

MAKE EVERY TRIP A SAFETY TRIP



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Smithville, Texas

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Chief-Trick Dispatcher
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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. 28

SOUTH TEXAS DIVISION

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

Sunday, January 8, 1956

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 Transportation	B. A. McDONALD, Superintendent of Rules-Safety
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CHARLES T. WILLIAMS,
Vice President and
General Manager

MAXIMUM SPEED MPH—DIESEL OPERATION

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 M.P. 921	M.P. 921 Elgin	Elgin Smithville	Smithville Cat Spring	Cat Spring Brookshire	Brookshire Houston	Smithville Ajax	Belton Smith	Bellmead Stamford	Stamford Rotan
Passenger Trains.....	20	60	50	75	55	75	75	50	55	50	75	50	45	..	40	15
Freight Trains & Light Engines.....	20	40	35	55	40	55	55	40	40	40	55	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	55	35	40	40	55	40	40	10	30	15
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Yard Service—All Yards 25 MPH.

Trains Handling

Steam Derrick (See Note 3).....	15	30	30	40	30	40	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	25	10	20	10
Scale Test Car X-1658 (See note 4).....	20	25	25	25	25	25	25	25	25	25	25	25	25	10	20	10
Scale Test Car X-1659 (See Note 4).....	20	35	35	35	35	35	35	35	35	35	35	35	35	10	20	10
Pile Drivers.....	20	25	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-S. A. Subdiv..	30	20
M.-K.-T. Jct.....	30	20
Elgin Yard—Siding Switches.....	30	20
All others.....	20	15

Note 1:—When more than one unit of Switch engine or Road Switcher space five cars apart.

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

Note 3:—Where maximum speed is 30 MPH or greater, speed around curves should be 10 MPH less. Trains handling steam derrick avoid run-in of slack while derrick on curve. Except for short distances, derrick to be handled with boom trailing and car placed between engine and derrick.

Note 4:—Scale Test Car X-1658 (4 Wheels) or X-1659 (8 Wheels) to be handled next ahead of Caboose. When both cars handled in same train, cars must be spaced three cars apart on rear of train with rear scale test car next to caboose, and maximum speed governing X-1658 must be observed.

CLASSIFICATION OF ENGINES

Diesel Unit Number	Designation	Class Of Service	Tonnage Class	Steam Generator	Equipped For Multiple Unit Control	Geared For Max. Speed MPH
101	EA-7	PSGR.	21	Yes	Yes	85
106-107	E-8	PSGR.	27	Yes	Yes	85
121-124	FP-7	FRT.-PSGR.	34	Yes	Yes	77
131-135	E-8	PSGR.	27	Yes	Yes	85
151-152	ALCO	PSGR.	27	Yes	Yes	90
153-157	ALCO	PSGR.	34	Yes	Yes	90
201-207	F-3	FRT.	40	No	Yes	65
208-211	F-7	FRT.	40	No	Yes	65
226-229	F-7	FRT.	40	No	Yes	65
326-334	ALCO	FRT.	40	No	Yes	65
1000-1010	BALD.	SW	34	No	No	60
1026-1030	NW-2	SW	34	No	No	60
1201-1215	BALD.	SW	34	No	No	60
1226-1235	SW-9	SW	34	No	No	65
1501-1509	GP-7	RD-SW	40	Yes	No	65
1510-1529	GP-7	RD-SW	40	No	Yes	65
1551-1563	ALCO	RD-SW	48	No	Yes	65
1571-1586	BALD.	RD-SW	48	No	Yes	70
1591	F.M.	RD-SW	48	No	No	70
1651-1654	G.E.	RD-SW	21	No	No	55
1701-1702	ALCO	RD-SW	40	Yes	Yes	80
1731-1734	F.M.	RD-SW	40	Yes	Yes	80
1761-1764	GP-7	RD-SW	40	Yes	Yes	65
1787-1788	BALD.	RD-SW	48	Yes	Yes	70

Note:—When unit of different make or model is operated with another unit or units, tonnage rating for all units will be that of the lowest rating of any unit of the combination. E-8 unit will not be operated in combination with other units in freight service. Special ratings have been given the FP-7 units, on the Waco and Houston Subdivisions and are 100 tons per unit less than the figures shown in tonnage class column 40 between the various points on these divisions only. The FP-7 units will fall in the class 34 group on all other subdivisions.

TONNAGE RATING OF ENGINES BY CLASS PER UNIT

WACO SUBDIVISION

TONNAGE CLASS OF ENGINES	21	27	34	40	48	
BETWEEN						
Bellmead.....	Smithville.....	1000	1275	1625	1900	2275
Bellmead.....	Eddy.....	1000	1275	1625	1900	2275
Eddy.....	Smithville.....	1100	1425	1775	2100	2525
Smithville.....	Bellmead.....	950	1225	1525	1800	2150
Granger.....	Bellmead.....	1050	1350	1700	2000	2400

HOUSTON SUBDIVISION

TONNAGE CLASS OF ENGINES	21	27	34	40	48	
BETWEEN						
Smithville.....	Houston.....	1000	1275	1625	1900	2275
Smithville.....	LA Yard.....	1250	1625	2050	2400	2875
New Ulm.....	Houston.....	2000	2575	3225	3800	4550
Houston.....	Smithville.....	1050	1350	1700	2000	2400
Houston.....	New Ulm.....	1300	1675	2125	2500	3000
LA Yard.....	Smithville.....	1200	1550	1950	2300	2750

SAN ANTONIO SUBDIVISION

TONNAGE CLASS OF ENGINES	21	27	34	40	48	
BETWEEN						
Granger.....	Austin.....	900	1150	1450	1700	2050
Austin.....	Ajax (Via I.-G.N.)				1250	1250
Ajax.....	San Antonio.....	925	1175	1475	1750	2100
San Antonio.....	Ajax.....	925	1175	1475	1750	2100

LOCKHART SUBDIVISION

TONNAGE CLASS OF ENGINES	21	27	34	40	48	
BETWEEN						
Smithville.....	Ajax.....	925	1175	1475	1750	2100
Ajax.....	Smithville.....	925	1175	1475	1750	2100

G. H. & H. RAILROAD

TONNAGE CLASS OF ENGINES	21	27	34	40	48	
BETWEEN						
Houston.....	Congress Ave.....	1000	1500	2250	3000	4000
Congress Ave.....	Galveston.....	2625	3375	4250	5000	6000
Galveston.....	Houston.....	2625	3375	4250	5000	6000

