



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

J. E. SCHOTT
Trainmaster

G. F. WEECE
Road Foreman of Engines

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

P. W. HAMILTON
Night Chief Dispatcher

E. S. WALSH J. G. SCHMIDT
W. N. PORCHE C. E. DILTZ
A. L. ADAMS A. P. SCHIMMEL
L. A. VOLCIK R. E. REEDER
R. A. RICHARDS
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. 22

OF THE
**SOUTH TEXAS
DISTRICT**

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

Sunday, December 2, 1945

Superseding Previous Time Table and Supplements

— For Employees Only —

H. W. DAVIDSON, J. H. LITTLE, H. M. WARDEN,
Superintendent General Superintendent Vice-President and
of Transportation 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
Bellmead	Dr. Lewis G. Aide
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. D. V. Rodgers
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. Sterling E. Russ Dr. J. W. Goode, Div. Surgeon Dr. Wm. D. Willerson Dr. J. H. Burleson, Oculist Dr. S. W. Allen
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. E. 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. 22					
55 Mixed	97 Way	271 Bullet	381 Katy Komet	91 Way	281 Katy Komet	81 Katy Komet	71 Bullet		Effective 12:01 A. M. December 2, 1945	STATIONS				
Daily Except Sunday	Daily Except Sunday	Daily Except Saturday	Daily Except Sunday	Tuesday Thursday Saturday	Daily	Daily	Daily		5 Katy Flyer	25 Katy Flyer	7 The Bluebonnet	1 Texas Special	11 Passenger	
				AM 7.00		PM 10.10	PM 1.00	843.0	N	BELLMead	BJ			
				AM 7.15		PM 10.25	PM 1.15	845.5	N	T&NO Interlocker				
				f 7.45		10.40	1.30	853.1	N	WACO WC	Double Track	AM 2.05	AM 2.10	PM 12.10
				f 8.00		10.50	1.40	858.4	N	HEWITT W		2.23	2.28	12.26
				f 8.15		11.04	1.55	865.2	N	LORENA		2.31	2.36	12.34
				f 8.30		11.18	2.10	872.1	N	EDDY ED		2.40	2.45	12.45
				8.40		11.23	2.16	875.2	D	TROY VO		2.49	2.54	12.56
				8.50		11.28	2.22	878.2		BERGER		2.54	3.05	1.01
PM				s 9.15		11.35	2.30	880.0		PRUETT		3.00	3.10	1.04
2.15									N	TEMPLE JN		s 3.07	s 3.20	s 1.14
				9.20		11.40	2.34	881.1		GC&SF Interlocker				
2.20				9.25		11.45	2.38	883.3		DAVIDSON		3.10	3.23	1.16
2.30										SMITH		3.13	3.26	1.19
PM				f 9.35		11.53	2.47	887.6						
See Time Table Rule 1-d				f 10.00		12.01	2.56	892.0	D	LITTLE RIVER RI		3.19	3.31	1.27
				f 10.25		12.10	3.05	896.8		ROTHMEYER		3.25	3.37	1.34
				10.30		12.14	3.10	899.2	D	HOLLAND FN		3.31	3.43	s 1.42
				s 10.45		12.20	3.17	902.8		MOODY		3.35	3.47	1.46
				AM 11.00		12.30	3.35	908.1	D	BARTLETT BR		3.40	s 3.54	s 1.53
				f 1.57				917.4	N	GRANGER G		3.48	4.02	s 2.01
				s 2.15				923.2		WEIR		4.01		2.13
				2.30				929.4	D	GEORGETOWN GY		s 4.10		s 2.21
				f 2.50				937.8	D	HUFF		4.21		2.30
				f 3.05				944.4	D	PFLUGERVILLE GU		4.32		2.42
				3.30				953.7		SPRINKLE		4.41		2.55
				AM				955.5	N	PERSHING		4.55		3.10
								984.9	N	AUSTIN FY		s 5.05		s 4.50
								985.5		VIA I-GN		5.20		3.30
				PM 10.45		AM 4.50		985.5	N	M-K-T JUNCTION K		6.10		4.15
				s 11.10		5.00		986.3		I-GN Interlocker				5.40
				11.34		5.13		993.3	N	BIRGE		6.12		4.16
						5.30		1002.7	N	SAN MARCOS C		s 6.14		s 4.18
	PM 2.30	AM 12.01				5.32		1010.6		CARTER		6.31		4.30
	s 2.40	12.10				5.45		1016.8	N	NEW BRAUNFELS YARD		6.42		4.42
						5.57		1024.8	N	NEW BRAUNFELS I-GN Interlocker		s 6.50		s 4.46
						6.12		1029.2		COMAL		7.01		4.56
						6.20		1030.3		LUXELLO		7.11		5.05
						6.23		1032.8		FRATT		7.22		5.16
						6.28		1037.5		MELTON		7.30		5.23
	4.20	2.00				6.45		1038.5		TRAVIS YARD		7.33		5.25
										WARDEN		7.37		5.28
										GH&SA-T&NO Interlocker		7.46		5.35
										SLOAN YD				6.55
										T&NO Interlocker				
										SAN ANTONIO		8.00		5.45
										195.5		AM		7.05
13.2	19.0	16.0	22.8	16.3	26.7	27.0	25.2			Average speed per hour		32.6	3.6	34.6
														38.6
														34.2

