

MAKE EVERY TRIP A SAFETY TRIP



H. E. COKER
C. E. DILTZ
Assistant Superintendents

G. F. WEECE
R. E. TOLBERT
Road Foremen of Engines

A. D. LANCASTER R. L. KAY
Chief Dispatcher Night Chief Dispatcher

B. G. WHITLOW L. A. VOLCIK
W. N. PORCHE F. H. BATES

A. L. ADAMS
Train Dispatchers
Smithville, Texas

J. G. SCHMIDT
Chief Dispatcher

A. P. SCHIMMEL R. F. CURWEN
R. E. REEDER
Train Dispatchers
Bellmead, Texas



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

Missouri-Kansas-Texas Railroad Company of Texas

EMPLOYEES'

TIME TABLE

No. 26

SOUTH TEXAS DIVISION

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

Monday, May 1, 1950

Superseding Previous Timetable

FOR THE INFORMATION AND GUIDANCE
OF EMPLOYEES ONLY

The Railroad Company Reserves the Right to Vary Therefrom as
Circumstances May Require

F. H. SCHALLER Superintendent	J. H. LITTLE General Superintendent of Transportation	H. M. WARDEN Vice-President and General Manager
	B. A. McDONALD Superintendent Rules-Safety	

**MAXIMUM SPEED MPH OBSERVING PERMANENT SPEED RESTRICTION SIGNS
SPEED RESTRICTIONS OR OTHER RESTRICTIVE CONDITIONS.**

BETWEEN	Bellmead Waco	Waco Hewitt	Waco Hewitt	Hewitt Granger	Granger Pershing	MKT Jct. San Antonio	Granger Houston	Smithville Ajax	Belton Smith	Bellmead Stamford	Stamford Rotan
First Class Trains and Psgr. Extras	(Diesel).....	25	70	50	75	60	75	55	55	40	..
	(Steam).....	25	60	50	70	60	70	55	50	40	..
Freight Trains & Light Engines	(Diesel).....	20	45	35	55	45	55	40	40	10	30
	(Steam).....	20	40	30	45	40	45	40	40	10	30

Fr. Diesel engines handling Psgr. Trains—Authorized speed of train being handled but not exceeding 55 MPH.
Fr. Steam engines handling Psgr. Trains—Authorized speed for Frt. trains unless otherwise provided.

Diesel Road and Switch Engines or Road Switchers (See Note 1)

Towed in train.....	20	45	35	45	45	45	40	40	10	30	15
Yard Service—All Yards 25 MPH.											

Steam Road Engines

Towed in Train (Main Rods up) (See note 2)	20	20	20	20	20	20	20	20	10	20	15
Towed in Train (Main Rods removed (See note 2))	20	30	30	30	30	30	30	30	10	25	15
Backing Up (With or without cars)	20	25	25	25	25	25	25	25	10	25	15

Steam Switch Engines

Light or Towed in Train.....	20	20	20	20	20	20	20	20	5	20	10
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Trains Handling

Steam Derrick.....	20	30	30	40	30	40	30	30	10	20	10
Ditchers (Boom Attached).....	20	25	25	25	25	25	25	25	10	20	10
Scale Test Car X-1658 (See note 3).....	20	25	25	25	25	25	25	25	10	20	10
Pile Drivers.....	20	25	25	25	25	25	25	25	10	20	10

Diesel Road or Switch..... (Exception—As provided in Note 1)

(One or more units of)..... Handle next to pulling engine of through train and behind short cars of train setting out or picking up.

Any Diesel Engine..... Must have air brakes in operation and when set out must be coupled to car or cars with sufficient hand brakes set to hold; hand brakes must be released while being handled dead in train, and it must not be placed next to cars of pipe, poles, piling or loads liable to shift.

Doubleheading Diesel with Steam Engine

Passenger trains..... Operate Diesel engine in lead. Speed restrictions for steam engine applies.
Freight trains..... Operate Steam engine in lead. Speed restrictions for steam engine applies.

Through Turnouts

	Psgr.	Frt.
Bellmead—North end Two Main Tracks...	30	20
Hewitt—South end Two Main Tracks.....	30	20
Granger—Jct. Switch Waco-SA Subdiv....	30	20
M.-K.-T. Junction.....	30	20
Elgin Yard—Siding Switches.....	30	20
West Point—Siding Switches.....	30	20
All others.....	20	15

Supplement to Rule 10 (h), Permanent Speed Restriction Signs:

Advance Warning Sign (P) located as near one (1) mile as conditions will permit in advance of Speed Restriction Sign. Speed Restriction Sign (R or P) at point where speed restricted and Resume Speed Sign (Q or P) at end of restriction.

At locations covered by REFLECTOR type signs Psgr. trains not exceed speed shown on Speed Restriction Signs. Frt. trains and Light engines reduce to 10 M. P. H. below speed shown on Speed Restriction Signs, but not exceed maximum speed provided for Frt. trains and Light engines.

Note 1:—All 70-ton Road Switchers to be handled next ahead of cabooses.

Note 2:—Steam road engines must be handled not more than 10 cars from hauling engine; not less than 5 cars between hauling engine and first dead engine, nor between any two dead engines.

Note 3:—Scale Test Car X-1658 to be handled next ahead of Cabooses.

EMPLOYEES' HOSPITAL ASSOCIATION
Dr. Roland S. Kieffer, Chief Surgeon, St. Louis, Mo.
LOCAL SURGEONS