BELTON SUBDIVISION

TONNAGE CLASS OF ENGINES	21	27	34	40	48	
BETWEEN						
Smith.....	Belton.....	725	950	1200	1400	1675
Belton.....	Smith.....	725	950	1200	1400	1675

DE LEON AND STAMFORD SUBDIVISIONS

TONNAGE CLASS OF ENGINES	21	27	34	40	48	
BETWEEN						
Bellmead.....	DeLeon.....	900	1150	1450	1700	2050
DeLeon.....	Bellmead.....	850	1075	1350	1600	1925
Dublin.....	Bellmead.....	950	1225	1525	1800	2150
DeLeon.....	Albany.....	850	1075	1350	1600	1925
Albany.....	Stamford.....	525	675	850	1000	1200
Acampo.....	Stamford.....	1000	1275	1625	1900	2275
Stamford.....	DeLeon.....	900	1150	1450	1700	2050
Cisco.....	DeLeon.....	950	1225	1525	1800	2150
Stamford.....	Rotan.....	1000	1275	1625	1900	2275
Rotan.....	Stamford.....	2000	2575	3225	3800	4550

FOURTH CLASS	THIRD CLASS			FIRST CLASS			Distance from St. Louis	TIMETABLE No. 28		Symbols and Capacity of Sidings	FIRST CLASS			THIRD CLASS		FOURTH CLASS	
	91 Way	81 Freight	75 Freight	21 Passenger	1 Passenger	5 Passenger		Effective 12:01 A. M. January 8, 1956	STATIONS		22 Passenger	2 Passenger	6 Passenger	72 Freight	80 Freight		90 Way
Tuesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Monday Wednesday Friday	
AM 6.30	PM 10.30	PM 9.30					842.9	N	BELLMead BJ	Two Main Tracks	FWYSP Yard				PM 9.00	AM 5.00	AM 11.59
							843.6		StLSW Interlocking								
			AM	AM	AM		844.6		T&NO Interlocking			PM	PM	AM			
			11.10	11.00	12.55		845.5	N	WACO WC	Two Main Tracks	WP	2.40	3.05	3.15			
f 7.12	11.10	10.05	f 11.21	11.10	1.05		853.1		HEWITT		P NS	f 2.28	2.54	2.59	6.40	3.48	f 11.04
f 7.22	11.18	10.13	f 11.27	11.16	1.10		858.4		LORENA		P 76	f 2.21	2.49	2.51	6.32	3.40	10.52
f 7.37	11.30	10.23	s 11.38	11.22	1.17		865.2	D	EDDY ED		P 92	f 2.13	2.42	2.42	6.20	3.27	f 10.40
f 7.52	11.40	10.32	f 11.48	11.28	1.24		872.1		TROY		P 76	f 2.05	2.35	2.32	6.08	3.16	f 10.25
7.59	11.45	10.37	11.52	11.31	1.27		875.3		BERGER		P 61	2.01	2.32	2.28	6.01	3.10	10.15
s 8.45	11.52	10.45	s 12.03	s 11.41	s 1.45		880.0	N	TEMPLE JN		PS 87	s 1.55	s 2.25	s 2.18	5.50	3.01	s 9.30
							880.7		GC&SF Interlocking								
8.50	11.55	10.48	12.07	11.44	1.48		881.1		COBEL		P 90	1.46	2.19	2.02	5.40	2.33	9.27
9.00	11.58	10.52	12.09	11.46	1.50		883.3		SMITH		P NS	1.43	2.16	1.59	5.33	2.28	9.23
f 10.55	AM 12.04	10.58	f 12.14	11.50	1.55		887.6		LITTLE RIVER		P 92	f 1.37	2.12	1.55	5.25	2.20	f 9.15
f 11.03	12.10	11.04	12.19	11.54	2.01		892.0		SPARKS		P 45	1.31	2.06	1.45	5.18	2.14	f 9.05
f 11.13	12.16	11.10	s 12.24	11.59	2.06		896.8	D	HOLLAND FN		P 56	s 1.25	2.01	1.40	5.10	2.06	f 8.55
11.20	12.20	11.14	12.27	PM 12.02	2.09		899.3		MOODY		P 70	1.20	1.58	1.36	5.06	1.53	8.47
s 11.30	12.25	11.19	s 12.32	12.06	s 2.16		902.8	D	BARTLETT BR		P 66	s 1.13	1.54	s 1.32	5.01	1.45	s 8.40
s 11.50	12.38	11.30	s 12.39	12.12	s 2.26		908.1	N	GRANGER G		PY *1-84 *2-106	s 1.06	1.47 PM	s 1.23 AM	4.51	1.35	s 8.30
s 12.20	PM 12.53	11.44	s 12.52				918.9		TAYLOR		PYS *1-119 *2-33	s 12.52			4.36	12.53	s 7.59
							919.0		N I-GN Interlocking		JG						
12.40	1.03	11.52	1.04				923.9		HAYDEN		P 94	12.40			4.25	12.35	7.40
f 12.50	1.09	11.57	s 1.09				926.7		COUPLAND		P NS	s 12.35			4.20	12.29	f 7.35
			s 1.21				934.8		ELGIN		PY NS	s 12.23					
s 1.22	1.28	AM 12.09	1.22				935.0		N T&NO Interlocking		J						
f 2.01	1.53	12.32	1.42				948.9		ELGIN YARD		P 115	PM 12.20			4.04	AM 12.09	s 7.15
s 2.15	2.03	12.40	s 1.50				953.8		PHELAN		P 91	11.59			3.38	11.39	f 6.45
f 2.25	2.12	12.50	f 1.59				958.4	D	BASTROP BA		P 61	s 11.50			3.30	11.30	s 6.35
f 2.35	2.22	12.58	f 2.04				962.4		HILL		P 91	f 11.41			3.21	11.21	f 6.25
2.55	2.45	1.30	2.15				969.4		UPTON		P 62	f 11.35			3.13	11.14	f 6.15
PM	AM	AM	PM					N	SMITHVILLE SM		FWPSTY Yard	11.25			3.00	11.00	6.00
91	81	75	21	1	5							22	2	6	72	80	90
19.5	29.8	31.6	40.2	52.2	41.3				126.5 Average speed per hour			38.1	48.2	33.5	21.1	21.1	21.1

