville	Dr. Charles M. Hoch Dr. Martin Hoch, Division Surgeon Dr. J. D. Stephens, Division Surgeon Dr. T. J. Smith, Oral Surgeon
San Marcos	Dr. L. L. Edwards Dr. R. F. Sowell
Sealy	Dr. F. W. Hover
Taylor	Dr. Edmond Doak
Temple	Dr. J. S. McCelvey Dr. L. R. Talley Dr. A. H. Alsup Dr. B. P. Woodson, Oculist
Waco	Dr. Frank Connally, Div. Surgeon Dr. J. E. Lattimore, Div. Surgeon Dr. Wm. G. Trice, Division Surgeon Dr. Cleveland H. Brooks, Oculist Dr. David T. Sallee, Oral Surgeon
Walnut Springs	Dr. J. A. Murray, Division Surgeon
Whitney	Dr. W. F. Treat

2 SOUTHWARD TRAINS

SAN ANTONIO DIVISION

SOUTHWARD TRAINS

FOURTH CLASS				THIRD CLASS				Distance from St. Louis	TIME TABLE NO. 21						
55	97	271	381	91	281	71	81		Effective 12:01 A. M. February 4, 1945						
Mixed	Way	Bullet	Katy Komet	Way	Katy Komet	Bullet	Katy Komet	STATIONS							
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Tuesday Thursday Saturday	Daily	Daily	Daily	5	25	7	1	11			
				AM 7.00		PM 10.00	AM 8.00	Daily	Daily	Daily	Daily	Daily			
				AM 7.15		PM 10.15	AM 8.15	843.0	N StLSW BELLMEAD BJ Interlocking Device 2.5						
				f 7.45		10.35	8.30	845.5	N T&NO Interlocker WACO WC Double Track						
				f 8.00		10.45	8.40	853.1	N		AM 2.05	AM 2.10	PM 12.10	PM 2.05	PM 2.10
				f 8.15		11.00	8.53	858.4	N		2.23	2.28	12.26	2.20	f 2.25
				f 8.30		11.15	9.06	865.2	N		2.31	2.36	12.34	2.27	f 2.34
				8.40		11.21	9.12	872.1	N		2.40	2.45	12.45	2.35	s 2.44
				8.50		11.27	9.18	875.3	D		2.49	2.54	12.56	2.43	f 2.53
PM				s 9.15		11.40	9.30	878.2	D		2.54	3.05	1.01	2.47	2.58
2.15								880.0	N		3.00	3.10	1.04	2.50	3.02
								881.1	N		s 3.07	s 3.20	s 1.14	s 2.59	s 3.10
								883.3	N		3.10	3.23	1.16	3.01	3.12
								887.6	N		3.13	3.26	1.19	3.04	3.15
				f 9.35		12.01	9.49	892.0	N		3.19	3.32	1.27	3.09	f 3.21
				f 10.00		12.10	10.00	892.8	N		3.25	3.38	1.34	3.14	3.27
				f 10.25		12.20	10.10	896.8	N		3.31	3.45	s 1.42	3.19	s 3.34
				10.30		12.30	10.15	899.3	N		3.35	3.49	1.46	3.22	3.39
				s 10.45		12.40	10.25	902.8	N		3.40	s 3.56	s 1.53	3.26	s 3.45
				AM 1.25		12.55	10.35	908.1	N		3.48	4.05	s 2.01	3.35	s 3.55
				f 1.57				917.4	N						PM
				s 2.15				923.2	N		4.01		2.13	3.46	
				2.30				929.4	N		4.12		s 2.24	3.54	
				f 2.50				937.8	N		4.21		2.32	4.02	
				f 3.05				944.4	N		4.32		2.45	4.14	
				3.30				953.7	N		4.41		2.55	4.22	
				AM				955.5	N		4.55		3.10	4.40	
								958.5	N		s 5.05		s 3.20	s 4.50	
								984.9	N		5.20		3.30	4.55	
								985.5	N		VIA I-GN				
								989.3	N		M-K-T JUNCTION K I-GN Interlocker 0.6				
								993.3	N		6.10		4.15	5.40	
								1002.7	N		6.12		4.16	5.41	
								1003.1	N		s 6.20		s 4.20	5.44	
								1010.6	N		6.31		4.30	5.54	
								1016.8	N		6.42		4.42	6.05	
								1024.8	N		s 6.50		s 4.46	6.07	
								1029.2	N		7.01		4.56	6.18	
								1030.3	N		7.11		5.05	6.26	
								1032.8	N		7.22		5.16	6.37	
								1037.5	N		7.30		5.23	6.43	
								1038.5	N		7.33		5.25	6.45	
									N		7.37		5.28	6.48	
									N		7.46		5.35	6.55	
									N		T&NO Interlocker SAN ANTONIO 195.5				
13.2	19.0	20.8	21.9	16.3	16.8	21.7	24.5				8.00		5.45	7.05	
											AM		PM		
											Average speed per hour				
											32.6	32.7	34.6	35.4	