No. 2 IS SUPERIOR TO ALL TRAINS

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

NORTHWARD TRAINS

SAN ANTONIO DIVISION

NORTHWARD TRAINS

FIRST CLASS					TIME TABLE NO. 22 Effective 12:01 A. M. December 2, 1945	THIRD CLASS			FOURTH CLASS								
26 Katy Flyer	6 Katy Flyer	4 Katy Limited	24 Katy Limited	2 Texas Special		80 Katy Komet	72 Fast Freight	280 Katy Komet	90 Way	380 Katy Komet	272 Fast 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				
					BELLMEAD BJ StLSW Interlocking Device	WYSOFT Yard	AM 4.15	PM 4.00	PM 3.20								
					T&NO Interlocker												
					WACO WC	WPS	AM 3.50	PM 3.40	PM 3.05								
AM 4.10	AM 4.00	PM 5.45	PM 5.35	PM 12.40	N HEWITT W	P	3.30	3.20	f 2.50								
3.50	3.40	5.28	f 5.17	12.26	N LORENA	P 81	3.20	3.05	f 2.34 2.27								
3.40	3.30	5.19	f 5.08	12.19	N EDDY ED	P 110	3.07	2.44 2.35	f 1.55								
3.30	3.20	5.10	f 4.58	12.11	D TROY VO	P 85	2.54 2.49	2.10	f 1.25								
3.20	3.10	5.01	f 4.48	12.02	D BERGER	P 56	2.36	2.05	1.15								
3.15	3.05	4.57	4.42	11.58	D PRUETT	P 66	2.31	1.59	1.04				AM				
3.10	3.00	4.53	4.38	11.55	N TEMPLE JN	WPS 85	2.28	1.55	s12.50				8.45				
s 3.07	s 2.57	s 4.50	s 4.35	s11.52	GC&SF Interlocker												
					DAVISON	P 100	2.21	1.41	12.40				8.40				
					D SMITH	P	2.17	1.36	12.30				8.30				
					D LITTLE RIVER RI	P 103	2.07	1.27	f12.20				AM				
					D ROTHMEYER	P 45	1.59	1.10	f12.10				See Time Table Rule 1-d				
					D HOLLAND FN	P 62	1.51	1.02	f12.01								
					D MOODY	P 77	1.46	12.57	11.55								
					D BARTLETT BR	P 60 72	1.40	12.50	s11.45								
					N GRANGER G	POWY 90 115	1.30 AM	12.40 PM	s11.30 AM	PM 10.30							
					D WEIR	P 39			f 9.55								
					D GEORGETOWN GY	WP 26			s 9.30								
					D HUFF	P 56			8.45								
					D PFLUGERVILLE GU	P 26			f 8.20								
					D SPRINKLE	P 39			f 8.01								
					D PERSHING	NP			7.40 PM								
					N AUSTIN FY	YP Yard											
					VIA I-GN												
					N M-K-T JUNCTION K												
					I-GN Interlocker												
					D BIRGE	PY			PM 8.50	AM 5.05							
					N SAN MARCOS C	WP 30			8.45	s 5.00							
					D CARTER	P 35			8.30	4.05							