STATION	NAME	TITLE	STATION	NAME	TITLE
Austin	Dr. A. H. Neighbors		San Marcos	Dr. M. D. Heatley	
Austin	Dr. A. H. Neighbors, Jr.		Sealy	Dr. V. Gordon	
Austin	Dr. John A. Crockett	Oculist	Taylor	Dr. Edmond Deak	
Austin	Dr. Lee E. Edens	Consulting Dermatologist	Temple	Dr. J. S. McCelvey	
Austin	Dr. Raleigh R. Ross	Consulting Surgeon	Temple	Dr. L. R. Talley	
Albany	Dr. Gregg Murrie		Temple	Dr. A. H. Alsop	
Bastrop	Dr. R. W. Loveless		Temple	Dr. R. K. Harlan	
Bastrop	Dr. C. G. Goddard		Waco	Dr. Wm. G. Trice	Division Surgeon
Belton	Dr. J. W. Pittman		Waco	Dr. Paul C. Murphey	Division Surgeon
Belton	Dr. A. R. Kirkley		Waco	Dr. C. Collom Smith	Assistant Division Surgeon
Brookshire	Dr. J. J. Hopkins		Waco	Dr. Cleveland H. Brooks	Oculist
Cisco	Dr. Wm. P. Lee		Waco	Dr. David F. Salles	Oral Surgeon
Cisco	Dr. E. B. Addy		Waco	Dr. Ralph L. Coffelt	Cardiologist
Carbon	Dr. T. G. Jackson		Waco	Dr. H. Anspach	Consulting Radiologist
De Leon	Dr. H. H. Inzer		Waco	Dr. Moreton A. Magid	Consulting Urologist
De Leon	Dr. James M. Wright		Waco	Dr. J. M. Vandavell	Oral Surgeon, (For Colored employees)
De Leon	Dr. A. M. Reynolds		Walnut Springs	Dr. J. A. Murray	Division Surgeon
Dublin	Dr. Tom F. Bryan		Whitney	Dr. James M. Bule	
Elgin	Dr. W. E. Wood				
Georgetown	Dr. D. H. Cooper				
Georgetown	Dr. Albert J. Rice				
Galveston	Dr. Edward Randall, Jr.				
Galveston	Dr. Herman Wehnert, Jr.				
Gorman	Dr. D. V. Rodgers				
Gorman	Dr. T. G. Jackson				
Granger	Dr. Arthur R. Watson				
Hamlin	Dr. W. C. Weir				
Houston	Dr. Charles S. Gates	Division Surgeon			
Houston	Dr. J. Peyton Barnes				
Houston	Dr. S. W. Thorn				
Houston	Dr. E. W. Bertainer				
Houston	Dr. Herbert H. Harris	Oculist			
Houston	Dr. Anthony Chlodo	Oral Surgeon			
Houston	Dr. J. R. Blundell	Urologist			
Houston	Dr. Fred R. Lummis	Physical Diagnostician			
Houston	Dr. C. M. Griswold	Dermatologist			
Houston	Dr. Lyle Hooker	Oculist			
Houston	Dr. James E. Pittman	Consulting Surgeon			
Houston	Dr. E. B. Perry	For Colored Employees only			
Holland	Dr. C. H. Hamblen				
Iredell	Dr. A. N. Pike				
Lockhart	Dr. A. A. Ross				
Lockhart	Dr. A. A. Ross, Jr.				
La Grange	Dr. Leslie D. Boelsche				
Morgan	Dr. C. C. Cate				
New Braunfels	Dr. M. C. Hagler				
Pflugerville	Dr. Sam S. Cooper				
Rotan	Dr. Chester U. Callan				
Stamford	Dr. I. F. Hudson				
Stamford	Dr. L. F. Metz				
Stamford	Dr. E. P. Bunkley				
Stamford	Dr. T. A. Bunkley				
San Antonio	Dr. Kent Hunt				
San Antonio	Dr. W. B. Russ	Division Surgeon			
San Antonio	Dr. W. H. Hargis	Division Surgeon			
San Antonio	Dr. Walter Walthall				
San Antonio	Dr. W. D. Willerson				
San Antonio	Dr. J. H. Burleson	Oculist			
San Antonio	Dr. S. W. Allen				
San Antonio	Dr. S. Van Wie, Jr.	Oral Surgeon			
San Antonio	Dr. Lee A. Koontz				
San Antonio	Dr. M. W. McCurdy	Oculist			
San Antonio	Dr. Thomas W. Folbre	Oculist			
San Antonio	Dr. J. W. Goode	Consulting Surgeon			
San Antonio	Dr. R. G. McCorkle	Consulting Tuberculosis Spec.			
San Antonio	Dr. C. Ralph Leteer	Internist			
San Antonio	Dr. John B. Case	Urologist			
San Antonio	Dr. C. F. Lehmann	Dermatologist			
San Antonio	Dr. J. L. Pipkin	Dermatologist			
San Antonio	Dr. J. W. Nixon	Consulting Surgeon			
San Antonio	Dr. Merton M. Minter	Consulting Cardiologist			
San Antonio	Dr. Eugene E. Fuller	For Colored Employees only			
Smithville	Dr. Martin Hoch	Division Surgeon			
Smithville	Dr. J. D. Stephens	Division Surgeon			
Smithville	Dr. T. J. Smith	Oral Surgeon			
San Marcos	Dr. R. F. Sowell				

SPEED TABLE

MILES PER HOUR	1 MILE IN		MILES PER HOUR	1 MILE IN	
	Min.	Sec.		Min.	Sec.
6	10		44	1	22
8	7	30	45	1	20
10	6		46	1	18
12	5		47	1	17
15	4		48	1	15
16	3	45	49	1	13
17	3	31	50	1	12
18	3	20	51	1	11
19	3	9	52	1	09
20	3		53	1	08
21	2	51	54	1	07
22	2	43	55	1	06
23	2	36	56	1	05
24	2	30	57	1	03
25	2	24	58	1	02
26	2	18	59	1	01
27	2	13	60	1	
28	2	8	61	0	59
29	2	4	62	0	58
30	2		63	0	57
31	1	56	64	0	56
32	1	52	65	0	55
33	1	49	66	0	55
34	1	46	67	0	54
35	1	43	68	0	53
36	1	40	69	0	52
37	1	37	70	0	51
38	1	35	71	0	51
39	1	32	72	0	50
40	1	30	73	0	49
41	1	28	74	0	49
42	1	26	75	0	48
43	1	24			