No. 2 IS SUPERIOR TO ALL TRAINS

No. 1 IS SUPERIOR TO ALL TRAINS EXCEPT No. 2

NORTHWARD TRAINS

SAN ANTONIO DIVISION

NORTHWARD TRAINS

3

FIRST CLASS					TIME TABLE NO. 21 Effective 12:01 A. M. February 4, 1945	STATIONS	Fuel, Water, Telephone, Turn Table, Track Scales, Wye and Car Capacity Siding	THIRD CLASS			FOURTH CLASS					
26 Katy Flyer	6 Katy Flyer	4 Katy Limited	24 Katy Limited	2 Texas Special				74 Katy Packer	70 Through Freight	274 Through Freight	90 Way	374 Through Freight	270 Through Freight	96 Way	54 Mixed	
Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Monday Wednesday Friday	Daily Except Saturday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	
					N	BELLMEAD	BJ Interlocking Device	WYSOPT Yard	AM 6.30	PM 8.00		PM 3.00				
					N	T&NO Interlocker	WACO WC	WPS	AM 6.20	PM 7.45		PM 2.25				
					N	HEWITT	W	P	6.05	7.27		f 2.10				
					N	LORENA		P	81	5.55	7.16		f 1.55			
					N	EDDY	ED	P	110	5.41	7.02		f 1.40			
					D	TROY	VO	P	88	5.27	6.48		f 1.25			
						BERGER		P	56	5.21	6.41		1.15			
						PRUETT		P	66	5.15	6.35		1.04		AM	
					N	TEMPLE	JN	WPS	85	5.10	6.30		s 12.50		8.45	
						GC&SF Interlocker	DAVIDSON	P	100	4.59	6.15		12.40		8.35	
						SMITH				4.54	6.05		12.30		8.30	
					D	LITTLE RIVER	RI	P	103	4.45	5.55		f 12.20		AM	
						ROTHMEYER		P	45	4.36	5.45		f 12.10			
					D	HOLLAND	FN	P	62	4.27	5.35		f 12.01		See Time Table Rule 1-d	
					D	MOODY		P	77	4.22	5.25		11.55			
					D	BARTLETT	BR	P	60 72	4.15	5.15		s 11.45			
					N	GRANGER	G	POWY	54 47	4.05 AM	5.00 PM		s 11.30 AM	PM 10.30		
						WEIR		P	39				f 9.55			
					D	GEORGETOWN	GY	WP	26				s 9.30			
						HUFF		P	56				8.35			
					D	PFLUGERVILLE	GU	P	26				f 8.15			
						SPRINKLE		P	24				f 7.55			
						PERSHING		WP					7.40 PM			
					N	AUSTIN	FY	YP Yard								
					N	VIA I-GN										
					N	M-K-T JUNCTION	K									
						BIRGE		PY					PM 9.35	AM 3.45		
					N	SAN MARCOS	C	WP	30				9.30	s 3.35		
						CARTER		P	35				9.10	1.59		
						NEW BRAUNFELS YARD		Y	95				8.50	1.40	AM 10.15	
					N	NEW BRAUNFELS	NB	WSP					8.45	1.30	s 10.05	
						COMAL		P	48				8.30	1.12	f 9.50	
						LUXELLO		P	25				8.18	12.59	f 9.30	
						FRATT		P	25				8.02	12.39	f 9.10	
						MELTON			57				7.53	12.28	8.40	
						TRAVIS YARD		PS	74				7.50	12.23	8.35	
						WARDEN			44				7.45	12.17	8.25	
						GH&SA-T&NO Interlocker	SLOAN	YD					7.30 PM	12.01 AM	8.15 AM	
					N	T&NO Interlocker	SAN ANTONIO	PS Yard								
34.1	35.1	33.7	31.3	41.3		Average speed per hour			26.0	21.7	25.0	18.6	16.0	13.9	17.4	13.2

