

# MAKE EVERY TRIP A SAFETY TRIP



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

R. E. TOLBERT  
Road Foreman of Engines

A. D. LANCASTER                      W. L. NIGH  
Chief Dispatcher                      Night Chief Dispatcher

W. N. PORCHE                              L. A. VOLCIK  
G. E. CANADAY                              F. H. BATES

A. L. ADAMS  
Train Dispatchers  
Smithville, Texas

J. G. SCHMIDT  
Chief Dispatcher

A. P. SCHIMMEL                              R. F. JONES  
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-A

## SOUTH TEXAS DIVISION

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

## Sunday, June 1, 1952

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	L. M. STUART General Superintendent of Transportation	H. M. WARDEN Vice-President and General Manager
	B. A. McDONALD Superintendent Rules-Safety	

**MAXIMUM SPEED MPH—DIESEL OPERATION**

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

BETWEEN	Bellmead Waco	Waco Hewitt North- ward Track	Waco Hewitt South- ward Track	Hewitt Granger	Granger Pershing	MKT Jct. San Antonio	Granger Elgin	Elgin Smithville	Smithville Cat Spring	Cat Spring Sealy	Sealy Houston	Smithville Ajax	Belton Smith	Bellmead Stamford	Stamford Rotan
Passenger Trains.....	25	70	50	75	60	75	50	60	50	55	55	50	..	40	..
Freight Trains & Light Engines.....	20	40	35	55	40	55	40	40	40	45	40	40	10	30	15

Freight engines handling Passenger Trains—Authorized Passenger train speed but not exceeding 65 MPH.

**Road and Switch Engines or Road Switchers**

Towed in train.....	20	40	35	55	40	55	40	40	40	45	40	40	10	30	15
Yard Service—All Yards 25 MPH.															

**Trains Handling**

Steam Derrick.....	20	30	30	40	30	40	30	30	30	40	30	30	10	20	10
Ditchers (Boom Attached).....	20	25	25	25	25	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	25	25	25	25	10	20	10
Pile Drivers.....	20	25	25	25	25	25	25	25	25	25	25	25	10	20	10

Road, Switch or Road Switchers..... Handle next to pulling engine of through train and behind short cars of train setting out or picking up. (Exceptions—As provided in Note 1 and Note 2)

Any 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.

**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
All others.....	20	15

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

Advance Warning Sign (⚠) located as near one (1) mile as conditions will permit in advance of Speed Restriction Sign. Speed Restriction Sign (⏏ or ⏐) at point where speed restricted and Resume Speed Sign (⏏ or ⏐) 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:—When more than one unit of Switch engine or Road Switcher space 5 cars apart.

Note 2:—All 70-ton Road Switchers to be handled next ahead of caboose.

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

## TONNAGE RATINGS

1

From	To	Adj. Tons	EMD ROAD				ALCO ROAD				Road Switchers	
			4500 H.P.		3000 H.P.		3000 H.P.		1500 H.P.		Per Unit	
			Tons	No. Cars	Tons	No. Cars	Tons	No. Cars	Tons	No. Cars	Tons	No. Cars
Bellmead	Smithville	6	4410	110	2940	75	3500	88	1750	45	1750	45
Bellmead	Eddy	7	4410	110	2940	75	3500	88	1750	45	1750	45
Eddy	Smithville	7	5070	125	3380	85	3500	88	1750	45	1750	45
Smithville	Bellmead	6	4820	125	3210	85	3400	85	1700	45	1700	45
Granger	Bellmead	6	5040	125	3360	85	3400	85	1700	45	1700	45
Smithville	Houston	6	4770	119	3500	88	3500	88	1750	45	1750	45
Smithville	LaGrange	10	5250	131	3500	88	3500	88	1750	45	1750	45
New Ulm	Houston	12	6150	155	4160	140	6000	150	3000	75	3000	75
Houston	Smithville	6	5250	131	3500	88	4300	108	2150	55	2150	55
Houston	New Ulm	10	6410	160	4230	105	4300	108	2150	55	2150	55
LaGrange	Smithville	10	6900	172	4300	108	4300	108	2150	55	2150	55
Smithville	San Antonio	5	5250	130	3500	88	3500	88	1750	45	1750	45
San Antonio	Smithville	5	5250	130	3500	88	3500	88	1750	45	1750	45
New Braunfels	Smithville											
Granger	Austin	5									1800	45
Austin	Granger	5									1800	45
Bellmead	DeLeon	5									1800	45
DeLeon	Bellmead	5									1700	43
Dublin	Bellmead	5									1900	48
DeLeon	Albany	5									1800	45
Albany	Stamford	4									1150	29
Acampo	Stamford	10									2100	53
Stamford	DeLeon	5									1800	45
Cisco	DeLeon	5									1900	48
Stamford	Rotan	6									2000	50
Rotan	Stamford	10									4000	100
Houston	Galveston	10									5000	75
Galveston	Houston	10									5000	75

Note: Freight tonnage rating for EMD psgr. locomotives Nos. 106, 107 and 134 to 138 inc., 55.4 percent, and Alco psgr. locomotives Nos. 153 to 157 inc., 76 percent, of EMD 4500 H.P. Freight locomotives.