					NEW BRAUNFELS YARD	Y 95			8.12	3.45	AM 10.15						
					N NEW BRAUNFELS NB	WSP			8.10	3.30	s10.05						
					I-GN Interlocker												
					D COMAL	P 48			7.55	3.15	f 9.50						
					D LUXELLO	P 31			7.43	3.00	f 9.30						
					D FRATT	P 25			7.27	2.40	f 9.10						
					D MELTON				7.19	2.28	8.40						
					D TRAVIS YARD	PS 74			7.17	2.25	8.35						
					D WARDEN				7.13	2.15	8.30						
					GH&SA-T&NO Interlocker				7.00 PM	2.00 AM	8.15 AM						
					SLOAN YD	WPOY Yard											
					T&NO Interlocker												
					SAN ANTONIO	PS Yard											
34.1	35.1	33.7	32.7	41.3	Average speed per hour					24.0	19.5	27.4	17.0	16.0	16.9	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. 22		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. December 2, 1945			24 Katy Limited	26 Katy Flyer	72 Fast Freight	80 Katy Komet	90 Way	94 Way
Daily Except Sunday	Tuesday Thursday Saturday	Daily	Daily	Daily	Daily	STATIONS		Daily	Daily	Daily	Daily	Monday Wednesday Friday	Daily Except Sunday		
AM	AM	PM	AM	PM	AM			PM	AM	PM	AM	AM			
s 11.00	3.40	12.30	s 4.05	4.02	908.1	N	GRANGER	G	Yard 115	s 3.40	2.20	12.40	1.30	s 11.30	
11.15	3.55	12.41	4.16	4.11	915.2		EVANS	P	76	3.27	2.05	12.20	1.10	11.10	
s 11.40	4.02	12.47	s 4.21	4.16	918.9	N	TAYLOR	JG	PYS 77	s 3.22	1.59	12.12	1.03	s 11.00	
							I-GN Interlocker		28						
							HAYDEN	P	103	3.11	1.42	12.01	12.54	10.00	
PM 12.01	4.12	12.54	4.31	4.26	923.9										
f 12.10	4.17	12.58	s 4.36	4.30	926.7	D	COUPLAND	CD	P 41	s 3.07	1.37	11.50	12.48	f 9.50	
			s 4.48	4.43	934.8	N	ELGIN	J	PY	s 2.55	f 1.25				
							T&NO Interlocker								
s 12.35	4.50	1.20	4.50	4.45	935.0		ELGIN YARD	PW	127	2.51	1.20	11.30	12.35	s 9.30	
12.55	5.15	1.33	f 5.02	4.57	943.6		SAYERS	P	70	f 2.39	1.08	11.05	12.17	f 8.55	
f 1.05	5.25	1.39	s 5.15	5.12	947.0	N	DUNSTAN	DR	PY 34	s 2.32	s 1.02	10.55	12.11	f 8.45	
f 1.10	5.30	1.42	s 5.19	5.16	948.9		PHELAN	P	99	2.21	12.51	10.50	12.08	f 8.25	
s 1.25	5.45	1.50	s 5.30	5.30	953.8	D	BASTROP	BA	PW 69	s 2.14	s 12.43	10.40	11.59	s 8.15	
f 1.35	5.55	1.57	f 5.38	5.38	958.4		LITTLE	P	98	f 2.03	12.32	10.30	11.51	f 8.00	
f 1.56	6.05	2.04	5.44	5.44	962.4		UPTON	P	70	f 1.56	12.26	10.20	11.45	f 7.50	