No. 2 IS SUPERIOR TO ALL TRAINS

No. 1 IS SUPERIOR TO ALL TRAINS EXCEPT No. 2

4 SOUTHWARD TRAINS

HOUSTON DIVISION

NORTHWARD TRAINS

FOURTH CLASS		THIRD CLASS		FIRST CLASS		Distance from St. Louis	TIME TABLE NO. 21		Fuel, Water, Telephone, Turn Table, Track Scales, Wye and Car Capacity Siding	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
95 Way	91 Way	71 Bullet	81 Katy Komet	11 Passenger	25 Katy Flyer		Effective 12:01 A. M. February 4, 1945	STATIONS		24 Katy Limited	26 Katy Flyer	70 Through Freight	74 Katy Packer	90 Way	94 Way
Daily Except Sunday	Tuesday Thursday Saturday	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Monday Wednesday Friday	Daily Except Sunday		
AM 11.00	AM 11.15	AM 12.55	AM 10.35	PM 3.55	AM 4.05	908.1	N GRANGER	G Yard 136	PM 3.35	AM 2.20	PM 5.00	AM 4.05	AM 11.30		
						915.2	EVANS	P 76	3.26	2.05	4.45	3.40	11.10		
						918.9	TAYLOR I-GN Interlocker	JG PYS 55 30 37	3.21	1.59	4.38	3.32	11.00		
						923.9	HAYDEN	P 103	3.11	1.42	4.23	3.22	10.00		
						926.7	COUPLAND	CD P 41	3.07	1.37	4.07	3.16	9.50		
						934.8	ELGIN T&NO Interlocker	J PY	2.55	1.25					
						935.0	ELGIN YARD	PW 127	2.51	1.20	3.50	3.00	9.30		
						943.6	SAYERS	P 70	2.39	1.08	3.25	2.38	8.55		
						947.0	DUNSTAN	DR PY 34	2.32	1.02	3.15	2.31	8.45		
						948.9	PHELAN	P 99	2.21	12.51	3.10	2.27	8.25		
						953.8	BASTROP	BA PW 69	2.14	12.43	3.00	2.17	8.15		
						958.4	LITTLE	P 98	2.03	12.32	2.50	2.08	8.00		
						962.4	UPTON	P 70	1.56	12.26	2.40	2.00	7.50		
AM 6.30	PM 2.20	4.00 5.00	1.25 3.00	5.55 6.05	6.05 6.15	969.4	SMITHVILLE	SM OWPSTY Yard	1.45 1.35	12.15 12.05	2.20 1.20	1.45 1.00	7.30 AM	PM 3.00	
						974.0	KIRTLEY	P 73	1.26	11.57	12.40	12.42		2.45	
						978.3	T&NO Interlocker WEST POINT	WP PY 119	1.18	11.50	12.25	12.33		2.35	
						982.9	PLUM	P 103	1.10	11.43	12.10	12.24		2.20	
						988.2	LA GRANGE	RA P	1.01	11.35					
						989.0	LA GRANGE YARD	PW 88	12.57	11.30	11.50	12.12		2.00	
						994.2	HALSTED	P 65	12.50	11.23	11.35	12.02		1.35	
						1002.1	FAYETTEVILLE	VY P 118	12.38	11.13	11.15	11.46		1.05	
						1007.1	NICHOLS	P 81	12.31	11.06	11.01	11.36		12.31	
						1013.0	NEW ULM	UM PY 118	12.22	10.58	10.45	11.23		12.05	
						1024.0	CAT SPRING	CS P 116	12.08	10.45	10.20	11.03		11.40	
						1035.0	SEALY GC&SF Interlocker	SY WPY 56 82	11.50	10.31	9.55	10.31		11.10	
						1041.9	ELLIS	P 56	11.38	10.20	9.35	10.02		10.10	
						1047.8	BROOKSHIRE	BK P 100	11.29	10.12	9.20	9.50		9.55	
						1056.0	KATY	RS WP 92	11.18	10.01	9.00	9.33		9.00	
						1060.4	CRING	P 98	11.10	9.55	8.50	9.23		8.20	
						1066.5	ADDICKS	P 151	11.02	9.47	8.28	9.10		7.55	
						1072.9	HENNESSEY	P 119	10.53	9.39	8.00	8.51		7.40	
						1079.5	T&NO Interlocker EUREKA	KA P 133	10.45	9.30	7.45	8.25		7.25	
						1081.1	T&NO Interlocking Device HOUSTON HEIGHTS		10.40	9.25					
						1082.5	SPRING STREET								
						1083.9	HOUSTON	HU OWPST Yard	10.30	9.15	7.20	8.00		7.00	
						1134.0	GALVESTON					7.00PM 5.00PM			
14.7	18.4	20.8	16.7	33.0	36.0		Average speed per hour		34.6	34.6	18.2	21.8	15.3	14.3	

WESTWARD TRAINS

SAN MARCOS DIVISION

EASTWARD TRAINS

FOURTH CLASS			THIRD CLASS		Distance from Smithville	TIME TABLE NO. 21		Fuel, Water, Telephone, Turn Table, Track Scales, Wye and Car Capacity Siding	THIRD CLASS		FOURTH CLASS	
		271 Bullet Mixed		281 Katy Komet		Effective 12:01 A. M. February 4, 1945			274 Through Freight		270 Through Mixed	
		Daily Except Sunday		Daily		STATIONS			Daily		Daily Except Sunday	
		AM 5.30		PM 3.30		N	SMITHVILLE SM	OWPSTY Yard P	AM 12.01		AM 7.45	
		f 5.50		3.45	5.5		LIETZKE	P 42	11.30		f 7.20	
		f 6.05		3.55	10.2		ROSANKY	P 35	11.20		f 7.05	
		f 6.35		4.15	20.3		RED ROCK	P 33	10.55		f 6.35	
		f 7.00		4.31	28.4		DALE	P 45	10.35		f 5.55	
		s 7.35		4.50	36.4	D	LOCKHART CO	PW 60	10.15		s 5.20	
		f 8.00		5.05	43.5		MAXWELL	P 33	9.55		f 4.30	
		s 8.10		5.15	46.8		REEDVILLE	P 39	9.45		s 4.15	
		8.30 AM		5.25 PM	51.5		BIRGE	PY	9.35 PM		3.45 AM	
		17.1		27.4			51.5					
						Average speed per hour			21.6		12.9	

WESTWARD TRAINS

BELTON BRANCH

EASTWARD TRAINS

FOURTH CLASS			Distance from St. Louis	TIME TABLE NO. 21		Fuel, Water, Telephone, Turn Table, Track Scales, Wye and Car Capacity Siding	FOURTH CLASS		
		55 Mixed		Effective 12:01 A. M. February 4, 1945			54 Mixed		
		Daily Except Sunday		STATIONS			Daily Except Sunday		
		PM 2.30	883.3		SMITH	P	AM 8.30		
		3.00 PM	890.0	D	BELTON MY	Yard P	8.00 AM		
		13.4			6.7				
				Average speed per hour			13.4		

Trains Register for SMITH located Temple.