No. 2 IS SUPERIOR TO ALL TRAINS

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

SOUTHWARD

SAN ANTONIO SUBDIVISION

NORTHWARD

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FOURTH CLASS		THIRD CLASS	FIRST CLASS		Distance from St. Louis	TIMETABLE No. 28 Effective 12:01 A. M. January 8, 1956	Symbols and Capacity of Sidings	FIRST CLASS		THIRD CLASS	FOURTH CLASS	
381 Freight	97 Way	281 Freight	1 Passenger	5 Passenger				2 Passenger	6 Passenger	280 Freight	96 Way	380 Freight
Daily Except Sunday	Monday Wednesday Friday	Daily	Daily	Daily			Daily	Daily	Daily	Tuesday Thursday Saturday	Daily Except Saturday	
AM 2.45			PM 12.12	s AM 2.26	908.1	N GRANGER G	PY *1-84	PM 1.47	s AM 1.23			PM 11.30
f 3.05			12.24	f 2.39	917.4	WEIR	P 34	1.35	f 1.09			f 11.01
s 3.25			12.31	s 2.47	923.2	D GEORGETOWN GY	P 21	1.28	s 1.01			s 10.50
f 3.55			12.39	2.59	929.4	HUFF	P 49	1.20	12.51			10.10
f 4.16			12.49	f 3.10	937.8	D PFLUGERVILLE GU	P 23	1.10	f 12.41			f 9.55
4.30			1.02	3.20	944.4	SPRINKLE	P 36	1.02	12.34			9.35
4.55			1.14	3.32	953.4	IGLEHART	P 42	12.51	12.23			9.16
5.00 AM			1.15	3.33	953.7	PERSHING	P NB	12.49	12.22			9.15 PM
						VIA T&NO RR						
			s 1.25	3.45 4.05	955.5	AUSTIN FY	PY Yard	s 12.42	12.15 11.57			
						VIA I-GN RR						
	PM	AM	PM 2.01	AM 4.45	984.9	N M-K-T JUNCTION I-GN Interlocking K		PM 12.03	PM 11.19	PM	AM	
12.36	5.10		2.02	4.46	985.5	AJAX	PY NB	12.02	11.18	8.38	10.50	
s 1.01	5.14		2.04	s 4.48	986.3	N SAN MARCOS C	P 24	PM 12.01	s 11.17	8.27	s 10.30	
1.45	5.24		2.13	5.01	993.3	HUNTER	P 31	11.53	11.07	8.15	9.35	
2.24	5.38		2.24	5.12	1002.7	N B YARD.	P 90	11.43	10.56	7.59	9.20	
s 2.30	5.40		2.25	s 5.16	1003.3	NEW BRAUNFELS	P NB	11.41	s 10.54	7.58	s 8.35	
					1003.6	N I-GN Interlocking NB						
2.50	5.51		2.34	5.28	1010.6	COMAL	P 45	11.33	10.44	7.45	8.20	
3.01	6.01		2.40	5.36	1016.8	LUXELLO	P 34	11.27	10.38	7.35	8.05	
3.30	6.17		2.49	5.46	1024.8	FRATT	P 63	11.19	10.29	7.23	7.26	
3.57	6.34		2.55	5.52	1030.3	TRAVIS	P 60	11.13	10.23	7.15	7.05	
4.03	6.45		2.59	5.57	1032.8	WARDEN	P 37	11.10	10.20	7.10	6.45	
					1036.1	T&NO Interlocking						
					1036.5	T&NO Interlocking						
4.25 PM	7.30 AM		3.06	6.06	1037.5	SLOAN	FWPY Yard	11.03	10.13	7.00 PM	6.15 AM	
					1038.0	N YD Tower (T&NO Inter.) YD						
			3.20 PM	6.20 AM	1038.5	SAN ANTONIO	PB Yard	11.00 AM	10.10 PM			
381	97	281	1	5				2	6	280	96	380
20.3	13.5	22.3	41.6	33.4		130.4 Average speed per hour		46.9	40.5	31.8	11.3	20.3

No. 2 IS SUPERIOR TO ALL TRAINS

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

FOURTH CLASS		THIRD CLASS		FIRST CLASS		Distance from St. Louis	TIMETABLE No. 28		Symbols and Capacity of Sidings	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
95 Way		81 Freight	75 Freight		21 Passenger		Effective 12:01 A. M. January 8, 1956	STATIONS		22 Passenger		72 Freight	80 Freight		94 Way
Monday Wednesday Friday		Daily	Daily		Daily				Daily		Daily	Daily		Tuesday Thursday Saturday	
AM 6.30		AM 3.30	AM 2.00		PM 2.25	989.4	N SMITHVILLE SM	FWPSTY Yard	AM 11.10		PM 1.59	PM 10.00		PM 2.10	
f 6.45		3.40	2.10		2.32	974.0	4.6 KIRTLEY	P 68	11.01		12.50	9.42		f 1.55	
f 7.06		3.48	2.18		s 2.40	978.0	N T&NO Interlocking WP	PY 109	s 10.54		12.40	9.35		f 1.45	
f 7.30		3.56	2.26		s 2.48	982.8	WEST POINT	P 93	s 10.46		12.30	9.27		f 1.36	
					s 2.59	988.2	4.9 PLUM	P 93	s 10.46						
s 8.25		4.06	2.36		3.01	989.0	D LA GRANGE RA	P N8	s 10.36						
f 8.35		4.15	2.44		f 3.09	994.2	0.8 LA YARD	P 82	10.33		12.15	9.18		s 12.30	
s 9.25		4.27	2.56		s 3.20	1002.1	5.2 HALSTED	P 59	f 10.26		PM 12.05	9.10		f 12.05	
s 9.58		4.46	3.14		s 3.37	1013.6	7.9 D FAYETTEVILLE VY	P 113	s 10.15		11.48	8.58		s 11.20	
f 11.05		5.03	3.31		f 3.52	1024.0	11.5 D NEW ULM UM	P 111	s 9.58		11.29	8.40		s 10.55	
s 11.30		5.18	3.48		s 4.04	1035.4	10.4 CAT SPRING	P 111	f 9.44		11.05	8.24		f 10.30	
s 11.59		5.37	4.04		s 4.21	1047.8	11.4 N SEALY SY	PY *1-53 *2-84	s 9.31		10.40	8.10		s 10.01	
PM 12.15		5.43	4.10		4.27	1051.7	GC&SF Interlocking								
s 12.25		5.50	4.17		s 4.36	1056.0	12.4 D BROOKSHIRE BK	P 94	s 9.15		10.19	7.54		s 9.15	
f 12.50		6.07	4.34		f 4.50	1068.5	3.9 JOHNSUE	P Yard	9.09		10.12	7.48		f 8.51	
1.05		6.17	4.44		4.59	1073.9	4.3 D KATY RS	P 87	s 9.02		10.05	7.41		s 8.40	
						1078.0	10.5 ADDICKS	P 143	f 8.47		9.45	7.25		f 8.12	
						1078.0	6.4 HENNESSEY	P 100	8.37		9.33	7.14		7.59	
1.30 PM		7.30 AM 10.30	6.00 AM		s 5.12	1080.2	6.0 N T&NO Inter. (13) KA								
						1081.1	1.3 D EUREKA KU	PFWBY Yard	s 8.25		9.20 AM 12.20	7.00 PM		7.30 AM	
						1081.1	0.9 T&NO Interlocking								
		10.50 AM			5.30 PM	1083.9	2.8 N HOUSTON HU	P Yard	8.10 AM		12.01 AM				
		2.30 PM				1124.0	50.1 GALVESTON				8.00 PM				
95		81	75		21				22		72	80		94	
15.8		27.7	27.7		37.1		164.6 Average speed per hour		38.2		30.2	36.9		14.5	