2 SOUTHWARD TRAINS

WACO SUBDIVISION

NORTHWARD TRAINS

THIRD CLASS		FIRST CLASS				Distance from St. Louis	TIMETABLE No. 26-A		Symbols and Capacity of Sidings	FIRST CLASS				THIRD CLASS	
81	75	27	7	1	5		Effective 12:01 A. M. June 1, 1952			28	2	8	6	72	80
Freight	Freight	Passenger	Passenger	Passenger	Passenger	STATIONS		Passenger	Passenger	Passenger	Passenger	Freight	Freight		
Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily		
PM 10.30	PM 7.30					843.0	N BELLMEAD BJ StLSW Interlocking Device 2.5	WYSOPT D-F Yard					PM 9.00	AM 5.00	
		PM 12.20	PM 12.15	AM 9.50	AM 1.15	845.5	N T&NO Interlocking WACO WC 7.6	WP	PM 3.30	PM 3.50	PM 5.40	AM 3.50			
11.10	8.10	f 12.34	f 12.28	10.00	1.30	853.1	N HEWITT W 5.3	P NS	f 3.15	3.39	5.25	3.33	7.55	3.19	
11.18	8.18	f 12.40	f 12.34	10.06	1.36	858.4	LORENA 6.8	P 76	f 3.06	3.34	5.18	3.25	7.45	3.09	
11.30	8.30	s 12.52	f 12.43	10.13	1.44	865.2	D EDDY ED 6.9	P 92	f 2.58	3.28	5.10	3.16	7.35	2.59	
11.40	8.40	f 1.01	f 12.50	10.19	1.51	872.1	TROY 3.2	P 76	f 2.47	3.22	5.01	3.08	7.22	2.48	
11.45	8.45	1.05	12.53	10.22	1.54	875.3	BERGER 2.9	P 61	2.41	3.19	4.56	3.04	7.15	2.43	
11.49	8.49	1.08	12.56	10.25	1.57	878.2	SCHULL 1.1	P 61	2.38	3.16	4.53	3.01	7.10	2.39	
11.52	9.01	s 1.16	s 1.06	s 10.31	s 2.10	880.0	N TEMPLE JN 1.1	WPS 87	s 2.35	s 3.13	s 4.50	s 2.59	7.01	2.35	
11.55	9.10	1.19	1.08	10.34	2.12	881.1	GC&SF COBEL Interlockg. 2.2	P 90	2.25	3.09	4.43	2.50	6.32	2.30	
11.59	9.14	1.22	1.10	10.36	2.15	883.3	SMITH 4.3	P NS	2.22	3.06	4.39	2.48	6.25	2.26	
AM 12.05	9.21	f 1.28	f 1.14	10.40	2.19	887.6	LITTLE RIVER 4.4	P 92	f 2.16	3.02	4.33	2.43	6.17	2.19	
12.10	9.27	1.34	1.19	10.45	2.24	892.0	SPARKS 4.8	P 45	2.10	2.57	4.28	2.38	6.10	2.08	
12.16	9.34	s 1.39	f 1.24	10.49	2.33	896.8	D HOLLAND FN 2.5	P 56	s 2.05	2.53	4.22	2.33	6.01	2.01	
12.20	9.40	1.42	1.27	10.51	2.36	899.3	MOODY 3.5	P 70	1.57	2.50	4.18	2.29	5.57	1.57	
12.25	9.46	s 1.50	s 1.31	10.54	s 2.42	902.8	D BARTLETT BR 5.3	P 66	s 1.50	2.47	s 4.14	s 2.25	5.50	1.53	
12.38	10.15	s 1.59	s 1.40	10.59	s 2.52	908.1	N GRANGER G 10.8	PY *1-84 *2-100	s 1.40	2.42	s 4.05	s 2.15	5.40	1.45	
12.55	10.36	s 2.12				918.9	N TAYLOR I-GN Interlocking 5.0	PYS *1-119 *2-33	s 1.23				5.01	1.15	
1.07	10.45	2.22				923.9	HAYDEN 2.8	P 94	1.12				4.45	1.07	
1.12	10.50	s 2.27				926.7	COUPLAND 8.1	P NS	s 1.08				4.40	12.56	
		s 2.40				934.8	N ELGIN T&NO Interlockg 0.2	PY NS	s 12.57						
1.25	11.10	2.41				935.0	ELGIN YARD 8.6	PW 115	12.54				4.20	12.40	
1.40	11.27	f 2.51				943.0	SAYERS 3.4	P 63	f 12.43				3.59	12.21	
1.46	11.33	f 2.55				947.0	DUNSTAN 1.9	P NS	f 12.39				3.52	12.15	
1.50	11.36	2.58				948.0	PHELAN 4.9	P 91	12.37				3.48	12.11	
1.58	11.44	s 3.08				953.8	D BASTROP BA 4.6	P 61	s 12.31				3.40	12.03	
2.05	11.56	f 3.14				958.4	HILL 4.0	P 91	f 12.24				3.30	11.56	
2.15	12.05	f 3.20				962.4	UPTON 7.0	P 62	f 12.19				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				28	2	8	6	72	80	
29.7	24.1	39.1	44.9	54.4	38.7		126.4 Average speed per hour		37.2	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