2 SOUTHWARD TRAINS

WACO SUBDIVISION

NORTHWARD TRAINS

THIRD CLASS						FIRST CLASS						THIRD CLASS							
81	75	27	7	1	5	TIMETABLE No. 26						FIRST CLASS				THIRD CLASS			
Freight	Freight	Passenger	Passenger	Passenger	Passenger	Effective 12:01 A. M.						28	2	8	6	72	80		
Daily	Daily	Daily	Daily	Daily	Daily	May 1, 1950						Passenger	Passenger	Passenger	Passenger	Freight	Freight		
						STATIONS													
						STATIONS													
PM 10.30	PM 7.30					843.0	N	BELLMEAD	BJ	WYSOPT							PM 9.00	AM 5.00	
								StLSW Interlocking Device		D-F Yard									
		PM 12.20	PM 12.15	AM 9.50	AM 2.10	845.5	N	T&NO Interlocking		WP	PM 3.30	PM 3.50	PM 5.40	AM 4.00					
								WACO	WC	Two Main Tracks									
11.10	8.10	f 12.34	f 12.28	10.00	2.25	853.1	N	HEWITT	W	P	f 3.17	3.39	5.25	3.43	7.55	3.30			
11.18	8.18	f 12.40	f 12.34	10.06	2.31	858.4		LORENA		P	f 3.10	3.34	5.18	3.34	7.45	3.20			
11.30	8.30	s 12.52	f 12.45	10.13	2.39	865.2		EDDY	ED	P	f 3.02	3.28	5.10	3.25	7.35	3.10			
11.40	8.40	f 1.01	f 12.53	10.19	2.46	872.1	D	TROY	VO	P	f 2.53	3.22	5.01	3.16	7.22	2.57			
11.45	8.45	1.05	12.57	10.22	2.49	875.3		BERGER		P	61	2.47	3.19	4.56	3.12	7.15	2.49		
11.49	8.49	1.08	1.00	10.25	2.52	878.2		SCHULL		P	61	2.43	3.16	4.53	3.09	7.10	2.39		
11.52	9.01	s 1.16	s 1.08	s 10.31	s 3.05	880.0	N	TEMPLE	JN	WFS	s 2.40	s 3.13	s 4.50	s 3.05	7.01	2.35			
11.55	9.10	1.19	1.10	10.34	3.07	881.1		GC&SF COBEL Interckg.		P	90	2.30	3.09	4.43	2.59	6.32	2.30		
11.59	9.14	1.22	1.12	10.36	3.10	883.3		SMITH		P		2.26	3.06	4.39	2.56	6.25	2.26		
AM 12.05	9.21	f 1.28	f 1.16	10.40	3.15	887.0		LITTLE RIVER		P	92	f 2.17	3.02	4.33	2.50	6.17	2.18		
12.10	9.27	1.34	1.21	10.45	3.20	892.0		SPARKS		P	45	2.11	2.57	4.28	2.45	6.10	2.11		
12.16	9.34	s 1.39	f 1.26	10.49	3.26	896.8	D	HOLLAND	FN	P	56	s 2.05	2.53	4.22	2.40	6.01	2.04		
12.20	9.40	1.44	1.29	10.51	3.30	899.3		MOODY		P	70	2.00	2.50	4.18	2.37	5.57	2.00		
12.25	9.46	s 1.52	s 1.33	10.54	s 3.40	902.8	D	BARTLETT	BR	P	*1-54 *2-60	s 1.52	2.47	s 4.14	s 2.33	5.50	1.55		
12.38	10.15	s 2.04	s 1.43	10.59	s 3.50	908.1	N	GRANGER	G	P	*1-84 *2-100	s 1.43	2.42	s 4.05	s 2.25	5.40	1.45		
12.49	10.30	2.13				915.2		EVANS		P	70	1.32				5.10	1.22		
12.55	10.36	s 2.18				918.9	N	TAYLOR	JG	PYS	*1-69 *2-24 *3-33	s 1.28				5.01	1.15		
1.07	10.45	2.27				923.9		HAYDEN		P	94	1.16			4.45	1.07			
1.12	10.50	s 2.31				926.7	D	COUPLAND	CD	P	36	s 1.12			4.40	12.56			
		s 2.42				934.8	N	ELGIN	J	PY		s 1.02							
1.25	11.10	2.43				935.0		ELGIN YARD		PW	115	12.58				4.20	12.40		
1.40	11.27	f 2.53				943.0		SAYERS		P	63	f 12.46				3.59	12.21		
1.46	11.33	f 2.57				947.0		DUNSTAN		PY	70	f 12.41				3.52	12.15		
1.50	11.36	3.00				948.9		PHELAN		P	91	12.39				3.48	12.11		
1.58	11.44	s 3.09				953.8	D	BASTROP	BA	P	61	s 12.33				3.40	12.03		
2.05	11.56	f 3.15				958.4		HILL		P	91	f 12.25				3.30	11.56		
2.15	12.05	f 3.20				962.4		UPTON		P	62	f 12.20				3.20	11.49		
2.45	12.45	3.30				969.4	N	SMITHVILLE	SM	OWPSTY	D-F Yard	12.10				3.00	11.30		
81	75	27	7	1	5	Average speed per hour						28	2	8	6	72	80		
29.7	24.1	39.1	42.7	54.4	37.0	126.4						37 °	55.2	39.5	39.5	21.1	23.0		

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

SOUTHWARD TRAINS

SAN ANTONIO SUBDIVISION

NORTHWARD TRAINS

3

FOURTH CLASS		THIRD CLASS	FIRST CLASS			Distance from St. Louis	TIMETABLE No. 26		Symbols and Capacity Sidings	FIRST CLASS			THIRD CLASS	FOURTH CLASS	
381 Freight	97 Way	281 Freight	7 Passenger	1 Passenger	5 Passenger		Effective 12:01 A. M. May 1, 1950	STATIONS		2 Passenger	8 Passenger	6 Passenger	280 Freight	96 Way	380 Freight
Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Saturday		
AM 2.30			PM 1.43	AM 10.59	s 3.50	908.1	N GRANGER G	PO WY *1-54	PM 2.42	s PM 4.05	s AM 2.25			PM 11.30	
f 2.50			f 1.55	11.10	4.02	917.4	WEIR	P 33	2.31	f 3.51	2.11			f 11.01	
s 3.01			s 2.01	11.17	s 4.10	923.2	D GEORGETOWN GY	PW 20	2.24	s 3.44	s 2.03			s 10.50	
3.40			2.17	11.25	4.23	929.4	HUFF	P 50	2.17	3.32	1.50			10.10	
f 3.59			f 2.34	11.35	4.35	937.8	D PFLUGERVILLE GU	P 20	2.07	f 3.20	1.40			f 9.55	
f 4.10			2.43	11.43	4.43	944.4	SPRINKLE	P 35	1.59	3.11	1.32			f 9.35	
4.54			3.01	11.53	4.54	953.4	IGLEHART	P 20	1.49	3.01	1.21			9.16	
5.00 AM			3.10	11.54	4.55	953.7	PERSHING	WP	1.48	3.00	1.20			9.15 PM	
			3.25 3.35	PM 12.01	5.10 5.30	955.5	N AUSTIN FY	PY Yard	s 1.42	2.50 2.40	1.10 12.55				
							VIA I-GN								
			4.20	12.40	6.18	984.9	N M-K-T JUNCTION I-GN Interlocking K		1.03	1.50	12.10				
	PM 12.41	AM 5.10	4.21	12.41	6.19	985.5	AJAX	PY	1.02	1.49	12.09	PM 8.35	AM 11.50		
s 1.01	5.15	s 4.22	12.42	s 6.20	950.3	N SAN MARCOS C	WP 24	1.01	s 1.48	s 12.08 AM	8.27	s 11.30			
1.38	5.25	4.34	12.54	6.33	993.3	HUNTER	P 31	12.54	1.38	11.57	8.15	10.35			
1.55	5.40	4.45	1.05	6.45	1002.7	N B YARD.	YP 90	12.44	1.27	11.46	7.59	10.20			
s 2.30	5.42	s 4.50	1.06	s 6.52	1003.1	NEW BRAUNFELS I-GN Interlocking NB	WP	12.42	s 1.25	s 11.44	7.58	s 9.35			
2.45	5.53	4.59	1.15	7.01	1010.6	COMAL	P 45	12.33	1.15	11.34	7.45	9.20			
2.55	6.05	5.06	1.21	7.09	1016.8	LUXELLO	P 34	12.27	12.57	11.28	7.35	9.05			
3.30	6.25	5.16	1.30	7.20	1024.8	FRATT	P 63	12.19	12.46	11.19	7.23	8.23			
3.55	6.35	5.21	1.34	7.26	1029.2	BENZ	P 50	12.14	12.40	11.14	7.17	8.17			
3.59	6.39	5.23	1.35	7.28	1030.3	TRAVIS	PS 60	12.13	12.38	11.13	7.15	8.15			
4.05	6.45	5.26	1.38	7.32	1032.8	WARDEN	P 37	12.11	12.35	11.10	7.10	8.10			
5.00 PM	7.30 AM	5.34	1.45	7.39	1037.5	GH&SA-T&NO Interlocking SLOAN	WPOY D-F Yard	12.04	12.28	11.03	7.00 PM	8.00 AM			
		5.45 PM	1.55 PM	7.50 AM	1038.5	N T&NO Interlocking SAN ANTONIO	PS Yard	12.01 PM	12.25 PM	11.00 PM					
381	97	281	7	1	5				2	8	6	280	96	380	
18.0	11.8	22.3	32.3	44.5	32.6		130.4	Average speed per hour	48.6	36.4	38.2	32.8	13.6	20.3	