FOURTH CLASS			FIRST CLASS		Distance from Waco	TIME TABLE NO. 21		Fuel, Water, Telephone, Turn Table, Track Scales, Wye and Car Capacity Siding	FIRST CLASS		FOURTH CLASS	
	93 Way Daily Except Sunday			35 Passenger Daily		Effective 12:01 A. M. February 4, 1945				36 Passenger Daily		92 Way Daily Except Monday
				AM 6.20		N	WACO WC	Yard WS	PM 10.10			
				VIA GILBOUGH	1.0		St.L.S.W. Interlocking Device T&NO-IGN-StLSW Interlocker EAST WACO	Yard	PM 9.59			
	AM 12.01		f	AM 6.27	2.8	N	BELLMEAD BJ	Yard OWST	Via East Waco	PM 6.00		
	12.05			6.30	3.6		GILBOUGH					
	12.17			6.36	5.3		Tex. Electric R. R. Crossing					5.55
	f 12.45		f	6.52	12.8		WHITLEE			9.53		5.47
	f 12.57		f	6.59	16.4		ROSS	8	f	9.37	f	5.20
	f 1.25		s	7.16	23.7		WIGGINS	49	f	9.30	f	5.05
	f 1.55		s	7.33	33.9		AQUILLA	28	s	9.12	f	4.35
	2.10		f	7.43	40.0	D	WHITNEY WN	W 48	s	8.57	f	4.10
	f 2.22		f	7.53	45.2		SCHMIDT			8.48		3.51
	f 2.40		s	8.09	54.0		STEINER	48	f	8.40	f	3.40
	f 3.05		s	8.27	63.4	N	GC&SF Interlocker MORGAN MN	49	s	8.24	f	3.20
	f 3.30		s	8.47	73.4	D	WALNUT SPRINGS JS	W 60	s	8.05	f	3.01
	f 4.05		s	9.07	84.6		IREDELL	27	s	7.44	f	2.35
	f 4.20		f	9.20	91.9	D	HICO HN	W 49	s	7.25	s	2.10
	f 4.35		f	9.30	97.1		CLAIRETTE	46	f	7.09	f	1.50
	s 5.30		s	9.50	105.9		ALEXANDER	8	f	6.59	f	1.35
	5.40			9.57	109.9	D	GC&SF Crossing DUBLIN DU	SW 52	s	6.40	s	1.10
	f 5.50		f	10.05	114.1		DEAVERS	44		6.30		12.30
	6.00 AM			10.15 AM	119.1	D	COMYN		f	6.23	f	12.20
	18.0			30.5			DELEON DN	OYW Yard	6.15 PM			12.05 PM
							119.1		30.5			17.9
							Average speed per hour					

No. 35 IS SUPERIOR TO No. 36

WESTWARD TRAINS

STAMFORD DIVISION

EASTWARD TRAINS

7

FOURTH CLASS		FIRST CLASS		Distance from Waco	TIME TABLE NO. 21		Fuel, Water, Telephone, Turn Table, Track Scales, Wye and Car Capacity Siding	FIRST CLASS		FOURTH CLASS		
57 Mixed Daily Except Sunday	93 Way Daily Except Sunday		35 Passenger Daily		Effective 12:01 A. M. February 4, 1945			36 Passenger Daily		92 Way Daily Except Monday	56 Mixed Daily Except Sunday	
	AM 8.00		AM 10.15	119.1	D	DELEON	DN	Yard OYW	PM 6.15		AM 11.00	
	f 8.15		f 10.30	124.6		5.5 RUCKER		43	f 5.57		f 10.30	
	f 8.35		s 10.40	130.0	D	5.4 GORMAN	GF	57	s 5.48		f 10.05	
	f 9.05		s 11.00	140.2	D	10.2 CARBON	Z	46	s 5.28		f 9.35	
	f 9.25		f 11.10	144.3		4.1 MANGUM		Y 37	f 5.18		f 9.25	
			s 11.30 11.50	154.7	N	10.4 T&P Interlocker CISCO	CN	Yard WYS	s 5.00 4.40		s 8.55	
			PM 12.01	160.9		6.6 RUFUS		48	4.28		8.30	
	f 11.45		f 12.15	167.5		5.2 PUEBLO		36	f 4.13		f 8.10	
	PM 12.05		s 12.25	172.7	D	MORAN	RN	40	s 4.03		f 7.55	
	f 12.15		f 12.35	177.2		4.5 SEDWICK		26	f 3.53		f 7.40	
	s 12.55		s 12.55	188.0	D	10.8 ALBANY	AB	YW Yard	s 3.33		s 7.10	
	f 1.35		f 1.16	198.5		10.5 ACAMPO		15	f 3.11		f 6.35	
	1.45		f 1.24	203.2		4.7 BUDMATTHEWS		22	f 3.03		6.20	
	1.55		1.33	208.1		4.2 SPARKES		48	2.53		6.05	
	f 2.05		s 1.42	212.3	D	7.0 LUEBERS	RD	W 17	s 2.44		f 5.50	
	f 2.32		s 1.53	219.3		7.0 AVOCA		57	s 2.32		f 5.25	
	PM 4.30	3.00 PM	2.10 PM	226.3	D	7.0 WV Crossing STAMFORD SNW Crossing	DF	Yard OWYS	2.20 PM		5.00 AM	PM 11.40
	f 5.10			235.5		9.2 TUXEDO		14				f 11.00
	s 5.55			246.3	D	10.8 P&SF Crossing HAMLIN	HA	W 31				s 10.15
	f 6.50			267.8		11.5 ROYSTON		20				f 9.20
	f 7.15			263.0		5.2 NORTH ROBY						f 8.55
	7.45 PM			268.5	D	5.5 ROTAN	NA	Y Yard				8.30 PM
12.9	15.3		27.4			149.4			27.4		17.9	13.3
				Average speed per hour								