FOURTH CLASS			THIRD CLASS	FIRST CLASS			Distance from St. Louis	TIMETABLE No. 26-A		Symbols and Capacity of Sidings	FIRST CLASS			THIRD CLASS	FOURTH CLASS	
381	97	281	281	7	1	5		Effective 12:01 A. M. June 1, 1952	STATIONS		2	8	6	280	96	380
Freight	Way	Freight	Freight	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Freight	Way	Freight		
Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Saturday		
AM 2.30			PM 1.40	AM 10.59	AM 2.52	908.1	N	GRANGER	G	PY #1-84	PM 2.42	PM 4.05	AM 2.15			PM 11.30
f 2.50			f 1.52	11.10	3.04	917.4		WEIR	P	34	2.31	f 3.47	2.01			f 11.01
s 3.10			s 1.59	11.17	3.10	923.2	D	GEORGETOWN	GY	PW 21	2.24	s 3.40	s 1.55			s 10.50
3.40			2.17	11.24	3.22	929.4		HUFF	P	49	2.17	3.26	1.42			10.10
f 3.59			f 2.28	11.33	3.32	937.8	D	PFUGERVILLE	GU	P 23	2.07	f 3.15	1.33			f 9.55
f 4.10			2.35	11.40	3.40	944.4		SPRINKLE	P	36	1.59	3.05	1.25			f 9.35
4.30			2.50	11.50	3.50	953.4		IGLEHART	P	42	1.49	2.50	1.14			9.16
5.00 AM			2.53	11.51	3.51	953.7		PERSHING	WP	NS	1.48	2.48	1.13			9.15 PM
			3.05	PM 12.01	4.00	955.5	Z	AUSTIN	FY	Yard	s 1.42	2.40	1.05			12.50
			3.15		4.20			VIA I-GN								
			4.05	12.40	5.01	984.0	N	M-K-T JUNCTION	K		1.03	1.50	12.07			
	PM 12.41	AM 5.10	4.06	12.41	5.02	985.5		I-GN Interlocking					PM 8.35	AM 11.50		
s 1.01	5.15	s 4.07	12.42	s 5.03	986.3		N	SAN MARCOS	C	WP 24	1.01	s 1.48	s 12.05 AM	8.27	s 11.30	
1.38	5.25	4.20	12.54	5.15	993.3			HUNTER	P	31	12.54	1.38	11.55	8.15	10.35	
1.55	5.40	4.30	1.05	5.27	1002.7			N B YARD.	YP	90	12.44	1.27	11.44	7.59	10.20	
s 2.30	5.42	s 4.35	1.06	s 5.35	1003.1			NEW BRAUNFELS	WP	NS	12.42	s 1.25	s 11.42	7.58	s 9.35	
					1010.6	N	I-GN Interlocking	NB								
2.45	5.53	4.44	1.15	5.44	1016.8			COMAL	P	45	12.33	1.15	11.33	7.45	9.20	
2.55	6.05	4.51	1.21	5.51	1018.8			LUXELLO	P	34	12.27	12.57	11.27	7.35	9.05	
3.30	6.25	5.01	1.30	6.02	1024.8			FRATT	P	63	12.19	12.46	11.19	7.23	8.23	
3.55	6.35	5.06	1.34	6.07	1029.2			BENZ	P	50	12.14	12.40	11.14	7.17	8.17	
3.59	6.39	5.08	1.35	6.09	1030.3			TRAVIS	PS	60	12.13	12.38	11.13	7.15	8.15	
4.05	6.45	5.11	1.38	6.12	1032.8			WARDEN	P	37	12.11	12.35	11.10	7.10	8.10	
					1037.5			T&NO Interlocking	WPOY	D-F Yard	12.04	12.28	11.03	7.00 PM	8.00 AM	
	5.00 PM	7.30 AM	5.18	1.45	6.19	1037.5		SLOAN								
			5.30 PM	1.55 PM	6.30 AM	1038.5	N	T&NO Interlocking	YD	PS Yard	12.01 PM	12.25 PM	11.00 PM			
								SAN ANTONIO								
381	97	281	7	1	5						2	8	6	280	96	380
18.0	11.8	22.3	34.2	44.5	35.9			130.4			48.6	36.4	40.1	32.8	13.6	20.3
Average speed per hour																