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

4 SOUTHWARD TRAINS

HOUSTON SUBDIVISION

NORTHWARD TRAINS

FOURTH CLASS		THIRD CLASS		FIRST CLASS		Distance from St. Louis	TIMETABLE No. 26		Symbols and Capacity Sidings	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
95		81	75		27		Effective 12:01 A. M. May 1, 1950			28		72	80		94
Way		Freight	Freight		Passenger	STATIONS		Passenger		Freight	Freight		Way		
Daily Except Sunday		Daily	Daily		Daily			Daily		Daily	Daily		Daily Except Sunday		
AM		AM	AM		PM			AM		PM	PM		PM		
6.30		3.30	1.30		3.40	969.4	N SMITHVILLE SM	OWPSTY D-F Yard	11.59		1.59	10.45		3.20	
f 6.45		3.40	1.40		3.47	974.0	4.6 KIRTLEY	P 68	11.47		12.50	10.25		f 2.45	
f 7.05		3.50	1.50		s 3.54	978.9	T&NO Interlocking WP WEST POINT	PY 109	s11.39		12.40	10.15		f 2.35	
f 7.30		3.57	1.57		f 4.01	982.9	4.6 PLUM	P 93	f11.31		12.30	10.06		f 2.20	
		4.05	2.04		s 4.14	988.2	5.3 D LA GRANGE RA	P	s11.23		12.18	9.57			
s 8.25		4.07	2.06		4.17	989.0	0.8 LA YARD	PW 82	11.16		12.15	9.55		s 2.01	
f 8.35		4.15	2.14		f 4.25	994.2	5.2 HALSTED	P 59	f11.09		12.05 PM	9.45		f 1.20	
s 9.25		4.27	2.30		s 4.36	1002.1	7.9 D FAYETTEVILLE VY	P 113	s10.58		11.48	9.30		s12.20	
9.35		4.33	2.38		4.43	1007.1	5.0 PISEK	P 75	10.49		11.40	9.22		12.01 PM	
s 9.55		4.43	3.20		s 4.53	1013.6	6.5 D NEW ULM UM	PY 111	s10.41		11.29	9.10		s11.40	
f10.25 11.05		5.00	3.45		s 5.06	1024.0	10.4 D CAT SPRING CS	P 111	s10.25		11.05	8.50		f11.05	
s11.30		5.20	4.10		s 5.21	1035.0	11.0 SEALY SY	WPY*1-53 *2-84	s10.09		10.40	8.30		s10.09	
11.45		5.31	4.22		5.31	1041.9	6.9 GC&SF Interlocking ELLIS	P 54	9.57		10.27	8.19		9.25	
s11.59		5.40	4.32		s 5.40	1047.8	5.9 D BROOKSHIRE BK	P 94	s 9.49		10.18	8.10		s 9.15	
PM 12.15		5.46	4.39		5.46	1051.7	3.9 JOHNSUE	P Yard	9.42		10.12	8.04		f 9.01	
s12.25		5.53	4.46		s 5.54	1056.0	4.3 D KATY RS	WP 87	s 9.36		10.05	7.57		s 8.50	
12.35		6.00	4.52		6.01	1060.4	4.4 CRING	P 93	9.29		9.55	7.50		8.22	
f12.50		6.10	5.03		f 6.10	1066.6	6.1 ADDICKS	P 143	f 9.21		9.45	7.40		f 8.12	
1.0b		6.20	5.14		6.19	1072.9	6.4 HENNESSEY	P 113	9.13		9.33	7.28		7.59	
1.20		6.30	5.35		6.30	1079.8	6.6 N T&NO Interlocking KA EUREKA	P Yard	9.05		9.20	7.15		7.45	
					f 6.35	1081.1	1.6 T&NO Interlocking HOUSTON HEIGHTS		f 8.59						
1.50 PM		7.30 10.30AM	7.00 AM		6.45 PM	1083.9	2.8 N HOUSTON HU	OWPST D-F Yard	8.50 AM		9.00 12.01AM	7.00 PM		7.30 AM	
		2.30PM				1134.0	50.1 GALVESTON				8.00PM				
95		81	75		27				28		72	80		94	
15.6		28.5	20.7		37.1		164.6 Average speed per hour		36.4		22.9	30.4		14.6	

SOUTHWARD TRAINS

LOCKHART SUBDIVISION

NORTHWARD TRAINS

FOURTH CLASS			THIRD CLASS		Distance from Smithville	TIMETABLE No. 26		Symbols and Capacity Sidings	THIRD CLASS		FOURTH CLASS		
	97			281		Effective 12:01 A. M. May 1, 1950				280		96	
	Mixed			Freight		STATIONS			Freight		Mixed		
	Daily Except Sunday			Daily					Daily		Daily Except Sunday		
	AM			AM		N	SMITHVILLE	SM	PH		PH		
	10.00			3.20			5.5		D-F	Yard	10.10		3.00
	10.20			3.35	5.5		TOGO		P	36	9.55		2.15
	10.30			3.44	10.2		4.7		P	33	9.48		2.01
	10.50			4.02	20.3		10.1		P	26	9.30		1.40
	11.05			4.18	28.4		8.1		P	46	9.15		1.20
	11.55			4.36	36.4		8.0		PW	51	9.02		12.30
	12.15			4.50	43.5	D	7.1	CO	P	29	8.51		12.15
	12.25			5.00	46.8		3.3		P	34	8.45		12.05
	12.41			5.10	51.5		4.7		PY		8.35		11.50
	PH			AM							PH		AM
	97			281							280		96
	19.2			28.1			51.5				32.5		16.3
						Average speed per hour							

WESTWARD TRAINS

BELTON SUBDIVISION

EASTWARD TRAINS

FOURTH CLASS			Distance from St. Louis	TIMETABLE No. 26		Symbols and Capacity Sidings	FOURTH CLASS		
	55			Effective 12:01 A. M. May 1, 1950				54	
	Mixed			STATIONS			Mixed		
	Daily Except Sunday						Daily Except Sunday		
	PH						AM		
	2.00		883.3		SMITH		P		8.30
	3.00		890.0		6.7				7.30
	55			D	BELTON	MY	Yard	PO	AM
	6.7								54
				Average speed per hour					
							6.7		

Train Register for SMITH located at Temple.