SOUTHWARD

LOCKHART SUBDIVISION

NORTHWARD

5

FOURTH CLASS			THIRD CLASS		Distance from Smithville	TIMETABLE No. 28		Symbols and Capacity of Slidings	THIRD CLASS		FOURTH CLASS		
	97	Way		281		Effective 12:01 A. M. January 8, 1956				280	Freight	96	Way
		Monday Wednesday Friday		Daily		STATIONS			Daily		Tuesday Thursday Saturday		
	AM			AM		N	SMITHVILLE	SM	F	PM		PM	
	10.00			3.20			TOGO		P	36	10.10		2.00
	10.20			3.35	5.5		ROSAKY		P	33	9.55		1.15
	10.30			3.44	10.3		RED ROCK		P	26	9.47		1.01
	10.50			4.02	20.3		DALE		P	46	9.31		12.40
	11.05			4.18	28.4		LOCKHART	CO	P	51	9.17		12.20
	11.55			4.36	36.4	D	MAXWELL		P	29	9.04		11.55
	12.15			4.50	43.5		REEDVILLE		P	34	8.53		11.15
	12.25			5.00	46.8		AJAX		PY	NB	8.38		10.50
	12.36			5.10	51.5						280		96
	97			281									
	19.8			23.1			Average speed per hour				33.6		16.3

WESTWARD

BELTON SUBDIVISION

EASTWARD

FOURTH CLASS			Distance from St. Louis	TIMETABLE No. 28		Symbols and Capacity of Slidings	FOURTH CLASS		
	55	Way		Effective 12:01 A. M. January 8, 1956				54	Way
		Tuesday Thursday Saturday		STATIONS			Tuesday Thursday Saturday		
	AM					P	AM		
	9.00		893.8		SMITH	P	NB	10.45	
	9.45		890.0	D	BELTON	P	Yard	10.00	
	55						54		
	8.9				Average speed per hour		8.9		

NO. 55 IS SUPERIOR TO NO. 54

6 DELEON SUBDIVISION

WESTWARDEASTWARD

FOURTH CLASS	Distance from Waco	TIMETABLE No. 28 Effective 12:01 A. M. January 8, 1956	Symbols and Capacity of Sidings	FOURTH CLASS
93 Way Daily Except Sunday		STATIONS		92 Way Daily Except Monday
AM 12.01	2.8	N BELLMEAD BJ	FWSY Yard	PM 3.00
12.15	5.3	2.5 BEM	NS	1.35
12.40	16.4	11.1 WIGGINS	45	f 1.10
12.55	22.7	7.3 AQUILLA	25	f 12.55
f 1.30	38.9	10.2 WHITNEY WN	41	PM 12.30
f 1.55	45.2	11.3 STEINER	42	f 11.59
f 2.15	53.9	8.7 GC&SF Interlocking MORGAN MN	45	f 11.40
f 2.40	53.4	9.5 WALNUT SPRINGS JS	55	f 11.15
f 3.01	73.4	10.0 IREDELL	22	f 10.55
f 3.45	84.6	11.2 HICO HN	36	f 10.30
f 4.01	91.9	7.3 CLAIRETTE	42	f 10.10
	105.6	13.7 GC&SF Automatic Inter.		
s 4.50	105.9	0.3 DUBLIN DU	49	s 9.40
5.01	109.9	4.0 MT. AIRY	41	9.25
6.00	119.1	9.2 DELEON DN	Yard	9.01 AM
93				92
19.4		116.3 Average speed per hour		19.4

STAMFORD SUBDIVISION

WESTWARDEASTWARD

FOURTH CLASS		Distance from Waco	TIMETABLE No. 28 Effective 12:01 A. M. January 8, 1956		Symbols and Capacity of Sidings	FOURTH CLASS	
57 Way Daily Except Sunday	93 Way Daily Except Sunday		92 Way Daily Except Monday	56 Way Daily Except Sunday			
	AM 7.30	119.1	D DELEON DN	Yard	AM 8.30		
	f 7.50	124.6	5.5 RUCKER	37	f 7.50		
	f 8.01	130.0	D 5.4 GORMAN GF	18	f 7.38		
	f 8.22	140.2	10.2 CARBON	41	f 7.15		
	f 8.31	144.8	4.1 MANGUM	53	f 7.06		
	s 9.15	154.7	10.4 N CISCO T&P Interlocking CN	YS 28	s 6.45		
	9.35	160.9	6.2 RUFUS	40	6.05		
	f 10.05	172.7	D 11.8 MORAN RN	33	f 5.40		
	f 10.15	177.2	4.5 SEDWICK	23	f 5.30		
	f 11.05	188.0	D 10.8 ALBANY AB	39	f 5.05		
	f 11.35	198.5	10.5 ACAMPO	11	f 4.35		
	11.45	203.2	4.7 BUDMATTHEWS	24	4.25		
	11.55	208.1	4.9 TAOS	41	4.15		
	PM 12.20	212.3	D 4.2 LUEDERS RD	15	f 4.05		
	f 12.35	219.3	7.0 AVOCA	51	f 3.45		
PM 5.00	1.59 PM	226.3	N 7.0 WV Crossing Unprotected STAMFORD DF	FYS Yard	3.30 AM	AM 2.30	
		229.3	3.0 WV Crossing Unprotected				
		245.2	15.9 AT&SF Crossing Gate				
s 6.25		246.8	1.1 N HAMLIN HA	15		AM 12.30	
8.15 PM		268.5	D 22.2 ROTAN NA	Yard		10.15 PM	
57	93				92	56	
13.0	16.5		149.4 Average speed per hour		21.4	9.9	