No. 57 IS SUPERIOR TO No. 56

No. 35 IS SUPERIOR TO No. 36

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. 35 is superior to No. 36.
No. 57 is superior to No. 56.
 - 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 in Automatic Block Signal territory 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 Smith, 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 and Stamford.
 - 2-a. Third and fourth class trains and freight extras will report for orders before leaving Bellmead, Austin, Sloan, Smithville, Houston, Belton, De Leon, Cisco and Stamford.
 - 2-b. No. 381 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 Smith and Temple. Nos. 54 and 55 will report to dispatcher upon arrival, and before departure, at Smith.
3. Third and fourth class trains and freight extras will register at Sloan.
 - 3-a. Trains No. 1, No. 2, No. 4, No. 5, No. 6, and No. 7, and passenger extras, will register at M-K-T Jct., by slip, except when displaying signals.
 - 3-b. All Houston Division trains register Granger by slip, except passenger trains displaying signals.
 - 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.
 - 3-d. First class trains and extra passenger trains will register at Waco and not at Bellmead. Third and Fourth class trains and extra freight trains will register at Bellmead and not at Waco.
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.
 - 4-a. No. 35 will use main track from Waco station to Gilbough and be governed by automatic block signals from Mile 843.6 to Gilbough. 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 10801a (South Switch Eureka) and Northward Signal 10834a (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 Birge and San Marcos.
 - At and between Yoakum Bend, Sloan, and San Antonio. Approaching and between outer switches Smithville yard.
 - At and between Spring Street and passenger station Houston.
 - At and between outer switches of yard DeLeon.
 - Between outer switches of yard Cisco.
 - Between outer switches Albany.
 - 4-e. Track at Sprinkle has connection at south end only.
 - 4-f. Abbreviations.

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

5. Maximum Speed: (Miles per hour)

Division	Passenger Trains	Komets	Other Freight Trains
San Antonio—			
Between Waco and Pershing	60	45	40
Between San Marcos and Travis Yard	60	45	40
Reversed Direction on Double Track	50	35	25
Houston—			
Between Granger and Eureka	60	45	40
San Marcos—			
Between Smithville and Birge	50	40	40
Belton Branch	15		15
DeLeon—			
Between Waco and Whitlee	40		30
Between Whitlee and M.P. 17	30		18
Between M.P. 17 and M.P. 21	25		15
Between M.P. 21 and DeLeon	40		30
Over Bellmead Cut Off and Old TC main line	25		15
Stamford—			
Between DeLeon and M.P. 123	40		30
Between M.P. 123 and M.P. 128	30		20
Between M.P. 128 and Stamford	40		30
Between Stamford and Rotan	25		20

Trains handling loaded oil cars must not exceed 35 miles per hour at any point on San Antonio and Houston Divisions, 30 miles per hour on San Marcos Division, 25 miles per hour between Bellmead and Stamford, 15 miles per hour between Stamford and Rotan.

- 5-a. Maximum speed of engines backing up, with, or without cars 15 miles per hour.
- 5-b. Scale test car X1658 is to be moved only on local freight trains at speed not exceeding 25 miles per hour and should be handled on rear of train just ahead of caboose.
- 5-c. Maximum speed 5 miles per hour over street crossing just east of Station Albany and over first and second crossings east of freight station Gorman.
- 5-d. Maximum speed entering or leaving main track turnouts: passenger trains 20 and freight trains 15 miles per hour, except maximum speed is 30 miles per hour for passenger trains and 20 miles per hour for freight trains at these turnouts:
 North end double track Bellmead.
 South end double track Hewitt.
 Through siding switches Elgin Yard.
 Through siding switches, West Point.
 Through turnout to San Antonio Division main track Granger.
- 5-e. Maximum speed of switch engines, with or without cars, 20 miles per hour, except as otherwise restricted.
- 5-f. Maximum speed freight engines on passenger trains, 700 class, 50 miles per hour, others 45 miles per hour.
- 5-g. Maximum speed all trains and engines between Brazos River and Waco Passenger Station, 15 miles per hour.
- 5-h. Maximum speed trains handling mixed freight and passenger equipment same as freight trains.
- 5-i. Maximum speed over T&P crossing Cisco 20 miles per hour.
- 5-j. Maximum speed over Cotton Belt Crossing Bellmead, 20 miles per hour.
- 5-k. Maximum speed of trains through double track turnouts T. & N. O. and SA&AP crossing Waco, 15 miles per hour.
- 5-l. Maximum speed approaching and passing over T. & N. O. Crossing M.P. 1080.8 South of Eureka, 15 miles per hour and be governed by Special Instructions '7-c.

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

Station	Miles per hour	Station	Miles per hour
Waco	20	Bastrop	20
Temple	18	Smithville	15
Granger	15	LaGrange	25
Georgetown	20	Fayetteville	25
Austin	6	Houston Heights	18
San Marcos	20	Houston	18
New Braunfels	12	Lockhart	15
San Antonio	18	Belton	6
Taylor	12	Hico	10
Elgin	10	Dublin	15

- 6. Unless otherwise specified, time table, or train order, restrictions will apply:
 Hewitt...at end of double track.
 Temple...at siding extending just south of passenger station, generally known as the middle siding, which intersects main track through cross-over just north of water tank.
 Bartlett...at south siding (south of station).
 Granger...at Junction switch of Houston and San Antonio Divisions.
 San Antonio at passenger station.
 Taylor...at north siding (north of station).
 Sealy...at north siding (north of station).
 Houston...On first class trains...at passenger station.
 Albany...at track known as old team opposite passenger station.
- 6-a. At Granger; The following described 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 north switch emerging from east side of San Antonio Division main track just south 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 908.8.
- 6-b. Extract from North Texas District Time Table Special Instructions—"At Bellmead schedules are effective at north end of double track."
- 6-c. At Pruet, 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.
- 7. Automatic block Signals in Service:
 From Mile 841.9 to Mile 842.9, southward traffic, and to Mile 843.6, northward traffic.
 From Mile 846.3, southward traffic, and from Mile 847.4, northward traffic to Mile 909.6, San Antonio Division, and to Mile 908.4, Houston Division.
 From Mile 1027.7 to Mile 1037.2 San Antonio Division.
 From Mile 987.3 to Mile 1023.6 Houston Division.
 From Mile 1077.7 to Mile 1083.6 Houston Division.
- 7-a. Block 10372, San Antonio Division, will be considered the same as a block signal at departing end of siding and rule 348 will govern.
- 7-b. When automatic Block Signal 10362 (indication A) San Antonio Division, is found displaying "STOP" indication, after flagging across the Southern Pacific Railroad crossing just north of the block signal in accordance with Rule 390, Trains may then be governed by Rule 343 "P" to the next block signal.