FOURTH CLASS		FIRST CLASS		Distance from Waco	TIMETABLE No. 26		Symbols and Capacity Sidings	FIRST CLASS		FOURTH CLASS	
	93 Way Daily Except Sunday		35 Passenger Daily		Effective 12:01 A. M. May 1, 1950				36 Passenger Daily		92 Way Daily Except Monday
			AM 7.00		N	WACO	WC	PM 10.10			
			VIA GILBOUGH	1.0		T&NO Interlocking EAST WACO		Yard			
						St.L.S.W. Interlocking Device BELLMEAD		Yard OWSTY	Via East Waco	PM 6.00	
	AM 12.01		7.07	2.8		GILBOUGH					
	12.05		7.10	3.6		BEM					5.55
	12.17		7.16	5.3		ROSS					5.47
	f 12.45		f 7.32	12.8		WIGGINS		4	f 9.32		f 5.20
	f 12.57		f 7.39	16.4		AQUILLA		45	f 9.25		f 5.05
	f 1.25		s 7.56	23.7		WHITNEY		25	s 9.09		f 4.35
	f 1.55		s 8.13	33.9	N	STERNER	HY	WY 41	s 8.53		f 4.10
	f 2.22		f 8.33	45.2		GC&SF Interlocking MORGAN		42	f 8.34		f 3.40
	f 2.40		s 8.49	54.0	N	WALNUT SPRINGS	MN JS	45	s 8.20		f 3.20
	f 3.05		s 9.07	63.4	D	IREDELL		W 55	s 8.03		f 3.01
	f 3.30		s 9.27	73.4		HICO	HN	22	s 7.43		f 2.35
	f 4.05		s 9.47	84.6	D	CLAIRETTE		W 36	s 7.24		s 2.10
	f 4.20		f 10.00	91.9		ALEXANDER		42	f 7.08		f 1.50
	f 4.35		f 10.10	97.1		GC&SF Crossing Gate DUBLIN	DU	3	f 6.59		f 1.35
	s 5.30		s 10.30	105.9	D	MT. AIRY		SW 49	s 6.40		s 1.10
	5.40		10.37	109.9		COMYN		41	6.30		12.30
	f 5.50		f 10.45	114.1		DELEON	DN		f 6.23		f 12.20
	6.00 AM		s 10.55 AM	119.1	N			OYW Yard	s 6.15 PM		12.05 PM
	93		35						36		92
	19.4		30.4						30.4		19.7

No. 35 IS SUPERIOR TO No. 36

WESTWARD TRAINS

STAMFORD SUBDIVISION

EASTWARD TRAINS

FOURTH CLASS		FIRST CLASS		Distance from Waco	TIMETABLE No. 26		Symbols and Capacity Sidings	FIRST CLASS		FOURTH CLASS	
57 Mixed	93 Way		35 Passenger		Effective 12:01 A. M. May 1, 1950			36 Passenger	92 Way	56 Mixed	
Daily Except Sunday	Daily Except Sunday		Daily		STATIONS		Daily	Daily Except Monday	Daily Except Sunday		
	AM 8.00		AM 10.55	119.1	N	DELEON	DN	Yard OYW	PM 6.15	AM 10.45	
	f 8.15		f 11.10	124.6		5.5 RUCKER		37	f 5.57	f 10.30	
	f 8.35		s 11.20	130.0	D	5.4 GORMAN	GF	18	s 5.48	f 10.05	
	f 9.05		s 11.40	140.2	D	10.2 CARBON	Z	Y 41	s 5.28	f 9.35	
	f 9.25		f 11.50	144.3		4.1 MANGUM		53	f 5.18	f 9.25	
	s 11.15		PM 12.10	154.7	N	10.4 T&P Interlocking	CN	Yard WYS 28	s 5.00	s 8.55	
	11.30		12.23	160.9		6.6 RUFUS		40	4.48	8.30	
	f 11.45		f 12.35	167.5		5.2 PUEBLO		30	f 4.33	f 8.10	
	PM 12.05		s 12.45	172.7	D	4.5 MORAN	RN	33	s 4.23	f 7.55	
	f 12.15		f 12.55	177.2		10.8 SEDWICK		23	f 4.13	f 7.40	
	s 1.15		s 1.15	188.0	D	10.5 ALBANY	AB	YW *1-39 *2-39	s 3.53	s 7.10	
	f 1.46		f 1.36	198.5		4.7 ACAMPO		11	f 3.31	f 6.35	
	2.00		f 1.44	203.2		4.9 BUDMATTHEWS		24	f 3.23	6.20	
	2.15		1.53	208.1		4.2 TAOS		41	3.13	6.05	
	f 2.25		s 2.02	212.3	D	7.0 LUEDERS	RD	W 15	s 3.04	f 5.50	
	f 2.52		s 2.13	219.3		7.0 AVOCA		51	s 2.52	f 5.25	
	PM 4.30		s 2.30	226.3	N	7.0 WV Crossing Unprotected		Yard OWYS	2.40 PM	5.00 AM 11.40	
	f 5.10			235.5		9.2 SNW Crossing Unprotected	DF	10		f 11.00	
	s 5.55			246.3	D	10.8 TUXEDO		W 15		s 10.15	
	f 6.50			257.8		11.5 P&SF Crossing Gate		5		f 9.20	
	f 7.15			263.0		5.2 HAMLIN	HA	5		f 8.55	
	7.45 PM			268.5	D	5.5 ROYSTON		Y Yard		8.30 PM	
	57	93	35			5.5 NORTH ROBY	NA		36	92 56	
	13.0	14.8	29.9			149.4			29.9	18.6 13.3	
				Average speed per hour							

No. 57 IS SUPERIOR TO No. 56

No. 35 IS SUPERIOR TO No. 36

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS:

- a. NORTHWARD AND EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.
- b. No. 2 is superior to all trains.
- c. No. 1 is superior to all trains except No. 2.
- d. No. 35 is superior to No. 36.
- e. No. 57 is superior to No. 56.
- f. Between M.P. 844.9, south end Brazos River Bridge, and M.P. 847.4, trains have no timetable superiority. All movements MUST be made at RESTRICTED SPEED, expecting to find other trains and engines or cars standing or moving in either direction on either track. Movements may use main track for which switch is lined between south end Brazos River bridge, M.P. 844.9 and M.P. 846.0. (This rule is an exception to Rule D-81).

2. RULE 99 (j) AUTHORIZED ON:

Waco Subdivision, Waco to Granger.
San Antonio Subdivision.
Houston Subdivision, L A Yard to Cat Spring.

3. FORM Y TRAIN ORDER AUTHORIZED ON:

All Subdivisions.

4. EXCEPTIONS TO RULE 93(a):

In the following territory, third and inferior class trains, extra trains and engines may accept a proceed indication, per Rule 281, of a block signal to supersede requirements of Rule 93(a):

San Antonio Subdivision

Between north Yard Limit Sign, M.P. 1027.5 and Signal 10349.

5. EXCEPTIONS TO RULE 93:

- a. Between M.P. 843.0, Bellmead, and M.P. 844.6 North end Brazos River bridge, trains and engines may run AHEAD OF overdue first class trains when automatic block signals or block indicators indicate CLEAR, but movements must ascertain location of first class trains, when necessary to avoid delaying them. Trains and engines may use crossover between Two Main Tracks, M.P. 843.5 against overdue first class trains when block signals or block indicators indicate CLEAR. (See Timetable Rule 9(a)).
- b. Between the following points main track yard movements must secure train order Form E against all trains:

San Antonio Subdivision

Between north Yard Limit Sign, M.P. 1027.5 and Signal 10349.

6. WHERE TRAINS WILL REPORT FOR CLEARANCE

OTHER THAN AS REQUIRED BY RULE 83(a) (last paragraph):

- a. No. 380—Austin instead of Pershing.
- b. Cisco, all trains.
- c. No. 55—Temple instead of Smith.
- d. "YD" Tower, San Antonio, when train order signal in stop position.