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-A		Symbols and Capacity of Sidings	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
95 Way		81 Freight	75 Freight		27 Passenger		Effective 12:01 A. M. June 1, 1952	STATIONS		28 Passenger		72 Freight	80 Freight		94 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	11.50		1.59	10.45		3.20
f 6.45		3.40	1.40		3.47	974.0		4.6 KIRTLEY	P 68	11.38		12.50	10.25		f 2.45
f 7.05		3.50	1.50	s	3.54	978.3	N	T&NO Interlocking WEST POINT	WP	11.30		12.40	10.15		f 2.35
f 7.30		3.57	1.57	s	4.01	982.9		4.6 PLUM	P 93	11.22		12.30	10.06		f 2.20
		4.05	2.04	s	4.14	988.2	D	LA GRANGE RA	P	11.15		12.18	9.57		
s 8.25		4.07	2.06		4.17	989.0		0.8 LA YARD	PW 82	11.08		12.15	9.55		s 2.01
f 8.35		4.15	2.14	f	4.25	994.2		5.2 HALSTED	P 59	11.01		12.05 PM	9.45		f 1.20
s 9.25		4.27	2.30	s	4.36	1002.1	D	FAYETTEVILLE VY	P 113	10.52		11.48	9.30		s 12.20
9.35		4.33	2.38		4.43	1007.1		5.0 PISEK	P 75	10.43		11.40	9.22		12.01 PM
s 9.55		4.43	3.20	s	4.53	1013.0	D	NEW ULM UM	PY 111	10.35		11.29	9.10		s 11.40
f 10.20 11.05		5.00	3.45	s	5.06	1024.0	D	CAT SPRING CS	P 111	10.20		11.05	8.50		f 11.05
s 11.30		5.20	4.10	s	5.21	1035.0	N	SEALY GC&SF Interlocking	WPY*1-53 *2-84	10.07		10.40	8.30		s 10.07
s 11.59		5.40	4.32	s	5.40	1047.8	D	BROOKSHIRE BK	P 94	9.49		10.18	8.10		s 9.15
f 12.15 PM		5.46	4.39		5.46	1051.7		3.9 JOHNSUE	P Yard	9.42		10.12	8.04		f 9.01
s 12.25		5.53	4.46	s	5.54	1056.0	D	4.3 KATY	RS WP 87	9.36		10.05	7.57		s 8.50
f 12.50		6.10	5.03	f	6.10	1066.6		10.5 ADDICKS	P 143	9.21		9.45	7.40		f 8.12
f 1.05		6.20	5.14		6.19	1072.6		6.4 HENNESSEY	P 113	9.13		9.33	7.28		f 7.59
1.20		6.30	5.35		6.30	1079.5	N	6.6 T&NO Interlocking EUREKA	PSY Yard	9.05		9.20	7.15		7.45
					f 6.35	1081.1		1.6 T&NO Interlocking HOUSTON HEIGHTS	NS	8.59					
1.50 PM		7.30 10.30AM	7.00 AM		6.45 PM	1083.9	N	2.8 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		38.2		22.9	30.4		14.6

**SOUTHWARD TRAINS**

**LOCKHART SUBDIVISION**

**NORTHWARD TRAINS**

**5**

FOURTH CLASS			THIRD CLASS		Distance from Smithville	TIMETABLE No. 26-A		Symbols and Capacity of Sidings	THIRD CLASS		FOURTH CLASS	
		<b>97</b> Mixed		<b>281</b> Freight		Effective 12:01 A. M. June 1, 1952				<b>280</b> Freight		<b>96</b> Mixed
		Daily Except Sunday		Daily		<b>STATIONS</b>			Daily		Daily Except Sunday	
		AM 10.00		AM 3.20		N	<b>SMITHVILLE</b> SM	OWPSTY D-F Yard	PM 10.10		PM 3.00	
		10.20		3.35	5.5		TOGO 5.5	P 36	9.55		2.15	
		10.30		3.44	10.2		ROSANKY 4.7	P 33	9.48		2.01	
		10.50		4.02	20.3		RED ROCK 10.1	P 26	9.30		1.40	
		11.05		4.18	28.4		DALE 8.1	P 46	9.15		1.20	
		11.55		4.36	36.4	D	<b>LOCKHART</b> CO	PW 51	9.02		12.30	
		PM 12.15		4.50	43.5		MAXWELL 7.1	P 29	8.51		12.15	
		12.25		5.00	46.8		REEDVILLE 3.3	P 34	8.45		12.05	
		12.41		5.10	51.5		AJAX 4.7	PY NS	8.35		11.50	
		<b>97</b>		<b>281</b>					<b>280</b>		<b>96</b>	
		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-A		Symbols and Capacity of Sidings	FOURTH CLASS			
		<b>55</b> Mixed			Effective 12:01 A. M. June 1, 1952				<b>54</b> Mixed		
		Daily Except Sunday			<b>STATIONS</b>			Daily Except Sunday			
		PM 2.00		883.3		<b>SMITH</b> 6.7	P NS	AM 8.30			
		3.00		890.0	D	<b>BELTON</b> MY	P Yard	7.30			
		<b>55</b>						<b>54</b>			
		6.7						6.7			
						Average speed per hour					

Train Register for SMITH located at Temple.