No. 57 IS SUPERIOR TO No. 56

OPERATING RULES

Main Track. DEFINITION, Amendment to:

De Leon and Stamford: Main track between the outer switches between the station limits designated by the letter "S" will be considered a yard track.

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

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 where one figure only is shown, Passenger trains not exceed speed shown on Speed Restriction Signs; Freight trains and light engines reduce to 10 MPH below speed shown on Speed Restriction Signs, but not exceed maximum speed provided for Freight trains and Light engines.

Where two sets of figures are shown, the higher figures govern passenger trains and the lower figures govern other trains and engines.

Rule 12(j). Supplement to:

Yellow fusees may be used in giving hand signals, except 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 car inspector to apply brakes.

Rule 17(f). Amendment to:

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

Rule 19. Amendment to:

On passenger trains, a single electric marker lamp may be displayed in center of rear car in lieu of two marker lamps, which will show red to rear at all times, day and night except when shows green to rear as provided in Rule 19(a).

Rule 35. Amendment to:

Day Signals.	Night Signals.
Red Flag	White Light
Torpedoes	Torpedoes
Red fusees	Red Fusees

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):

Single Unit Light Engines
 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.

Rule 221. Exception to:

At Waco telegraph office (baggage room) color light two aspect (red and green) train order signal located on canopy of psgr. station governs southward third class trains and extra trains only.

Rule 221(d). Operators Signal Supplies: Amendment to:

Red Flag	Six (6) Torpedoes
White Flag	Six (6) Red Fusees
White Light	

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 a Leaving 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 292. Supplement to:

Low signals, commonly called dwarf signals. Rule 350 applies where absolute signals are located at spring switches at fouling point on siding. After opposing movement passes and backward movement is made out of siding or reverse movement made on main track, and Absolute Signal on main track displays "STOP" indication, operate switch after which main track Absolute Signal may indicate "CLEAR" per Rule 281.

Rule 355. Block Indicators:

Color light block indicators at spring switches are located at fouling point, and are designated by letter "B".

SPECIAL INSTRUCTIONS

OPERATING RULES—Cont'd

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.

Rule 402. Amendment to 9th paragraph:

To hold track limits for the time authorized on track or tracks specified, such track or tracks must be occupied continuously, or a main track switch left open except when it is necessary to close the main track switch to permit a train or engine to pass, provided there is a trainman or yardman continuously in charge of the switch and provided the switch is again opened immediately after the train or engine has cleared the switch.

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

The following form is authorized:

"No. 6 Engine 106(c) wait at C until 930 am for Extra 207(a) south.

"No. 6 take siding at C for Extra 207(a) 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.

Form Y (b) Protection Orders. Exception to:

Form "Y" protection order may be used to protect rear of passenger trains.

TIME TABLE 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. 55 is superior to No. 54.
- e. No. 57 is superior to No. 56.
- f. Between MP 844.9 south end Brazos River bridge and MP 847.4 trains have no timetable superiority and will run at RESTRICTED SPEED but not exceeding 20 MPH, expecting

to find other trains, engines or cars standing or moving in either direction.

- g. On two main tracks between MP 842.9 and MP 844.6 trains and engines may run ahead of first class trains but must ascertain their location or movement to avoid delaying them. Trains and engines may use crossover between two main tracks, MP 843.5, against first class trains.
- h. Between T&NO R.R. Interlocking 13 (MP 1078.9) and absolute signal at MP 1080.3 (south end Eureka Yard); and between Absolute signal at MP 1083.4 (north end Houston Yard) and MP 1084 (Passenger Station Houston), trains have no timetable superiority, and trains and engines will run at RESTRICTED SPEED, but not exceeding 20 MPH, expecting to find other trains, engines or cars standing or moving in either direction.

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.

3. EXCEPTIONS TO RULE D-81:

- a. On Southward Main Track between MP 842.9 (North end Two Main Tracks) Bellmead and crossover at MP 843.5, yard engines, light engines and engines in charge of hostlers may move against current of traffic and against first class trains when automatic color light Low type signal MP 843.5, located between Two Main Tracks, indicates "Proceed."
- b. Except as provided for by timetable special instructions Rule 3-a all movements on Two Main Tracks between MP 842.9 Bellmead and MP 844.6 north end Brazos River Bridge will be with current of traffic.
- c. On Two Main Tracks between MP 844.9 south end Brazos River Bridge and MP 846.0 train and engine movements may use the tracks for which switch or switches are lined.

4. WHERE TRAINS WILL REPORT FOR CLEARANCE OTHER THAN AS REQUIRED BY RULE 83(a) (last paragraph):

- a. No. 380 and trains originating Austin—Austin instead of Pershing.
- b. The requirements of last paragraph of Rule 83 (a) will be considered fulfilled when clearance that has been issued at "YD" Tower is delivered to a regular train at San Antonio or Sloan. This does not change provisions of Rule 221 for trains receiving clearance at San Antonio if train order signal at YD Tower displays "Stop" indication.
- c. T&NO Interlocking 13 (MP 1078.9) instead of Eureka.
- d. Cisco, all trains.

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

Ajax and Rotan.

6. REGISTER STATIONS:

Waco, first class trains and psgr. extras.

Houston, first class trains and psgr. extras.

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

Austin Telegraph Office instead of Pershing. (All Trains register by slip.)

Sloan, third and fourth class trains and Frt. Extras.

7. RULE 99(j) AUTHORIZED ON:

Waco, San Antonio and Houston Subdivisions.