7. WHERE TRAINS NOT REQUIRED TO REPORT FOR CLEARANCE AS REQUIRED BY RULE 83(a) (last paragraph):

- a. Ajax.
- b. Rotan.

8. REGISTER STATIONS:

Waco, for first class trains and psgr. extras only.

Where trains are required to register at other than register stations:

Temple, instead of Smith, for Belton Subdivision trains.
Austin, Telegraph Office, instead of Pershing.
Sloan and for third and fourth class trains and Frt. Extras only.

9. SPEED AND OTHER RESTRICTIONS:

- a. First class trains run at Restricted Speed between M.P. 843.0, Bellmead, and M.P. 844.6, north end Brazos River bridge, expecting to find movements ahead and also crossover movements in the vicinity of crossover at M.P. 843.5. (See Timetable Rule 5(a) exceptions to Rule 93).
- b. De Leon Subdivision Train No. 35 run Waco to Gilbough obtaining train order authority to move M.P. 843.0 to Gilbough against Ft. Worth Subdivision first class trains, as necessary.
- c. Georgetown, I-GN Transfer track not safe for 64% engines.
- d. San Marcos, Bridge on spur off house track not safe for engines.
- e. First Class trains run at Restricted Speed between M.P. 1036.5 Sloan and San Antonio.
- f. Engines must not be operated over inspection pits, tracks 5 and 6, Sloan Yard.
- g. Taylor and Sealy, Oil Mill Tracks not safe for 64% engines.
- h. Approaching and over T&NO Crossing, M.P. 1080.8, south of Eureka, 15 MPH.
- i. Houston, First Class trains run at Restricted Speed between M.P. 1080 and Psgr. Station.
- j. Lockhart, 10 MPH over Street Crossings.
- k. East Waco, 5 MPH over Elm St.
- l. Gorman, 5 MPH over first and second crossings east of station.
- m. Albany, 5 MPH over street crossing just east of Station.
- n. Cisco, 10 MPH over west 6th street crossing.
- o. Stamford, all trains flag over McHarg Street crossing.
- p. Hamlin, all trains flag Central Avenue crossing.
- q. Morgan, 20 MPH between Absolute Signals Interlocking.
- r. At Schull and Berger, trains in either direction, holding main track at meeting point, remain back of "fouling point" sign until approaching train has passed last block signal in advance of siding switch.
- s. Unless authorized, Diesel-Electric engines shall not be operated, either by towing or using traction motors for power, through water having depth over top of rail greater than shown below:

Type of Engine	Depth
Passenger (36" wheels).....	3 inches
Freight (40" wheels).....	5 inches
Switch (40" wheels).....	5 inches
Rail Cars (M-11 and M-12) (36" wheels).....	3 inches
Maximum speed 3 MPH.	
- t. "Capacity of Sidings" shown on schedule pages is based on 48 feet per car, less 160 feet allowable for 3-unit diesel engine.

10. EXCEPTIONS TO RULE 5; TIMETABLE OR TRAIN ORDER RESTRICTIONS APPLY AT:

Hewitt—end of Two Main Tracks.
 Bartlett—Siding No. 2.
 Granger—First class trains, Junction Switch Waco and San Antonio Subdivisions; other trains, Siding No. 2.
 Taylor—Siding No. 1.
 Sealy—Siding No. 1.
 Cisco—first track north of main track known as "Water Track".
 Albany—Siding No. 1.

11. NUMBERED SIDINGS AND CROSSOVERS

Granger—Siding No. 1	Bartlett—Siding No. 1
Siding No. 2	Siding No. 2
Crossover No. 1	Taylor—Siding No. 1
Crossover No. 2	Siding No. 2
Crossover No. 3	Siding No. 3
Crossover No. 4	
Sealy—Siding No. 1	Albany—Siding No. 1
Siding No. 2	Siding No. 2

12. AUTOMATIC BLOCK SIGNALS BETWEEN:

a. Waco Subdivision

M.P. 841.9 and M.P. 842.9—southward movements.
 M.P. 843.6—northward movements.
 M.P. 846.3 and Hewitt (Southward movements on southward track).
 Hewitt and M.P. 847.4 (Northward movements on northward track).
 Hewitt and M.P. 908.4.

b. San Antonio Subdivision

Jct. Switch Granger and M.P. 1037.2.
 When Northward Absolute Signal T&NO Crossing, M.P. 1036.1 indicates stop, trains after flagging crossing to Southward Absolute Signal, be governed by Rule 351.

c. Houston Subdivision

M.P. 987.3 and M.P. 1023.6.
 M.P. 1075.5 and M.P. 1083.6.

d. BLOCK INDICATORS RULE 355:

Color Light Block Indicators at spring switches, Holland—north Switch Siding, LA Yard—south Switch Siding, Fayetteville—north Switch Siding, Pisek—both Switches Siding, New Ulm—both Switches Siding, are located at fouling point and are designated by letter "B".
 Color Light Block Indicators located on Duraglass spur and between Main Tracks at 26th Street, Waco, indicates condition of block between 26th street, Waco and Signal 8508 on northward track.
 Semaphore Type Block Indicator (8435) located on South Lead Track Bellmead Yard indicates condition of block between M.P. 841.5 and M.P. 843.6 on southward track.

e. Flood Indicators:

San Antonio Subdivision

	Affects Signals
M.P. 909.5	9087, 9083, 9106, 9150, 9172.
M.P. 918.0	9171, 9175, 9190, 9212, 9228.
M.P. 921.4	9228, 9211, 9187, 9175.
M.P. 999.5	9981, 9951, 9933, 10006, 10018.
M.P. 1013.5	10121, 10109, 10150, 10170.
M.P. 1023.5	10231, 10213, 10187, 10171, 10236, 10248.

13. REMOTE CONTROL SIDINGS RULE 425:

Cobel
 Elgin Yard
 West Point

14. REMOTE CONTROL SWITCHES:

Bellmead, north end Two Main Tracks.
 Granger—Jct. Switch, Waco and San Antonio Subdivisions.

15. SPRING SWITCHES: (Designated by letter "S" attached to switch stand.)

Hewitt—end of Two Main Tracks.
 Lorena—both switches, siding.
 Eddy—both switches, siding.
 Troy—both switches, siding.
 Schull—north switch, siding.
 Little River—both switches, siding.
 Holland—north switch, siding.
 L A Yard—south switch, siding.
 Fayetteville—north switch, siding.
 Pisek—both switches, siding.
 New Ulm—both switches, siding.

16. NORMAL POSITION OF SWITCHES:

Bem, for Bellmead Cutoff.
 Ajax, for San Antonio Subdivision.

17. TWO MAIN TRACKS:

M.P. 843.0, Bellmead, and M.P. 844.6.
 M.P. 844.9 and Hewitt.
 (Single track M.P. 844.6 to M.P. 844.9 over Brazos River Bridge.)