**6 DELEON SUBDIVISION**  
WESTWARD TRAINS EASTWARD TRAINS

FOURTH CLASS	Distance from Waco	TIMETABLE No. 26-A		Symbols and Capacity of Sidings	FOURTH CLASS
<b>93</b> Way Daily Except Sunday		Effective 12:01 A. M. June 1, 1952			<b>92</b> Way Daily Except Monday
		STATIONS			
AM 12.01	2.8	N	BELLMEAD BJ	Yard OWSTY	PM 3.00
12.15	5.3		BEM 2.5	NS	1.35
f 12.40	10.4		WIGGINS 11.1	45	f 1.10
f 12.55	23.7		AQUILLA 7.3	25	f 12.55
f 1.30	33.9	D	WHITNEY HY	Y 41	f 12.30 PM
f 1.55	45.2		STEINER 11.3	42	f 11.59
f 2.15	54.0	N	GC&SF Interlocking MORGAN MN	45	f 11.40
f 2.40	63.4	D	WALNUT SPRINGS JS	55	f 11.15
f 3.01	73.4		IREDELL 10.0	22	f 10.55
f 3.45	84.6	D	HICO IIN	36	f 10.30
f 4.01	91.9		CLAIRETTE 7.3	42	f 10.10
s 4.50	105.9	D	GC&SF Crossing Gate DUBLIN DU	8 49	s 9.40
6.01	109.9		MT. AIRY 4.0	41	9.25
6.00 AM	119.1	D	DELEON DN	Y Yard	9.01 AM
<b>93</b>					<b>92</b>
19.4			Average speed per hour		19.4

**STAMFORD SUBDIVISION**  
WESTWARD TRAINS EASTWARD TRAINS

FOURTH CLASS		Distance from Waco	TIMETABLE No. 26-A		Symbols and Capacity of Sidings	FOURTH CLASS	
<b>57</b> Mixed Daily Except Sunday	<b>93</b> Way Daily Except Sunday		Effective 12:01 A. M. June 1, 1952			<b>92</b> Way Daily Except Monday	<b>56</b> Mixed Daily Except Sunday
			STATIONS				
	AM 7.30	119.1	D	DELEON DN	Yard Y	AM 8.30	
	f 7.50	124.6		RUCKER 5.5	37	f 7.50	
	f 8.01	130.0	D	GORMAN GF	18	f 7.38	
	f 8.22	140.2	D	CARBON Z	41	f 7.15	
	f 8.31	144.3		MANGUM 4.1	53	f 7.06	
	s 9.15	154.7	N	CISCO T&P Interlocking CN	Yard YS 23	s 6.45	
	9.35	160.9		RUFUS 6.2	40	6.05	
	f 9.50	167.5		PUEBLO 6.6	30	f 5.51	
	f 10.05	172.7	D	MORAN RN	33	f 5.40	
	f 10.15	177.2		SEDWICK 4.5	23	f 5.30	
	f 11.05	188.0	D	ALBANY AB	Y 39	f 5.05	
	f 11.35	198.5		ACAMPO 10.5	11	f 4.35	
	11.45	203.2		BUDMATTHEWS 4.7	24	4.25	
	11.55	208.1		TAOS 4.9	41	4.15	
	PM 12.20	212.3	D	LUEDERS RD	15	f 4.05	
	f 12.35	219.3		AVOGA 7.0	51	f 3.45	
PM 5.00	1.59 PM	226.3	N	WV Crossing Unprotected STAMFORD DF	Yard D-F YS	AM 3.30	
s 6.25		246.3	N	SNW Crossing Unprotected HAMLIN HA	15	s 12.30 AM	
8.15 PM		268.5	D	P&SF Crossing Gate ROTAN NA	Y Yard	10.15 PM	
<b>57</b>	<b>93</b>					<b>92</b>	
13.0	16.5					<b>56</b>	
						Average speed per hour	
						21.4	
						9.9	

No. 57 IS SUPERIOR TO No. 56



# SPECIAL INSTRUCTIONS

7

## OPERATING RULES

### Rule 2. Supplement to:

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 employes, upon entering service, and annually in May, 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 the 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.

### Rule 12(j). Supplement to:

Five (5) minute yellow fuses may be used in giving hand signals as prescribed by Rule 12(j) except yellow fuses must not be used by trainmen or yardmen for giving hand signals within interlocking limits.

### Rule 14. Supplement to:

In making outgoing terminal brake test, one long and one short sound of engine horn or whistle will be sounded after a signal has been received from the car inspector to apply the brakes.

### Rule 17(f). Amendment to:

Yard engines will display standard white headlight to the front and rear by day.

### Rule 99(j). Supplement to:

The following units of equipment do not actuate block signals at all times. Unless otherwise provided, flag protection must be afforded in accordance with Rule 99, including territory covered by the provisions of Rule 99(j):

- Pile Drivers
- Ballast Plows
- Sperry Detector Cars
- Weed Burners and Weed Mowers
- Clam Shell and other Material Handling Cranes

### Rule 209. Amendment to:

Second paragraph is cancelled. Form "X" orders must be in handwriting.

### Rules 230 and 232. Supplement to:

#### 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.

### Rule 290(1). Supplement to:

In ABS territory, in the absence of an Absolute Signal immediately beyond interlocking or remote control switch limits (the limits in each case being the track between the Absolute Signals) movement through interlocking or remote control switch limits under the provision of Rule 290(1) (Lunar), must comply with the provisions of Rule 350 in moving to next governing signal.

### Rule 356. Supplement to:

When one or more signals are taken out of service temporarily due to extending sidings, moving signals to new locations, or when signals have been knocked down or damaged, and the territory involved is less than five (5) miles, the following Form of Order may be issued:

"Signal (or signals) at (station) or (Mile Post) is (or are) temporarily out of service. The territory protected by these signals is now protected by Signals \_\_\_\_\_ and \_\_\_\_\_ between (station) and (station) (or between (Mile post) and (Mile post))."