AM 6.30	2.20	6.30	2.30	5.55	969.4	N	SMITHVILLE	SM	OWPSTY	s 1.45	12.15	10.00	11.30		
f 6.45		7.45	2.50	6.13	974.0		KIRTLEY	P	73	f 1.26	11.57	8.35	10.59		
							T&NO Interlocker								
s 7.05	8.00	2.59	s 6.21	6.18	978.3	N	WEST POINT	WP	PY 119	s 1.18	11.50	8.20	10.52	s 2.35	
f 7.20	8.15	3.07	s 6.30	6.24	982.9		PLUM	P	103	s 1.10	11.43	8.05	10.45	f 2.20	
			s 6.42	6.32	988.2		LA GRANGE	RA	P	s 1.01	s 11.35				
s 7.50	8.30	3.19	6.44	6.34	989.0		LA GRANGE YARD	PW	88	12.57	11.30	7.50	10.34	s 2.00	
f 8.05	8.45	3.30	f 6.54	6.41	994.2		HALSTED	P	65	f 12.50	11.23	7.35	10.26	f 1.35	
s 8.35	9.05	3.46	s 7.07	6.51	1002.1	D	FAYETTEVILLE	VY	P 118	s 12.38	11.13	7.15	10.13	s 1.05	
							NICHOLS	P	81	12.31	11.06	6.58	10.04	12.31	
s 9.40	9.53	4.09	s 7.25	7.07	1013.6	D	NEW ULM	UM	PY 118	s 12.22	10.58	6.30	9.53	s 12.05	
s 10.20	10.45	4.30	s 7.40	7.19	1024.0	D	CAT SPRING	CS	P 116	s 12.06	10.45	6.00	9.37	f 11.40	
s 11.10	11.20	4.52	s 7.55	7.32	1035.0	N	SEALY	SY	WPY 56	s 11.50	f 10.31	5.30	9.20	s 11.10	
							GC&SF Interlocker		82						
11.38	11.40	5.07	8.07	7.42	1041.9		ELLIS	P	56	11.38	10.20	5.07	9.06	9.55	
PM 12.15	12.01	5.19	s 8.16	7.50	1047.8	D	BROOKSHIRE	BK	P 100	s 11.29	10.12	4.45	8.56	s 9.30	
f 12.40	12.10	5.27	8.22	7.55	1051.7	D	JOHNSUE	JU	P	11.24	10.07	4.35	8.50	f 9.01	
s 12.55	12.25	5.36	s 8.28	8.01	1059.0	D	KATY	RS	WP 92	s 11.18	10.01	4.25	8.43	s 8.01	
1.10	12.40	5.45	8.35	8.07	1060.4		CRING	P	98	11.10	9.55	4.10	8.35	7.20	
f 1.25	12.55	6.00	f 8.44	8.14	1066.5		ADDICKS	P	151	f 11.02	9.47	3.55	8.14	f 7.05	
1.40	1.10	6.15	8.51	8.22	1072.9		HENNESSEY	P	119	10.53	9.39	3.40	8.02	6.45	
1.55	1.30	6.30	9.00	8.30	1079.5		T&NO Interlocker								
							EUREKA	KA	P 133	10.45	9.30	3.25	7.50	6.30	
			f 9.05	8.35	1081.1		T&NO Interlocking Device								
							HOUSTON HEIGHTS			f 10.40	f 9.25				
							SPRING STREET								
2.20	2.00	7.00	9.15	8.45	1083.9	N	HOUSTON	HU	OWPST	10.30	9.15	3.00	7.30	6.00	
PM	AM 8.00AM	AM	PM	AM					Yard	AM	PM	AM 8.15PM	PM	AM	
	10.00AM				1134.0		GALVESTON					6.15PM			
14.7	18.4	17.0	27.5	34.0	37.3		Average speed per hour			34.0	34.6	15.7	29.3	15.3	
														13.9	