- 7-c. 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-d. Two-arm home signal Tower 105 governing movements from M-K-T to tail track or I-GN connection Sloan yard, San Antonio is located on left hand side of track.
- 7-e. Southbound distant signal M-K-T-IGN Interlocker New Braunfels is on left hand side of track.
- 7-f. 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.
- 7-g. Interlocker home signal for northward trains governing T. & N. O. crossing just north of Brazos River Bridge, Waco, is on left hand side of track.
- 7-h. Normal position switch, end of double track Hewitt is for northward trains.
- 7-i. Normal position switch at Houston Division main track connection at Granger is for San Antonio Division.
- 7-j. Normal position of switch at Birge is for San Antonio Division.
- 7-k. Normal position of main track switch at Sloan is for outward passenger trains.
- 7-l. Normal position of switch at Whitlee is for Bellmead cutoff.
- 7-m. Normal position of switch north end of double track, Bellmead, is for southward trains.
- 7-n. At Hewitt, switch at end of double track is a spring switch and trains operating through switch will be governed by Rule 104(F).
- 7-o. 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-p. At Davidson, the switch at the south end of siding is electrically controlled by operator in Temple depot; interlocking rules govern. Telephone in booth at switch for communicating with operator.
- 7-q. At Granger, the Houston Division switch at San Antonio main line junction is electrically controlled by operator in depot; interlocking rules govern. When home signals are inoperative "call on" light located on signal booth at switch permits movement through switch, after getting operator's attention and then observing that switch points are properly set. Push button located on booth for attracting operator's attention. After pressing push button move must not be made through remote control switch until "call-on" light is displayed.
- 7-r. At Elgin Yard, both siding 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-s. At West Point, both switches of the siding are 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.
- 7-t. At Davidson, Elgin and West Point, inferior trains may proceed on the main track to the next signal, within the limits of the siding, against opposing superior trains, upon receiving "proceed" signal indications. Such "proceed" signal indication must not be given until switch and siding have been set for the opposing train to enter the siding. Trains entering the siding will be governed by rules governing movements on a siding.
- 8. Car capacities of tracks are exclusive of engine and caboose and based on average of 48 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
Duraglass	848.8	North	45
Bruceville	863.0	South	18
Iglehart	U-953.5	Both	16
Gruene	M-999.7	North	22
Ogden	M-1012.6	North	45
Longhorn	M-1023.6	North	46
Texas Co.	M-1028.5	North	30
Exposition	M-1032.1	North	20
Anthony	M-1034.8	North	15

Houston Division

Circleville	913.7	South	18
Watex	972.5	North	160
Texcon	984.4	North	75
Tamberg	995.3	North	40
Hatter	1003.5	North	55
Klimek	1005.3	South	25
San Felipe	1038.3	South	10
Johnsue	1051.7	Both	100
Barker	1063.9	South	29

San Marcos Division

Jordan	M. 14.3	East	4
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Belton Branch

Hobbs	887.0	Both	8
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De Leon Division

Humble Oil Spur	113.8	West	10
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Stamford Division

Texas Co.	174.0	West	26
Penn	192.0	East	12
Plasterco	250.5	East	—
Reynolds	253.6	West	20

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

	MP Location
Circleville	Houston Division 913.4
Cummings Creek	Houston Division 1005.6

8-c. Yards protected by yard limit boards:

- M.P. 849.5 to Bellmead, inclusive Smithville
- Pruett-Temple-Davidson, inclusive M.P. 1077.3 to Houston, inc.
- Granger Whitlee
- Iglehart-Pershing Dublin
- Birge to San Marcos, inclusive DeLeon
- New Braunfels Stamford
- M.P. 1027.5 to San Antonio, inclusive

8-d. Bulletin Books are located at:

BELLMEAD— Yard Office Round House	SAN ANTONIO— Passenger Station
WACO— Telegraph Office Engineers Rest Room	SMITHVILLE— Telegraph Office Round House
BELTON— Telegraph Office	HOUSTON— Telegraph Office Round House
GRANGER— Telegraph Office	DE LEON— Telegraph Office
SLOAN— Yard Office Round House	STAMFORD— Telegraph Office Round House

8-e. Standard Clocks are located at:

BELLMEAD— Dispatcher's Office	SAN ANTONIO— Passenger Station
WACO— Telegraph Office	SMITHVILLE— Telegraph Office
TEMPLE— Telegraph Office	HOUSTON— Telegraph Office
SLOAN— Yard Office Round House	DE LEON— Telegraph Office
	STAMFORD— Telegraph Office

9. Watch Inspectors

American Railroad Time Service Company, 720 Olive St., St. Louis.