Before issuing this order, Signal Supervisor must confirm in writing that the control section has been properly extended and that proper protection will be afforded all movements. This order must not be used to cover signals nor territory involving spring or remote control switches. It must not be used except under conditions mentioned, and not when signals are out of service due to lightning burned out relays, or when waiting for material to make quick repairs, and must not be used for short periods of time.

### Forms of Train Orders. Supplement to Form S-E:

The following form is authorized:

"No. 6 Engine 378 wait at C until 930 am for Extra 107 south.

"No. 6 take siding C for Extra 107 south."

When a superior train is directed by Train Order Form S-E (Wait Order) to take siding for another train, such instructions, unless annulled by a subsequent Train Order, are in effect after the time stated in the order has expired, and the superior train must approach the designated point at RESTRICTED SPEED prepared to stop, expecting to find the inferior train on the main track between the siding switches without flag protection, and must take siding if the inferior train is at the designated point.

If the superior train arrives at the designated point after the time stated in the order has expired and the expected train has not arrived, and the main track can be seen to be clear to the other end of the siding, the superior train may proceed without entering and using the siding.

This form of train order must not be combined with any other form of order, and may contain only one waiting point.

## 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. 57 is superior to No. 56.
- e. 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. EXCEPTIONS TO RULE 5; TIMETABLE OR TRAIN ORDER RESTRICTIONS APPLY AT:

Hewitt—end of Two Main Tracks.  
 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".

3. 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.

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

- a. Ajax.
- b. Rotan.

5. 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. (Trains 2, 6 and 8 register by slip.)  
 Sloan for third and fourth class trains and Frt. Extras only.

6. 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 10(a)).
- b. Between the following points main track yard movements must secure train order Form E against all trains, or move under flag protection:

San Antonio Subdivision

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

7. EXCEPTIONS TO RULE 93(a):

In the following territory, third and inferior class trains, extra trains and engines may accept a clear 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.

8. RULE 99(j) AUTHORIZED ON:

Waco Subdivision.  
 San Antonio Subdivision.  
 Houston Subdivision—Smithville to Cat Spring.

9. FORM Y TRAIN ORDER AUTHORIZED ON:

All Subdivisions.

10. 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 6(a) exceptions to Rule 93).
- b. First Class trains run at Restricted Speed between M.P. 1036.5 Sloan and San Antonio.
- c. Engines must not be operated over inspection pits, track 5, Sloan Yard.
- d. Approaching and over T&NO Crossing, M.P. 1080.8, south of Eureka, 15 MPH.
- e. Houston, First Class trains run at Restricted Speed between M.P. 1080 and Psgr. Station.

- f. Lockhart, 10 MPH over Street Crossings.  
 g. Gorman, 10 MPH over first and second crossings east of station.  
 h. Albany, 10 MPH over street crossing just east of Station.  
 i. Cisco, 10 MPH over west 6th Street crossing.  
 j. Stamford, all trains flag over McHarg Street crossing.  
 k. Hamlin, all trains flag Central Avenue crossing.  
 l. Morgan, 20 MPH between Absolute Signals Interlocking.  
 m. Smithville, approaching and over Highway No. 95 Crossing Northward trains 15 MPH, Southward trains 40 MPH.  
 n. 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.
- o. "Capacity of Sidings" shown on schedule pages is based on 48 feet per car, less 160 feet allowable for 3-unit diesel engine.

#### 11. NUMBERED SIDINGS AND CROSSOVERS

##### Granger

**Siding No. 1**—(Formerly called "Lake Siding") track west of main tracks, north switch connects with Waco Subdivision main track near signal 9071, south switch connects with San Antonio Subdivision main track just north of signal 9083.

**Siding No. 2**—(Formerly called "East Siding") east of main tracks, north switch connects with Waco Subdivision main track just south of the water tank and south switch connects with Waco Subdivision main track one pole north of Bridge 908.9.

**Crossover No. 1**—Waco Subdivision main track to Siding No. 1 just north of junction switch.

**Crossover No. 2**—San Antonio Subdivision main track to Siding No. 1 just south of junction switch.

**Crossover No. 3**—San Antonio Subdivision main track to Waco Subdivision main track just south of Davilla St.

**Crossover No. 4**—Waco Subdivision main track to San Antonio Subdivision main track at south switch Siding No. 1.

**Crossover No. 5**—From Waco Subdivision main track to Siding No. 2 just south of north switch to storage track.

##### Taylor

**Siding No. 1**—Siding north of station.

**Siding No. 2**—Siding south of IGN Crossing.

##### Sealy

**Siding No. 1**—Siding north of station.

**Siding No. 2**—Siding south of GC&SF Crossing.

#### 12. NORMAL POSITION OF SWITCHES:

Bem, for Bellmead Cutoff.

DeLeon, No. 3 Track, for No. 3.

Ajax, for San Antonio Subdivision.

Sloan, No. 4 track designated inbound passenger main track, normal position of switch for outbound main track.

#### 13. MOVEMENT BY SIGNAL INDICATION:

Between absolute signal at MP-1080.3 (south end Eureka) and absolute signal at MP-1083.4 (north end Houston yard), movement of trains and engines will be governed by block signals whose indications will supersede the superiority of trains.