8. FORM Y TRAIN ORDER AUTHORIZED ON:

All Subdivisions.

9. SPEED AND OTHER RESTRICTIONS:

- a. On southward main track first class trains run at RESTRICTED SPEED from MP 842.9 (north end Two Main Tracks) Bellmead, to Crossover at MP 843.5 expecting to find yard engines, light engines or engines in charge of hostlers moving against current of traffic.
- b. On two main tracks between MP 842.9 and MP 844.6, and approaching crossover between two main tracks MP 843.5, first class trains run at RESTRICTED SPEED, expecting to find movements ahead or crossover movements without flag protection.
- c. Temple, 18 MPH between psgr. station and GC&SF crossing.
- d. First class trains run at RESTRICTED SPEED between MP 1036.5 and Psgr. Station, San Antonio.
- e. Smithville, approaching and over Highway No. 95 Crossing, MP 969.1, northward trains 15 MPH, southward trains 40 MPH,
- f. Approaching and over T&NO Crossing, MP 1080.8, south of Eureka, 15 MPH.
- g. Lockhart, 10 MPH over street crossings.
- h. Morgan, 20 MPH between Absolute Signals Interlocking.
- i. Gorman, 10 MPH over first and second crossings east of station.
- j. Cisco, 10 MPH over West 6th Street crossing.
- k. Albany, 10 MPH over street crossing just east of station.
- l. Trains handling 70-ton coal and hopper cars restricted to 10 MPH over all bridges on Belton Subdivn. and between Hamlin and Rotan. Load limit of 70-ton coal and hopper bottom cars is 210,000 pounds. Cars loaded in excess will not be handled.
- m. 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

- n. "Capacity of Sidings" shown on schedule page is based on 48 feet per car, less 160 feet allowable for 3-unit diesel engine.

10. NUMBERED SIDINGS AND CROSSOVERS**Granger**

Siding No. 1—The 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—The track east of main track, north switch connects with Waco Subdivision main track north of Depot 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—Waco Subdivision main track to San Antonio Subdivision main track at south switch Siding No. 1.

Crossover No. 4—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—South of IGN crossing.

Sealy

Siding No. 1—Siding north of station.

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

11. NORMAL POSITION OF SWITCHES:

Ajax, for San Antonio Subdivision.

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

Bem, for Bellmead Cutoff.

12. MOVEMENT BY SIGNAL INDICATION:

Between absolute signal MP-1080.3 (Eureka yard) and absolute signal MP-1083.4 (Houston yard), movement of trains and engines will be governed by block signals whose indications 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.

13. REMOTE CONTROL SIDINGS RULE 425:

Cobel—South switch, siding.

Elgin Yard—Both switches, siding.

West Point—South switch, siding.

14. REMOTE CONTROL SWITCHES:

Bellmead, north end Two Main Tracks.

Cobel—South switch siding.

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

Elgin Yard—Both switches siding.

West Point—South switch siding.

15. DUAL CONTROL SWITCHES

Pershing (MP 953.7)—Normally controlled by control operator, Austin.

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.

Little River—both switches, siding.

Holland—north switch, siding.

Hunter—south switch, siding.

L A Yard—south switch, siding.

Fayetteville—north switch, siding.

New Ulm—both switches, siding.

Houston—north switch, lead track

17. TWO MAIN TRACKS:

MP 842.9 Bellmead and MP 844.6.

MP 844.9 and Hewitt.

(Single track MP 844.6 to MP 844.9 over Brazos River Bridge.)

18. AUTOMATIC BLOCK SIGNALS BETWEEN:**a. Waco Subdivision**

MP 841.9 and MP 842.9—southward movements.
 MP 843.6 and MP 841.9—northward movements.
 MP 846.3 and Hewitt (Southward movements on southward track).
 Hewitt and MP 847.4 (Northward movements on northward track).
 Hewitt and Smithville.

At Hewitt, southward trains making reverse movement onto northward track must move south of Signal 8532 to permit this signal to indicate "Proceed" before making northward movement.

LOW automatic block 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.

b. San Antonio Subdivision

Jct. Switch Granger and MP 1037.2.

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 "Proceed" indication on Northward Absolute signal at south switch.

c. Houston Subdivision

Smithville and MP 1083.6.

d. All Subdivisions:

Trains holding main track at meeting point at sidings shown below, remain back of "Fouling Point" sign until opposing train is in clear on siding and switch closed; Temple and Hennessey, southward trains; Hayden, Upton and Plum, northward trains; Berger, trains in either direction.

Sparks, northward train holding main track, remain back of Signal 8926, and southward train holding main track, remain back of Signal 8921, until opposing train is entering siding.

e. BLOCK INDICATORS RULE 355:

Color Light Type Block Indicator located on South Lead Track Bellmead Yard indicates condition of block on southward track between MP 842.9 and MP 843.6.

Color Light Block Indicators located on Duraglass spur and between Main Tracks at 26th Street, Waco, indicate condition of block on northward track between 26th street, Waco, and Signal 8508.

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 north-

ward track, MP 848.7, indicates the approach of trains on southward track.

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.
 New Ulm—Both switches, siding.

f. Flood Indicators:**Waco Subdivision**

MP 960.8 _____	Affects Signals 9601 and 9610
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Houston Subdivision

MP 1026.1 _____	10261 and 10284
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San Antonio Subdivision

MP 909.5 _____	9087 and 9106
918.7 _____	9187 and 9190
922.1 _____	9211 and 9228
999.5 _____	9981 and 10006
1006.5 _____	10049 and 10088
1013.5 _____	10121 and 10150
1023.5 _____	10231 and 10236

19. RAILROAD CROSSINGS:**a. Waco Subdivision**

MP 843.6—StLSW R.R., Interlocking. 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. Movements against current of traffic must observe indication of Absolute Signal on other main track and be governed by its indication. Manually operated Absolute Signals are not in any way connected with operation of Automatic Block Signals.

MP 844.6—T&NO R.R., Interlocking. Northward Absolute Signal located on west side of track just north of Brazos River Bridge.

Cobel—MP 880.7, GC&SF R.R. Interlocking

Taylor—MP 919.0, IGN R.R. Interlocking.

Elgin—MP 934.9, T&NO R.R. Interlocking.

b. Houston Subdivision

West Point—MP 978.3, T&NO R.R. Interlocking.