Name	Address	Name	Address
Koen & Son, Joe	Austin	Gildmeister & Son, Chas.,	516 E. Houston St.,
Stocking, B. R.	Belton		San Antonio
Hampton, H.	DeLeon	Ragsdale, C. E.	Smithville
Michael Jewelry Co.	Galveston	Dobyns, R. H.,	2025
Houston Watch Co., 1st Floor		Market St.	Stamford
Southern Pacific Bldg.	Houston	Armstrong, T. A.,	725 Austin St.
Humble, O. B., 1301 1/2 South	Flores St.		San Antonio

10. Flag Stops not shown on Schedule page for revenue passengers only, except when otherwise stated:

Station	For trains	Station	For trains
Bruceville	4	Elm Mott	35 and 36
Barker	24		

San Felipe is regular stop for Trains No. 11 and No. 24.

- 10-a. Nos. 5 and 25 at any station to discharge from Kansas City, also from stations St. Louis to South Mound, inclusive.
- 10-b. Nos. 6 and 26 at any station to receive for Kansas City, also for stations South Mound to St. Louis, inclusive.
- 10-c. No. 7 at any station to discharge (including drovers' tickets) from St. Louis and Kansas City and beyond.
- 10-d. No. 7 stops Hewitt, Lorena, Bruceville, Eddy, Troy and Little River for revenue passengers for points Weir to San Antonio inclusive and stops Weir and Pflugerville for revenue passengers.
- 10-e. Trains No. 1 and 2 stop at Georgetown, San Marcos and New Braunfels to discharge revenue passengers from and pick up revenue passengers for St. Louis and connections.
- 10-f. No. 2 stops San Marcos for revenue passengers for Kansas City.
- 10-g. No. 1 stops San Marcos to discharge ten or more passengers for Reedville air base.

- 10-h. No. 11 at any station between Waco and Houston to discharge from north of Waco.
- 10-i. No. 4 at any station Granger to Waco to discharge from any station San Antonio to Weir, inclusive.
- 10-j. No. 6 at New Braunfels to receive for Waco and north regular stops for Nos. 6 and 26.

PERMISSIVE STOPS ON OTHER DISTRICTS

- Northern District
No. 26 at Erie to discharge from south of Waco.
- Eastern District
No. 6 at West Alton discharge from south of Waco.

11. The following main line bridges and structures will not clear man on side of car as the horizontal clearance between points 4 feet and 16 feet above top of rail is less than 7 feet 4 1/2 inches.

DIVISION	MP	LOCATION
Houston	1084.0	Train shed—passenger station
Houston	1084.1	Overpass Main St. Viaduct (Freight Lead)
G. H. & H. RR.	42.46	Signal Bridge
G. H. & H. RR.	43.57	Lift Bridge Galveston Causeway
San Antonio	192.09	Rock Cut I-GN joint track
San Antonio	204.60	Bridge No. 204.60, I-GN joint track
San Antonio	M-992.2	Overpass, I-GN
San Antonio	M-1033.5	Overpass—Highway
DeLeon	20.8	Bridge No. 20.8
DeLeon	65.9	Bridge No. 65.9
DeLeon	81.7	Bridge No. 81.7
DeLeon	82.2	Bridge No. 82.2
DeLeon	88.1	Bridge No. 88.1
DeLeon	97.6	Bridge No. 97.6
Stamford	144.8	Bridge No. 144.8
Stamford	184.5	Bridge No. 184.5
All	Various	Swinging spouts on water tanks
All	Various	All mail cranes when pouches are hung

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 & N O
Houston	1084.1	Overpass—Main St. Viaduct
G. H. & H. RR.	43.57	Lift Bridge Galveston Causeway, Texas
San Antonio	U-948.0	Highway overpass
San Antonio	M-992.2	Overpass, I-GN
San Antonio	M-992.2	Overpass—Highway
San Antonio	M-1031.6	Overpass—Sou. Pacific
San Antonio	M-1033.7	Highway overpass
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-887.8	Bridge No. L-887.8

Guys and trolley wire over Texas Electric Railway Company connection with cut-off track near Whitlee.

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.

14. TONNAGE RATING INSTRUCTIONS

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

	Weight of Car and Contents Tons	Weight of Freight Tons
(a)		
Carload perishable under ice	45	16
Carload perishable not under ice	42	16
Refrs. loaded with LCL mdse	35	8
Other cars with LCL mdse	30	8
Live stock	37	15
Live poultry	36	10

When actual weights obtained on perishable loads in refrigerator, add three tons for ice when moving under refrigeration.

(b) Use following tonnage for tare weights on system cars:

1. Caboosees

	Tons
341 to 350 incl.	27
361 to 370, 796 to 820 incl.	25
375 and 524 to 591 incl.	18
411 to 523, 700 to 795, 871 to 907 incl.	21
821 to 870 incl.	22
2. Auto Cars

74000 to 60100 incl.	26
61001 to 62100 incl.	30
63000 to 63025 incl.	31
3. Box Cars

74000 and 170000 series	19
76001 to 78000 incl.	22
80001 to 80494 incl.	25
79001 to 79157, 95000 to 96499 incl.	23
4. Coal and Hopper Cars

23000 to 25380 incl.	17
32000 to 33499 incl.	20
41000 to 41500 incl.	24
43001 to 43500 incl.	21
40001 to 40050 incl.	26
40500 to 40700 incl.	30
- 5 Flat Cars

13000 to 13139, 113000 to 113120 incl.	21
13201 to 13500 incl.	19
6. Stock Cars

47000 to 47500 incl.	22
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7. Tank Cars

116000 to 117019 incl.	22
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8. For loaded and empty stock cars, add two tons for bedding.

9. When stencilled tare weights on foreign cars are not obtained, use figures below:

Kind	Non-Devised Auto	Devised Auto	Box	Flat	Refrigerator	Stock	Tank	Coal	Hopper
Tons	25	26	22	21	26	Bedded 22 Clean 20	22	24	28

10 When actual tare weights are secured by actual check, the actual tonnage figures should be shown on wheel reports and reports endorsed accordingly, for information of Assistant Auditor.