Movements within this territory will be supervised by the control operator at Houston. Rules 400, 402, 403 and 404 govern.

Telephones located at MP-1080.1, 1080.6, 1082.1, 1082.2, 1083.0 and 1083.4.

#### 14. REMOTE CONTROL SIDINGS RULE 425:

Cobel

Elgin Yard

West Point

#### 15. REMOTE CONTROL SWITCHES:

Bellmead, north end Two Main Tracks.

Granger—Jct. Switch, Waco and San Antonio Subdivisions.

At remotely controlled switches Bellmead, Granger, North and South end Elgin yard, light located at top of instrument case at switch, when lighted, relieves crew of complying with Rule 104(c).

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

Hewitt—end of Two Main Tracks.

Lorena—north switch, siding.

Eddy—both switches, siding.

Troy—both switches, siding.

Schull—north switch, siding.

Little River—both switches, siding.

Holland—north switch, siding.

Hunter—south switch, siding.

L A Yard—south switch, siding.

Fayetteville—north switch, siding.

Pisek—both switches, siding.

New Ulm—both switches, siding.

#### 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. 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. 846.8 and Hewitt (Southward movements on southward track).  
 Hewitt and M.P. 847.4 (Northward movements on northward track).  
 Hewitt and Smithville.

**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.  
 Ajax—low signal (letter "A") Lockhart Subdivision, located opposite absolute signal on San Antonio Subdivision main track, repeats indications of southward absolute signal and signal 9854. Lockhart Subdivision southward trains having authority to proceed will immediately occupy preliminary track section and move to low signal, provided signal indicates proceed before preliminary track section is occupied, then line switch for movement to San Antonio Subdivision after which may pass low signal while indicating STOP.  
 Hunter and Luxello—northward trains meeting an opposing train must not pass Northward Absolute signal at south switch until southward train passes north switch or enters siding. Northward trains entering siding must back out after meeting southward train, and get "clear" indication on Northward Absolute signal at south switch.

**c. Houston Subdivision**

Smithville and M.P. 1023.6.  
 M.P. 1075.5 and M.P. 1083.6.

**d. All Subdivisions:**

Temple (Southward trains), Granger, Hayden, Upton, Cat Spring and Plum (Northward trains), Berger and Schull (trains in either direction) holding main track at meeting point remain back of "Fouling Point" Sign until opposing train passes last block signal in advance of siding switch.

**e. BLOCK INDICATORS RULE 355:**

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.  
 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.

Duraglass Spur, Waco Subdivision—Block indicator located at south switch of crossover on southward track, MP-848.7, indicates the approach of trains on northward track.  
 Block indicator located at north switch of crossover on northward track, MP-848.7, indicates the approach of trains on southward track.

LOW signal 8487 located just north of north switch crossover on northward track governs southward movements on northward track to Duraglass Spur. Rules 285 and 291 govern. Block indicator located at south switch of crossover between northward track and Duraglass "lead" track MP-849.4 indicates condition of block on northward track between signals 8520 and 8487.

Yard movements between Waco and Duraglass will move with the current of traffic, after ascertaining location of trains to avoid delay thereto.

Should it become necessary or desirable to move AGAINST the current of traffic such movements must be protected by train order Form "E".

Color Light Block Indicators at following spring switches are located at fouling point and are designated by letter "B":

Holland—North switch, siding.  
 LA Yd—South switch, siding.  
 Fayetteville—North switch, siding.  
 Pisek—Both switches, siding.  
 New Ulm—Both switches, siding.

**f. Flood Indicators:****San Antonio Subdivision**

M.P.	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.

**19. 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**

Pershing—M.P. 953.7, T&NO R.R. "Jct." dual control switch.

M-K-T Jce.—M.P. 984.9, IGN R.R. "Jct." 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 18(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; leave as used (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; leave as used (Rule 98).

**20. YARDS PROTECTED BY YARD LIMIT SIGNS:**

Waco Subdivision

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

Houston Subdivision

Smithville M.P. 1077.3 to Houston inc.

San Antonio Subdivision

San Antonio to M.P. 1027.5 inc. Iglehart } One Yard  
 Granger } Pershing }

Lockhart Subdivision

Smithville

DeLeon and Stamford Subdivisions

Bellmead } One Yard Dublin Albany  
 Bem } Cisco Stamford  
 Hamlin

**21. STANDARD TIME:**

**a. 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

**b. Watch Inspectors:**

St. Louis American Railroad Time Service Co.,  
720 Olive Street.  
 Waco Armstrong Jewelers, 727 Austin St.  
(Territorial)  
 Belton R. H. Stocking  
 Granger Zelenevita Jewelry Co.  
 Austin Zales Jewelry Co., 619 Congress  
 New Braunfels Dixon Jewelry Co.  
 San Antonio Humble Jewelry Co., 1217 S. Flores St.  
Chas. Gildmeister & Son, 122 Broadway St.  
 Smithville C. E. Ragsdale (Territorial)  
Giese's Jewelry Co.  
 Houston Houston Watch Co., 911 Franklin Ave.  
 DeLeon Elza Perry  
 Stamford J. C. May