See Special Instructions Rule 4-C

WESTWARD TRAINS

SAN MARCOS DIVISION

EASTWARD TRAINS

5

FOURTH CLASS			THIRD CLASS		Distance from Smithville	TIME TABLE NO. 22		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. December 2, 1945			280 Katy Komet		272 Freight Mixed		
		Daily Except Saturday		Daily		STATIONS			Daily		Daily Except Sunday		
		PM 7.45		AM 3.00		N	SMITHVILLE	SM	OWPSTY Yard P	PM 10.40		AM 8.00	
	f	8.00		3.15	5.5		LIETZKE		P 42	10.25		f	7.45
	f	8.15		3.24	10.2		ROSANKY		P 35	10.16		f	7.35
	f	8.35		3.42	20.3		RED ROCK		P 33	9.58		f	7.15
	f	8.55		3.58	28.4		DALE		P 45	9.43		f	6.55
	s	9.28		4.16	36.4	D	LOCKHART	CO	PW 60	9.28		s	6.20
	f	10.00		4.30	43.5		MAXWELL		P 33	9.13		f	5.30
	s	10.25		4.40	46.8		REEDVILLE		P 39	9.02		s	5.20
		10.45 PM		4.50 AM	51.5		BIRGE		PY	8.50 PM			5.05 AM
		17.2		28.0			51.5						18.0
						Average speed per hour				29.4			18.0

WESTWARD TRAINS

BELTON BRANCH

EASTWARD TRAINS

FOURTH CLASS			Distance from St. Louis	TIME TABLE NO. 22		Fuel, Water, Telephone, Turn Table, Track Scales, Wye and Car Capacity Siding	FOURTH CLASS		
		55 Mixed		Effective 12:01 A. M. December 2, 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	8.00 AM		
		13.4			6.7		13.4		
				Average speed per hour				13.4	

Train Register for SMITH located at Temple.

FOURTH CLASS		FIRST CLASS		Distance from Waco	TIME TABLE NO. 22		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. December 2, 1945				36 Passenger Daily		92 Way Daily Except Monday	
			AM 7.00		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 7.07	2.8	BELLMead BJ		Yard OWST	Via East Waco		PM 6.00		
	12.05		7.10	3.6	GILBOUGH Tex. Electric R. R. Crossing						5.55	
	12.17		7.16	5.3	WHITLEE			9.53			5.47	
	f 12.45		f 7.32	12.8	ROSS		8	f 9.37			f 5.20	
	f 12.57		f 7.39	16.4	WIGGINS		49	f 9.30			f 5.05	
	f 1.25		s 7.56	23.7	AQUILLA		28	s 9.12			f 4.35	
	f 1.55		s 8.13	33.9	WHITNEY WN		W 48	s 8.57			f 4.10	
			f 8.23	40.0	SCHMIDT			f 8.48				
	f 2.22		f 8.33	45.2	STEINER		48	f 8.40			f 3.40	
	f 2.40		s 8.49	54.0	GC&SF Interlocker MORGAN MN		49	s 8.24			f 3.20	
	f 3.05		s 9.07	63.4	WALNUT SPRINGS JS		W 60	s 8.05			f 3.01	
	f 3.30		s 9.27	73.4	IREDELL		27	s 7.44			f 2.35	
	f 4.05		s 9.47	84.6	HICO HN		W 49	s 7.25			s 2.10	
	f 4.20		f 10.00	91.9	CLAIRETTE		46	f 7.09			f 1.50	
	f 4.35		f 10.10	97.1	ALEXANDER		8	f 6.59			f 1.35	
	s 5.30		s 10.30	105.9	GC&SF Crossing DUBLIN DU		SW 52	s 6.40			s 1.10	
	5.40		10.37	109.9	DEAVERS		44	6.30			12.30	
	f 5.50		f 10.45	114.1	COMYN			f 6.23			f 12.20	
	6.00 AM		10.55 AM	119.1	DELEON DN		OYW Yard	6.15 PM			12.05 PM	
	18.0		30.5		Average speed per hour			30.5			17.9	