15. Engine Whistle Code: At Waco T&NO 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)	o _____ o
Single Main to Southward Main (Irregular Route)	o _____ o
Main Track to Compress Track	_____ o o _____
Main Track to Texas Power & Light Track	_____ o
Compress or T.P.L. Track to Main Track	_____
Main Track to Cotton Belt	_____ o _____
Main Track to Texas Central Main Track	o o _____
Texas Central Main Track to Main Track	o o _____

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:

- Dunstan—Mine tracks.
- Temple—No. 1 and uptown track.
- Georgetown—IGN Transfer track.
- Smithville—River track.
- Sealy—Oil Mill track.
- Taylor—Oil Mill track.
- Over bridge on spur track off house track San Marcos.

TONNAGE RATINGS

Locomotives		64% Booster			64%		57%		47%		32%		
From	To	Adjustment	Rating	No.	Rating	No.	Rating	No.	Rating	No.	Rating	No.	
		Tons	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	
Bellmead	Smithville	6	2760	69	2350	59	2100	53	1775	44	1240	31	
Bellmead	Eddy	7	3000	75	2550	64	2250	56	1875	47	1310	33	Excess
Eddy	Smithville	7	3465	87	2885	72	2670	64	2225	56	1390	35	Excess
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	Excess
Smithville	Houston	6	3000	75	2625	66	2360	59	1910	48	1330	33	
Smithville	LaGrange	10	4460	117	3885	97	3500	88	3075	77	2000	50	Excess
New Ulm	Houston	12	5250	131	4725	118	4410	110	3815	95	2380	60	Excess
Houston	Smithville	6	3000	76	2625	66	2360	59	1910	48	1330	33	
Houston	New Ulm	10	5040	126	4515	113	4050	101	3240	81	2240	56	Excess
LaGrange	Smithville	10	5000	125	4410	110	3970	99	3180	80	2220	56	Excess
Smithville	San Antonio	5	2600	66	2200	55	2000	50	1665	42	1280	32	Excess
Lockhart	San Marcos	5	3000	75	2500	62	2270	57	1890	47	1455	36	Excess
San Marcos	New Braunfels	5	2800	70	2335	58	2120	53	1765	44	1360	34	Excess
San Antonio	Smithville	5	2465	62	2100	53	1910	48	1590	40	1225	31	
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	
Austin	Granger	5	2465	62	2100	53	1910	48	1590	40	1225	31	
Austin	San Marcos	5	2000	57	1800	47	1600	43	1375	34	960	24	
San Marcos	Austin	5	2465	62	2100	53	1910	48	1590	40	1225	31	
Bellmead	DeLeon	5					2000	50	1600	40	1110	28	
DeLeon	Bellmead	5					2000	50	1600	40	1120	28	
DeLeon	Albany	5					2000	50	1600	40	1120	28	
Albany	Stamford	4					1520	38	1220	31	860	22	
Acampo	Stamford	10					3200	80	2650	66	1850	46	Excess
Stamford	Cisco	5					2000	50	1600	40	1120	28	
Cisco	DeLeon	5					2100	53	1700	43	1200	30	
Carbon	DeLeon	7					2370	59	1960	49	1520	38	Excess
Stamford	Rotan	6							1750	44	1230	31	
Rotan	Stamford	10							3180	80	2200	55	

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.

SPEED TABLE

Speed Per Hour	TIME OF PERFORMANCE			Speed Per Hour	TIME OF PERFORMANCE		
	¼ Mile	½ Mile	1 Mile		¼ Mile	½ Mile	1 Mile
Miles	M.S.	M.S.	M.S.	Miles	M.S.	M.S.	M.S.
10	1 30	3 0	6 00	36	0 25	0 50	1 40
11	1 21	2 43	5 27	37	0 24	0 48	1 37
12	1 15	2 30	5 00	38	0 23	0 47	1 34
13	1 09	2 18	4 37	39	0 23	0 46	1 32
14	1 04	2 08	4 17	40	0 22	0 45	1 30
15	1 00	2 00	4 00	41	0 21	0 43	1 27
16	0 56	1 52	3 45	42	0 21	0 42	1 25
17	0 52	1 46	3 31	43	0 20	0 41	1 23
18	0 50	1 40	3 20	44	0 20	0 40	1 21
19	0 47	1 34	3 09	45	0 20	0 40	1 20
20	0 45	1 30	3 00	46	0 19	0 39	1 18
21	0 42	1 25	2 51	47	0 19	0 38	1 16
22	0 40	1 21	2 43	48	0 18	0 37	1 15
23	0 39	1 18	2 36	49	0 18	0 36	1 13
24	0 37	1 15	2 30	50	0 18	0 36	1 12
25	0 36	1 12	2 24	51	0 17	0 35	1 10
26	0 34	1 09	2 18	52	0 17	0 34	1 09
27	0 33	1 06	2 18	53	0 17	0 34	1 08
28	0 32	1 04	2 08	54	0 16	0 33	1 07
29	0 31	1 02	2 04	55	0 16	0 32	1 06
30	0 30	1 00	2 00	56	0 16	0 32	1 05
31	0 29	0 58	1 56	57	0 15	0 31	1 04
32	0 28	0 56	1 52	58	0 15	0 31	1 03
33	0 27	0 54	1 49	59	0 15	0 30	1 02
34	0 26	0 53	1 45	60	0 15	0 30	1 00
35	0 25	0 51	1 42				