**22. GENERAL ORDER BOOKS LOCATED AT:**

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

**23. STATIONS AND TRACKS NOT SHOWN ON SCHEDULE**

PAGES:

Station	Location	End Connected	Capacity
Gruene	MP M-999.7	North	9
Ogden	MP M-1012.6	North	52
Longhorn	MP M-1023.6	North	42
Remount	MP M-1027.1	Both	6
Tamberg	MP 998.6	North	173
Hatter	MP 1004.3	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
Ross	MP 12.8	East	4
Alexander	MP 97.1	East	3
Texas Co.	MP 174.0	West	21
Tuxedo	MP 235.5	Both	10
Celotex	MP 250.5	East	3
Reynolds	MP 253.6	West	17
Royston	MP 257.8	East	5
North Roby	MP 263.0	Both	5

**24. 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 Barker
27, 28	MP 1038.3 San Felipe
	(Regular Stop)
28	Smithville 20 min. meal period.
27	Smithville 20 min. meal period (when two hours, or more, late).

c. 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 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, and scheduled stops beyond.  
 No. 8 any station Granger to Waco to discharge from any station San Antonio to Weir, inclusive.

**25. MAIL CRANES LOCATED AT OTHER THAN STATIONS SHOWN ON SCHEDULE PAGES:**

Waco Subdivision.....MP 863.0 .....Bruceville.  
Houston Subdivision.....MP 1063.9 .....Barker.

**26. 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.

**27. 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.

**28. ENGINE HORN OR WHISTLE SIGNAL, 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)	_____	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 _____

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

Yard through Transfer to MoPac Main Track	_____	_____
Yard to Tail Track	_____	o _____
Yard to Transfer Track	_____	_____ o

**c. All Other Interlockings:**

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

**29. 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
- NS—No Siding

- 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

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

STATION	NAME	TITLE	STATION	NAME	TITLE
Albany.....	Dr. Harry A. Briggs.....		San Marcos.....	Dr. R. F. Sowell.....	
Austin.....	Dr. A. H. Neighbors.....		San Marcos.....	Dr. M. D. Heatley.....	
Austin.....	Dr. A. H. Neighbors, Jr.....		Sealy.....	Dr. V. Gordon.....	
Austin.....	Dr. Walter D. Roberts.....		Taylor.....	Dr. Edmond Doak.....	
Austin.....	Dr. John A. Crockett.....	Oculist	Temple.....	Dr. J. S. McCelvey.....	
Austin.....	Dr. Lee E. Edens.....	Consulting Dermatologist	Temple.....	Dr. L. R. Talley.....	
Austin.....	Dr. Raleigh R. Ross.....	Consulting Surgeon	Temple.....	Dr. A. H. Alsop.....	
Bastrop.....	Dr. R. W. Loveless.....		Temple.....	Dr. R. K. Harlan.....	
Bastrop.....	Dr. C. G. Goddard.....		Waco.....	Dr. James H. Colgin.....	
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. Sallee.....	Oral Surgeon
Cisco.....	Dr. E. E. Ady.....		Waco.....	Dr. Ralph L. Coffelt.....	Cardiologist
Carbon.....	Dr. T. G. Jackson.....		Waco.....	Dr. H. Anspach.....	Consulting Radiologist
De Leon.....	Dr. James M. Wright.....		Waco.....	Dr. Moreton A. Magid.....	Consulting Urologist
De Leon.....	Dr. A. M. Reynolds.....		Waco.....	Dr. J. M. Vandavell.....	Oral Surgeon, (For Colored employees)
Dublin.....	Dr. Tom F. Bryan.....		Walnut Springs.....	Dr. J. A. Murray.....	Division Surgeon
Elgin.....	Dr. W. E. Wood.....		Whitney.....	Dr. James M. Bule.....	
Elgin.....	Dr. Walter S. Moore.....		Whitney.....	Dr. Silas W. Grant.....	
Elgin.....	Dr. Roy H. Morris.....				
Georgetown.....	Dr. D. H. Cooper.....				
Georgetown.....	Dr. Albert J. Rice.....				
Galveston.....	Dr. Edward Randall, Jr.....				
Galveston.....	Dr. Herman Weinert, 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. Herbert H. Harris.....	Oculist			
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. A. M. Dashiell.....	Consulting Internist			
Holland.....	Dr. E. B. Perry.....	For Colored Employees only			
Iredell.....	Dr. C. H. Hamblen.....				
Lockhart.....	Dr. A. N. Pike.....				
Lockhart.....	Dr. A. A. Ross, Jr.....				
La Grange.....	Dr. Leslie D. Boelsche.....				
La Grange.....	Dr. E. T. Williams.....				
La Grange.....	Dr. L. F. Zakopek.....				
La Grange.....	Dr. R. G. Thompson.....				
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. Burlison.....	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 Leter.....	Internist			
San Antonio.....	Dr. John B. Case.....	Urologist			
San Antonio.....	Dr. Graham Coffman.....	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. J. D. Stephens.....	Division Surgeon			
Smithville.....	Dr. A. S. Farmer.....	Oral Surgeon			

**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			