Sealy—MP 1035.0, GC&SF R.R. Interlocking.

Eureka—MP 1078.9, T&NO R.R. Interlocking.

MP 1081.1—Houston, T&NO R. R. Interlocking. 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. Manually operated Absolute Signals are not affected by indication of the Automatic Block Signals.

c. San Antonio Subdivision

New Braunfels—MP 1003.6, IGN R.R. Interlocking.

MP 1036.1, T&NO R.R. Interlocking. If Absolute Signals indicate "Stop" flag must be provided in both directions on T&NO before moving over crossing.

MP 1036.5, T&NO R.R. Interlocking.

MP 1038.0, T&NO R.R., Interlocking.

d. De Leon Subdivision

Morgan—MP 54.0, GC&SF R.R.—Interlocking.

Dublin—MP 105.6, GC&SF R.R.—Automatic Interlocking Rule 344.

e. Stamford Subdivision

Cisco—MP 154.7, T&P R.R.—Interlocking.
 Stamford—MP 226.3, WV R.R.—“Stop” Signs. (Rule 98.)
 Stamford—MP 229.3, WV R.R.—“Stop” Signs. (Rule 98.)
 Hamlin—MP 245.2, AT&SF R.R.—gate, leave as used. (Rule 98).

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

Bellmead to MP 849.5 inclusive.

Temple	} One Yard	Granger
Smith		Smithville

Houston Subdivision

Smithville
 MP 1071.0 to Houston inclusive

San Antonio Subdivision

Granger
 MP 953 to Pershing
 MP 1027.5 to San Antonio inclusive

Lockhart Subdivision

Smithville

DeLeon and Stamford Subdivisions

Bellmead	} One Yard	Dublin	Albany
Bem		Cisco	Hamlin

21. STANDARD TIME:**a. Standard Clocks Located at:**

Bellmead	Smithville
Dispatcher's Office	Telegraph Office
Waco	Eureka
Telegraph Office	Yard Office Enginehouse
Temple	Houston
Telegraph Office	Tele. Office Psgr. Station
Sloan	DeLeon
Yard Office Enginehouse	Telegraph Office
San Antonio	Stamford
Condrs. Room Psgr. Sta.	Telegraph Office

b. Watch Inspectors:

St. Louis—American Railroad Time Service Co.,
 720 Olive Street.
 Waco—Leonard E. Studer, 814 Austin Ave.
 Belton—R. H. Stocking
 Austin—Zales Jewelry Co., 619 Congress
 New Braunfels—Dixon Jewelry Co.
 San Antonio—Humble Jewelry Co., 1217 S. Flores St.
 Chas. Gildmeister Jewelry, 122 Broadway St.
 Smithville—C. E. Ragsdale (Territorial)
 Giese's Jewelry Co.
 Houston—Houston Watch Co., 911 Franklin Ave.
 (Territorial)
 DeLeon—Elza Perry
 Stamford—J. C. May

22. GENERAL ORDER BOOKS LOCATED AT:

Bellmead	Smithville
Yard Office	Telegraph Office Enginehouse
Rd. Engrs. Rest Room Yd. Engrs. Rest Room	
Waco	Eureka
Telegraph Office Engineer's Rest Room	Yard Office Enginehouse
Austin	Houston
Tele. Office Psgr. Station	Tele. Office Psgr. Station
Sloan	DeLeon
Yard Office Enginehouse	Telegraph Office
San Antonio	Stamford
Engrs. Room Psgr. Sta. Condrs. Room Psgr. Sta.	Telegraph Office Enginehouse

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

Station	Location	End Connected	Capacity
Dunstan	MP 947.0	Both	70
Gruene	MP M-999.7	North	9
Ogden	MP M-1012.6	North	
Longhorn	MP M-1023.6	North	
Remount	MP M-1027.1	Both	6
Wendt	MP 986.9	Both	18
Tamberg	MP 998.6	North	
Hatter	MP 1004.3	Both	55
Gulf	MP 1015.8	Both	25
San Felipe	MP 1038.3	South	10
Barker	MP 1063.9	South	23
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	
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
21, 22	MP 863.0 Bruceville
21, 22	MP 943.6 Sayers
21, 22	MP 947.0 Dunstan

b. Houston Subdivision:

Train	Station
22	MP 1063.9 Barker
21, 22	MP 1038.3 San Felipe
21	Smithville 20 min. meal period when three hours or more late.

No. 1 stops to receive or discharge revenue passengers to and from scheduled stops at Weir, Georgetown, Pflugerville, San Marcos, New Braunfels.

No. 1 stops to pick up revenue passengers for regular scheduled stops south of Granger at Hewitt, Lorena, Eddy, Troy, Little River, Holland and Bartlett.

No. 2 stops to pick up revenue passengers for regular scheduled stops Granger and north at New Braunfels, San Marcos, Pflugerville, Georgetown and Weir.

No. 2 stops to discharge revenue passengers from Granger to Hewitt that were picked up at regular stops San Antonio to Weir.

Train 5—Waco to Granger—Any station to discharge passengers from Denison and north, and receive passengers for stations south of Granger.

Train 6—Granger to Waco—Any station to receive passengers for Denison and north, and discharge passengers from south of Granger.

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:

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

27. IMPAIRED CLEARANCES:

- 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	Mail cranes when pouches are hung.

- 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	Overpass—Highway
San Antonio	992.2	Overpass—I-GN, R.R.
San Antonio	992.2	Overpass—Highway
San Antonio	1031.6	Overpass—T&NO 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.