No. 35 IS SUPERIOR TO No. 36

WESTWARD TRAINS

STAMFORD DIVISION

EASTWARD TRAINS

FOURTH CLASS		FIRST CLASS		Distance from Waco	TIME TABLE NO. 22		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. December 2, 1945			STATIONS	36 Passenger Daily	92 Way Daily Except Monday	56 Mixed Daily Except Sunday
	AM 8.00		AM 10.55	119.1	D	DELEON	DN	Yard OYW	PM 6.15		AM 10.45
	f 8.15		f 11.10	124.6		5.5 RUCKER		43	f 5.57		f 10.30
	f 8.35		s 11.20	130.0	D	GORMAN	GF	57	s 5.48		f 10.05
	f 9.05		s 11.40	140.2	D	CARBON	Z	46	s 5.28		f 9.35
	f 9.25		f 11.50	144.3		4.1 MANGUM		Y 37	f 5.18		f 9.25
	s 11.15		PM 12.10	154.7	N	T&P Interlocker CISCO	CN	Yard WYS	s 5.00		s 8.55
	11.30		12.21	160.9		6.6 RUFUS		48	4.48		8.30
	f 11.45		f 12.35	167.5		5.2 PUEBLO		36	f 4.33		f 8.10
	PM 12.05		s 12.45	172.7	D	MORAN	RN	40	s 4.23		f 7.55
	f 12.15		f 12.55	177.2		4.5 SEDWICK		26	f 4.13		f 7.40
	s 1.15		s 1.15	188.0	D	ALBANY	AB	YW Yard	s 3.53		s 7.10
	f 1.46		f 1.36	198.5		10.8 ACAMPO		15	f 3.31		f 6.35
	2.00		f 1.44	203.2		4.7 BUDMATTHEWS		22	f 3.23		6.20
	2.15		1.53	208.1		4.9 SPARKES		48	3.13		6.05
	f 2.25		s 2.02	212.3	D	LUEDERS	RD	W 17	s 3.04		f 5.50
	f 2.52		s 2.13	219.3		7.0 AVOCA		57	s 2.52		f 5.25
	PM 4.30		2.30 PM	226.3	D	WV Crossing STAMFORD SNW Crossing	DF	Yard OWYS	2.40 PM		5.00 AM 11.40 PM
	f 5.10			235.5		9.2 TUXEDO		14			f 11.00
	s 5.55			246.3	D	P&SF Crossing HAMLIN	HA	W 31			s 10.15
	f 6.50			257.8		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	ROTON	NA	Y Yard			8.30 PM
	12.9	14.8	30.0			149.4			30.0		18.7 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 right 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, DeLeon, 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 gov-

ern, 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-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 passenger 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 track.
- 4-c. Movements between automatic block signal 10801a (south switch Eureka) and automatic block 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.
5. 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	