18. RAILROAD CROSSINGS:

a. Waco Subdivision

M.P. 843.6—StLSW R.R., Crossing Interlocking Device. If signal displays "Stop" indication and no movement approaching on StLSW, line lever on StLSW to set derails against StLSW, which will clear signals on MKT main track.
 M.P. 844.6—T&NO-IGN-StLSW R.R.s. Interlocking. Absolute Signal for northward trains located just north of Brazos River Bridge, on west side of track.
 Cobel—M.P. 881.1, GC&SF R.R. Interlocking.
 Taylor—M.P. 918.9 IGN R.R. Interlocking.
 Elgin—M.P. 934.9, T&NO R. R. Interlocking.

b. Houston Subdivision

West Point—M.P. 978.0, T&NO R.R. Interlocking.
 Sealy—M.P. 1035.4, GC&SF R.R. Interlocking.
 Eureka—M.P. 1078.9, T&NO R.R. Interlocking.
 M.P. 1080.8—Houston, T&NO R. R. Interlocking Device. Two arm signal on west side main track governs movements in both directions. When signal indicates "Stop", if no T&NO movements approaching, operate lever on T&NO to set derails against T&NO, which should clear signals on MKT main track.

c. San Antonio Subdivision

M-K-T Jct.—M.P. 984.9, IGN, R.R. "Jet." Interlocking.
 New Braunfels—M.P. 1003.6, IGN R.R. Interlocking.
 M.P. 1036.1, T&NO R.R. (Cabin) Interlocking.
 If Absolute Signals indicate "Stop" flag must be provided in both directions on T&NO and also be governed by Timetable Rule 12(b).
 M.P. 1036.5, T&NO R.R. Interlocking.

d. De Leon Subdivision

Morgan—M.P. 53.9, GC&SF R.R.—Interlocking.
 Dublin—M.P. 105.6, GC&SF R.R.—gate; normally against GC&SF (Rule 98).

e. Stamford Subdivision

Cisco—M.P. 154.7, T&P R.R.—Interlocking.
 Stamford—M.P. 226.2, WV R.R.—“Stop” Signs. (Rule 98.)
 Stamford—M.P. 229.3, SNW R.R.—“Stop” Signs. (Rule 98.)
 Hamlin—M.P. 245.2, P&SF R.R.—gate; normally against MKT.

19. YARDS PROTECTED BY YARD LIMIT SIGNS:

Waco Subdivision

Bellmead to M.P. 849.5 inclusive.
 Schull } One Yard Granger
 Temple } Smithville
 Cobel }

Houston Subdivision

Smithville M.P. 1077.3 to Houston inc.

San Antonio Subdivision

Granger } Iglehart } One Yard
 Pershing }

Lockhart Subdivision

Smithville

DeLeon and Stamford Subdivisions

Bellmead } One Yard Whitney DeLeon
 Gilbough } Carbon Stamford
 Bem } Dublin Hamlin

20. STANDARD TIME:

a. Watch Inspection—Time Comparison

Watches that have been examined and certified to by a designated watch inspector must be used by Superintendents, Assistant Superintendents, Trainmasters, Road Foremen of Engines, District Engineers, Roadmasters, Yardmasters, Train Dispatchers, Conductors, Engineers, Brakemen, Flagmen, Firemen, Hostlers, Engine Foremen, Yardmen, Switch Tenders, Train Porters, Signal Supervisors, Signal Maintainers, Line Repairers, Water Service Foremen, Bridge and Building, Track and other Maintenance of Way Foremen and any employe in charge of or responsible for obstructing main track with motor cars or other maintenance cars, machinery or equipment.

The above named employes, upon entering service, and annually in July, must provide themselves with Form CT-90 Standard, to be issued by designated watch inspector on an order from the Superintendent, or in return for Form CT-90 Standard of the immediately preceding period. They must submit watch for inspection and card CT-90 Standard for making record thereon, to designated watch inspector as provided for in Rule 2 of Uniform Code of Operating Rules (or similar Maintenance of Way Rules); except, such Maintenance of Way and Bridge and Building employes who are unable to comply with this rule monthly, must do so as nearly monthly as possible. Form CT-90 Standard must be in employe's possession while on duty and presented for examination when called for by an officer.

b. Standard Clocks Located at:

<u>Bellmead</u>	<u>San Antonio</u>
Dispatcher's Office	Passenger Station
<u>Waco</u>	<u>Smithville</u>
Telegraph Office	Telegraph Office
<u>Temple</u>	<u>Houston</u>
Telegraph Office	Telegraph Office
<u>Sloan</u>	<u>DeLeon</u>
Yard Office	Telegraph Office
Enginehouse	<u>Stamford</u>
	Telegraph Office

c. Watch Inspectors:

St. Louis.....American Railroad Time Service Co.,
 720 Olive Street.
 Waco.....T. A. Armstrong, 725 Austin Street.
 Belton.....B. R. Stocking
 Austin.....Joe Koen & Son
 San Antonio.....O. B. Humble, 1301½ S. Flores Street.
 Chas. Gildmeister & Son, 516 E. Houston St.
 New Braunfels.....Deron Jewelers, 131 W. San Antonio St.
 Smithville.....C. E. Ragsdale
 Houston.....Houston Watch Co., Southern Pacific Bldg.
 DeLeon.....H. Hampton
 Stamford.....J. C. May

21. IMPAIRED CLEARANCES:

a. Main track bridges and structures having horizontal clearance between points 4 feet and 16 feet above top of rail, less than 7 feet 4½ inches.

Subdivision	Mile Post
Houston	1084.0—Train shed—passenger station.
Houston	1084.1—Overpass—Main St., Viaduct, (Freight Lead).
San Antonio	992.2—Overpass, I-GN. R.R.
San Antonio	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—Mail cranes when pouches are hung.

b. Main track bridges and structures having vertical clearance above top of rail less than 21 feet 6 inches.

Subdivision	Mile Post
Houston	1083.5—Overpass—T&NO. R.R.
Houston	1084.1—Overpass—Main St. Viaduct.
San Antonio	948.0—Highway Overpass.
San Antonio	992.2—Overpass, I-GN, R.R.
San Antonio	992.2—Overpass, Highway.
San Antonio	1031.6—Overpass—S.P. R.R.
San Antonio	1033.7—Overpass—Highway.
San Antonio	1034.0—Overpass—Highway.
San Antonio	1034.1—Overpass—Highway.
San Antonio	1034.2—Overpass—Highway.
San Antonio	1034.4—Overpass—Highway.
San Antonio	1034.5—Overpass—Highway.
San Antonio	1034.6—Overpass—Highway.
Belton	887.8—Bridge No. 887.8.

c. It is dangerous to stand erect on top of an engine, a high load on an open car, or on top of a covered car, also on side of a car or engine while passing through bridges, by buildings, platforms and other structures along side main and other tracks, due to the fact that engines, cars and loads on open top cars are of various heights and widths, which impairs clearance.

22. STATIONS AND TRACKS NOT SHOWN ON SCHEDULE PAGES:

Station	Location	End Connected	Capacity
Duraglass	MP 848.8	North	40
Bruceville	MP 863.0	South	5
Gruene	MP M-999.7	North	9
Ogden	MP M-1012.6	North	52
Longhorn	MP M-1023.6	North	42
Circleville	MP 913.7	South	18
Watex	MP 972.5	North	140
Tamberg	MP 998.6	North	173
Hatter	MP 1003.5	Both	55
San Felipe	MP 1038.3	South	10
Barker	MP 1063.9	South	28
Jordan	MP M-14.3	North	4
Hobbs	MP L-887.0	Both	8
Nela	MP 40	Both	14
Humble Oil Spur	MP 113.8	West	10
Texas Co.	MP 174.0	West	21
Penn	MP 192.0	East	8
Celotex	MP 250.5	East	
Reynolds	MP 253.6	West	17

23. GOVERNING TIMETABLES AND RULES:

- a. T&NO RR between Pershing and Austin.
- b. I-GN RR between Austin and M-K-T Junction.
- c. GH&H RR between Bonners Point, Houston and 33rd Street, Galveston.
- d. Small figures shown on Schedule Page at Austin and Galveston for information.