- 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 WHISTLE OR HORN 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 DeLeon Subdivision Main Track_____	o o _____
DeLeon Subdivision Main Track to Main Track_____	o o _____

b. Granger—Jct. Switch:

To or from San Antonio Subdivision _____	o o _____
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c. T&NO Interlocking, Tower 105, Sloan:

Yard through Transfer to I-GN Main Track _____	_____
Yard to Tail Track_____	o _____
Yard to Transfer Track_____	_____ o

Note—Passenger Trains use M-K-T tail track unless consist of train is more than 11 cars.

d. 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 Rail- roads, or reverse_____	o o _____

29. ABBREVIATIONS:

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

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

c. Abbreviations in Connection With Mile Post Locations:

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

EMPLOYES' HOSPITAL ASSOCIATION
Dr. Roland S. Kieffer, Chief Surgeon, St. Louis, Mo.
MEDICAL STAFF

STATION	NAME	TITLE	STATION	NAME	TITLE
*Albany.....	Dr. Edward W. Keefer.....	Local Surgeon	*Waco.....	Dr. Paul C. Murphey.....	Division Surgeon
*Austin.....	Dr. A. H. Neighbors.....	Local Surgeon	*Waco.....	Dr. C. Colom Smith.....	Assistant Division Surgeon
*Austin.....	Dr. A. H. Neighbors, Jr.....	Local Surgeon	*Waco.....	Dr. James H. Colgin.....	Local Surgeon
*Austin.....	Dr. Walter D. Roberts.....	Local Surgeon	*Waco.....	Dr. Cleveland H. Brooks.....	Oculist
*Austin.....	Dr. Otto Lippman.....	Oculist	*Waco.....	Dr. James H. Scruggs, Jr.....	Oculist
Austin.....	Dr. Raleigh R. Ross.....	Consulting Surgeon	Waco.....	Dr. Ralph L. Coffelt.....	Cardiologist
Austin.....	Dr. Lee E. Edens.....	Consulting Dermatologist	Waco.....	Dr. H. Anspach.....	Consulting Radiologist
*Bastrop.....	Dr. R. W. Loveless.....	Local Surgeon	*Walnut Sprgs.....	Dr. J. A. Murray.....	Division Surgeon
*Bastrop.....	Dr. C. G. Goddard.....	Local Surgeon	*Whitney.....	Dr. James M. Bule.....	Local Surgeon
*Belton.....	Dr. J. W. Pittman.....	Local Surgeon	*Whitney.....	Dr. Silas W. Grant.....	Local Surgeon
*Belton.....	Dr. A. R. Kirkley.....	Local Surgeon			
*Brookshire.....	Dr. J. J. Hopkins.....	Local Surgeon			
*Carbon.....	Dr. T. G. Jackson.....	Local Surgeon			
*Cisco.....	Dr. Wm. P. Lee.....	Local Surgeon			
*Cisco.....	Dr. E. E. Addy.....	Local Surgeon			
*DeLeon.....	Dr. A. M. Reynolds.....	Local Surgeon			
*Dublin.....	Dr. Tom F. Bryan.....	Local Surgeon			
*Elgin.....	Dr. W. E. Wood.....	Local Surgeon			
*Elgin.....	Dr. Roy H. Morris.....	Local Surgeon			
*Galveston.....	Dr. Edward Randall, Jr.....	Local Surgeon			
*Galveston.....	Dr. Herman Wehnert, Jr.....	Local Surgeon			
*Georgetown.....	Dr. D. H. Cooper.....	Local Surgeon			
*Georgetown.....	Dr. Albert J. Rice.....	Local Surgeon			
*Gorman.....	Dr. D. V. Rodgers.....	Local Surgeon			
*Gorman.....	Dr. T. G. Jackson.....	Local Surgeon			
*Hamlin.....	Dr. W. C. Weir.....	Division Surgeon			
*Houston.....	Dr. Charles S. Gates.....	Local Surgeon			
*Houston.....	Dr. Charles S. Cooper.....	Local Surgeon			
*Houston.....	Dr. J. Peyton Barnes.....	Oculist			
*Houston.....	Dr. Herbert H. Harris.....	Oculist			
Houston.....	Dr. Lyle Hooker.....	Oculist			
Houston.....	Dr. J. R. Blundell.....	Urologist			
Houston.....	Dr. C. M. Griswold.....	Dermatologist			
Houston.....	Dr. James E. Pittman.....	Consulting Surgeon			
Houston.....	Dr. A. M. Dashiell.....	Consulting Internist			
*Houston.....	Dr. E. B. Perry.....	For Colored Employees only			
Houston.....	Dr. S. S. Bowen.....	Dermatologist			
*LaGrange.....	Dr. E. T. Williams.....	Local Surgeon			
*LaGrange.....	Dr. L. F. Zatopek.....	Local Surgeon			
*Lockhart.....	Dr. A. A. Ross.....	Local Surgeon			
*Lockhart.....	Dr. A. A. Ross, Jr.....	Local Surgeon			
*Morgan.....	Dr. C. C. Cate.....	Local Surgeon			
*New Braunfels.....	Dr. M. C. Hagler.....	Local Surgeon			
*New Braunfels.....	Dr. Jack A. Bergfeld.....	Local Surgeon			
*Rotan.....	Dr. Chester U. Callan.....	Local Surgeon			
*San Antonio.....	Dr. Walter Walthall.....	Division Surgeon			
*San Antonio.....	Dr. W. D. Willerson.....	Local Surgeon			
*San Antonio.....	Dr. Kent N. Hunt.....	Local Surgeon			
*San Antonio.....	Dr. S. W. Allen.....	Local Surgeon			
*San Antonio.....	Dr. W. B. Russ.....	Consulting Surgeon			
*San Antonio.....	Dr. W. H. Hargis.....	Consulting Surgeon			
*San Antonio.....	Dr. J. H. Burleson.....	Oculist			
*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. Henry R. Hoskins.....	Consulting Chest Physician			
San Antonio.....	Dr. C. Ralph Letteer.....	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			
*San Marcos.....	Dr. R. F. Sowell.....	Local Surgeon			
*San Marcos.....	Dr. M. D. Heatly.....	Local Surgeon			
*Sealy.....	Dr. V. Gordon.....	Local Surgeon			
*Smithville.....	Dr. J. D. Stephens.....	Division Surgeon			
*Smithville.....	Dr. James W. Thomas.....	Assistant Division Surgeon			
*Stamford.....	Dr. I. F. Hudson.....	Local Surgeon			
*Stamford.....	Dr. L. F. Metz.....	Local Surgeon			
*Stamford.....	Dr. E. P. Bunkley.....	Local Surgeon			
*Stamford.....	Dr. T. A. Bunkley.....	Local Surgeon			
*Taylor.....	Dr. Edmond Doak.....	Local Surgeon			
*Temple.....	Dr. J. S. McCelvey.....	Local Surgeon			
*Temple.....	Dr. L. R. Talley.....	Local Surgeon			
*Temple.....	Dr. R. K. Harlan.....	Local Surgeon			

*—Doctors to whom Form 2001 may be directed.

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			

Your Safety . . .

DEPENDS

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YOU HAVE IN IT