6. 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

- 6-a. Trains handling loaded oil tanks 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.
- 6-b. Maximum speed for trains handling mixed freight and passenger equipment is same as for freight trains.
- 6-c. Maximum speed for 700 class engines on passenger trains is 50 miles per hour; for other freight engines on passenger trains is 45 miles per hour.
- 6-d. Maximum speed for switch engines, with or without cars is 20 miles per hour, except as otherwise restricted.
- 6-e. Maximum speed for engines backing up, with or without cars, is 15 miles per hour.
- 6-f. Maximum speed entering or leaving main track turnouts is 20 miles per hour for passenger trains and 15 miles per hour for freight trains, except maximum speed is 30 miles per hour for passenger trains and 20 miles per hour for freight trains at the turnouts listed below:
 - 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 at Junction switch of Houston and San Antonio Divisions, Granger.
- 6-g. Scale test car X1658 must 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.
- 6-h. Maximum speed over StLSW crossing Bellmead is 20 miles per hour.
- 6-i. Maximum speed of trains through double track turnouts T&NO crossing Waco is 15 miles per hour.
- 6-j. Maximum speed approaching and passing over T&NO crossing M.P. 1080.8 south of Eureka is 15 miles per hour and be governed by Special Instructions 8-c.
- 6-k. Maximum speed is 5 miles per hour over street crossing just east of station Albany, and over first and second crossings east of freight station Gorman.
- 6-l. Maximum speed over T&P crossing Cisco is 20 miles per hour.

6-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

- 7. Unless otherwise specified, time table or train order restrictions will apply:
 - Hewitt—at end of double track.
 - Temple—at middle siding, the south switch of which connects with main track just south of passenger station, and north switch connects with main track through crossover just north of water tank.
 - Bartlett—at south siding (south of station).
 - Granger—on first class trains, at Junction switch of Houston and San Antonio Divisions; on all other trains, at East Siding.
 - 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.
- 7-a. Special Instructions of North Texas District Time Table provide that, at Bellmead, time of first class trains and passenger extras applies at north end of double track.
- 7-b. At Granger, track designated as "Lake Siding" is the track on west side of San Antonio Division main track, north switch connecting with San Antonio Division main track near automatic block signal 9071, and south switch connecting with San Antonio Division main track just north of automatic block signal 9083. Track designated as "East Siding" is the track on east side of San Antonio Division main track, north switch connecting with San Antonio Division main track just south of the water tank and south switch connecting with Houston Division main track one pole north of Bridge 908.9. There is a crossover in the "East Siding" which connects with Houston Division main track just south of automatic block signal 9084.
- 7-c. At Pruettt and Berger, trains in either direction holding main track to meet another train must not pass a point indicated by white battery box between switches of siding until opposing train has passed the last automatic block signal beyond the siding switch.
- 8. 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.
- 8-a. Automatic block signal 10372, San Antonio Division, will be considered the same as an automatic block signal at departing end of siding and rule 348 will govern.
- 8-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.

- 8-c. Two arm home signal on west side of main track, which is on left side for northward trains, at T&NO 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.
 - 8-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.
 - 8-e. Southbound distant signal M-K-T-I-GN Interlocker New Braunfels is on left hand side of track.
 - 8-f. Interlocker home signal for inbound movement to San Antonio passenger station and governing wye junction and crossing of T&NO Kerrville Branch, is located on left hand side of track.
 - 8-g. Interlocker home signal for northward trains governing T&NO crossing just north of Brazos River Bridge, Waco, is on left hand side of track.
 - 9. Spring switches located as follows:
 Hewitt—end of double track
 Lorena—north and south end of siding
 Eddy—north and south end of siding
 Troy—south end of siding
 Little River—north end of siding
 Fayetteville—north end of siding
 Nichols—south end of siding
 New Ulm—north end of siding.
- Rule 104 (f) governs.
- Dwarf signals installed at spring switches Fayetteville, Nichols and New Ulm, which display red indication when block is occupied and yellow indication when block is clear. Rule 344 governs. Also, when dwarf signal displays a red indication that part of Rule 104(f) stating that "while signals indicate stop switches must be examined to see that points fit up properly, are properly lined, and are otherwise in good order before moving over them" will be complied with.
- 9-a. Normal position of switch, north end of double track, Bellmead, is for southward trains.
 - 9-b. Normal position of switch at Whitlee is for Bellmead cutoff.
 - 9-c. Normal position of switch, end of double track, Hewitt, is for northward trains.
 - 9-d. Normal position of junction switch between San Antonio and Houston Divisions, Granger, is for the San Antonio Division.
 - 9-e. Normal position of switch at Birge is for the San Antonio Division.
 - 9-f. Normal position of main track switch at Sloan is for outbound passenger trains.
 - 9-g. At Bellmead, switch at north end of double track is electrically controlled by operator in Bellmead telegraph office; interlocking rules govern. 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.
 - 9-h. 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.
 - 9-i. 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.