24. GENERAL ORDER BOOKS LOCATED AT:

Location	San Antonio
Bellmead	San Antonio
Yard Office	Passenger Station
Enginehouse	Smithville
Waco	Telegraph Office
Telegraph Office	Enginehouse
Engineer's Rest Room	Houston
Belton	Telegraph Office
Telegraph Office	Enginehouse
Granger	DeLeon
Telegraph Office	Telegraph Office
Sloan	Stamford
Yard Office	Telegraph Office
Enginehouse	Enginehouse

25. MAIL CRANES LOCATED AT OTHER THAN STATIONS

SHOWN ON SCHEDULE PAGES:

Waco Subdivision	MP 863.0	Bruceville.
Houston Subdivision	MP 1063.9	Barker.
DeLeon Subdivision	MP 9.5	Elm Mott.

26. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES:

(For revenue passengers only unless otherwise provided.)

a. Waco Subdivision:

Train	Station
27, 28	MP 863.0
	Bruceville

b. Houston Subdivision:

Train	Station
28	MP 1063.9
27, 28	MP 1038.3
	Barker
	San Felipe
	(Regular Stop)

c. DeLeon Subdivision:

Train	Station
35, 36	MP 9.5
35, 36	MP 40
	Elm Mott
	Nela

- d. No. 5 any station to discharge from Kansas City; also from stations St. Louis to South Mound, inclusive.
- No. 6 any station to receive for Kansas City; also for stations South Mound to St. Louis, inclusive.
- Nos. 1 and 2 Georgetown, San Marcos and New Braunfels to discharge from and pick-up for St. Louis and connections.
- Nos. 1 and 2 San Marcos and New Braunfels to discharge from and pick-up for Dallas.
- No. 8 any station Granger to Waco to discharge from any station San Antonio to Weir, inclusive.

27. ENGINE WHISTLE SIGNAL CODE INTERLOCKINGS:

a. T&NO Interlocking, M.P. 844.6:

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)	_____ 0 _____ 0
Single Main to Southward Main (Irregular Route)	_____ 0 _____ 0
Main Track to Compress Track	_____ 0 0 _____
Main Track to Texas Power & Light Track	_____ 0 _____
Compress or T.P.L. Track to Main Track	_____ 0 _____
Main Track to Cotton Belt	_____ 0 _____
Main Track to Texas Central	_____ 0 0 _____
Texas Central Main Track to Main Track	_____ 0 0 _____

b. T&NO Interlocking, Tower 105, Sloan:

Yard through Transfer to MoPac	_____
Yard to Tail Track	_____ 0 _____
Yard to Transfer Track	_____ 0 _____

c. All Other Interlockings:

Main Track to Main Track	_____
Main Track to Siding, or reverse	_____ 0 _____
Main Track to Industry or Transfer Track, or reverse	_____ 0 0 _____
Main Track to Branch Line or to Main Track of Other Railroads, or reverse	_____ 0 0 _____

28. ABBREVIATIONS:

- a. W—Water
O—Fuel Oil
D-F—Diesel Fuel
T—Turntable
S—Track Scales
- Y—Wye
P—Telephone
D—Day telegraph office only
N—Day and night telegraph office
NO—Night telegraph office only

- b. The following letters before figures of schedule indicate:
“s”—Regular stop.
“f”—Flag stop to receive or discharge passengers or freight.

c. Abbreviations in Connection With Mile Post Locations:

- M—Smithville to San Antonio
- U—Granger to Pershing
- L—Belton Subdivision

29. SUPPLEMENT TO RULES 230 AND 232:

Nunn Type Train Order Signal



Aspect—Parallel with track, Green light.
Indication—Proceed, “No Orders”.
Name—Clear Train Order Signal.



Aspect—At right angle to track, Red light.
Indication—Stop, unless clearance received.
Name—Stop Train Order Signal.

TONNAGE RATINGS

ENGINES		DIESEL				STEAM						
		EMD		Alco								
		4500 H.P.	3000 H.P.	3000 H.P.	1500 H.P.	64%		57%		32%		
From	To	Tons	Tons	Tons	Tons	Adjustment Tons	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars
Bellmead	Smithville	4410	2940	3500	1750	6	2350	59	2100	53	1240	31
Bellmead	Eddy	4410	2940	3500	1750	7	2550	64	2250	56	1310	33
Eddy	Smithville	5070	3380	3500	1750	7	2885	72	2570	64	1390	35
Smithville	Bellmead	4820	3210	3400	1700	6	2310	58	2050	51	1150	29
Granger	Bellmead	5040	3360	3400	1700	6	2520	63	2270	57	1230	32
Smithville	Houston	4770	3180	3500	1750	6	2625	66	2360	59	1330	33
Smithville	LaGrange	5250	3500	3500	1750	10	3885	97	3500	88	2000	50
New Ulm	Houston	6150	4160	6000	3000	12	4725	118	4410	110	2380	60
Houston	Smithville	5250	3500	4300	2150	6	2625	66	2360	59	1330	33
Houston	New Ulm	6410	4230	4300	2150	10	4515	113	4050	101	2240	58
LaGrange	Smithville	6900	4300	4300	2150	10	4410	110	3970	99	2220	56
Smithville	San Antonio			3500	1750	5	2200	55	2000	50	1280	32
Lockhart	San Marcos			3500	1750	5	2500	62	2270	57	1455	36
San Marcos	New Braunfels			3500	1750	5	2335	58	2120	53	1360	34
San Antonio	Smithville			3500	1750	5	2100	53	1910	48	1225	31
New Braunfels	Smithville	5250	3500	3500	1750	5	2500	62	2270	57	1455	36
Granger	Austin					5	2100	53	1910	48	1225	31
Austin	Granger					5	2100	53	1910	48	1225	31
Austin	San Marcos					5	1800	47	1600	43	960	24
San Marcos	Austin					5	2100	53	1910	48	1225	31
Bellmead	DeLeon					5			2000	50	1110	28
DeLeon	Bellmead					5			2000	50	1120	28
Dublin	Whitney					5			2200	50	1120	..
DeLeon	Dublin	(57% and 32% doubleheading)							3300			Excess
Dublin	Whitney	(57% and 32% doubleheading)							3600			Excess
DeLeon	Albany					5			2000			Excess
Albany	Stamford					4			1520	38	860	22
Acampo	Stamford					10			3200	80	1850	46
Stamford	Cisco					5			2000	50	1120	28
Cisco	DeLeon					5			2100	53	1200	30
Carbon	DeLeon					7			3000	59	1700	38
Stamford	Rotan					6					1230	31
Rotan	Stamford					10					2200	56

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.