- 9-j. 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.
- 9-k. 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.
- 9-l. 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 signals 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.

10. 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	5
Iglehart	U-953.5	Both	16
Gruene	M-999.7	North	10
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
Barker	1063.9	South	29
San Marcos Division			
Jordan	M. 14.3	East	4
Belton Branch			
Hobbs	887.0	Both	8
De Leon Division			
Humble Oil Spur	113.8	West	10
Stamford Division			
Texas Co.	174.0	West	26
Penn	192.0	East	12
Celotex	250.5	East	20
Reynolds	253.6	West	20

- 10-a. Track at Royston connected at east end only.
- 10-b. Water Stations not shown on schedule page:
 Circleville _____ Houston Division _____ MP Location 913.4
 Cummings Creek _____ Houston Division _____ 1005.6
- 10-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 _____

10-d. Bulletin books are located as follows:

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

10-e. Standard clocks are located as follows:

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

11. Watch Inspectors are as follows:

- American Railroad Time Service Co., 720 Olive St., St. Louis.
- T. A. Armstrong, 725 Austin St., Waco.
- B. R. Stocking, Belton.
- Joe Koen & Son, Austin.
- O. B. Humble, 1301½ South Flores St., San Antonio.
- Chas. Gildmeister & Son, 516 E. Houston St., San Antonio.
- C. E. Ragsdale, Smithville.
- Houston Watch Co., Southern Pacific Bldg., Houston.
- Michael Jewelry Co., Galveston.
- H. Hampton, DeLeon.
- R. H. Dobyns, 2025 Market St., Stamford.

12. 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		

- 12-a. San Felipe is regular stop for Trains No. 11 and No. 24.
- 12-b. Nos. 5 and 25 stop at any station to discharge from Kansas City, also from stations St. Louis to South Mound, inclusive.
- 12-c. Nos. 6 and 26 stop at any station to receive for Kansas City, also for stations South Mound to St. Louis, inclusive.
- 12-d. No. 7 stops at any station to discharge (including drivers tickets) from St. Louis and Kansas City and beyond.
- 12-e. 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.
- 12-f. 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.

- 12-g. No. 2 stops San Marcos for revenue passengers for Kansas City.
- 12-h. No. 1 stops San Marcos to discharge ten or more passengers for Reedville air base.
- 12-i. No. 11 stops at any station between Waco and Houston to discharge from north of Waco.
- 12-j. No. 4 stops at any station Granger to Waco to discharge from any station San Antonio to Weir, inclusive.
- 12-k. No. 6 stops at New Braunfels to receive for Waco and north regular stops for Nos. 6 and 26.
- 13. 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 4½ inches.

DIVISION	M.P. LOCATION	KIND OF STRUCTURE
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.

DIVISION	M.P. LOCATION	KIND OF STRUCTURE
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.

- 13-a. 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		
341 to 350 incl. _____		Tons 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		
60001 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
7. Tank Cars		
116000 to 117019 incl. _____		22
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, 16-a, 16-b, 16-c, and 16-d.

16-a. T&NO time table and rules govern between Pershing and Austin.

16-b. I-GN time table and rules govern between Austin and M-K-T. Junction.

16-c. GH&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 Tons	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	
Bellmead	Smithville	6	2750	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	2570	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.		Miles	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 12	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				