

THE MISSOURI, KANSAS & TEXAS RY. CO. OF TEXAS



SMITHVILLE DISTRICT EMPLOYEES TIME TABLE No. 9

Effective Sunday, November 1st, 1914

AT 12:01 O'CLOCK A. M.

All Previous Time Tables are Void and Must be Destroyed

This Time Table is for the GOVERNMENT AND INFORMATION OF EMPLOYEES of this Railway Only
The Management reserves the right to vary from it at pleasure

W. A. WEBB,
General Manager

H. F. ANDERSON,
General Superintendent

C. A. THANHEISER,
Superintendent

SAN ANTONIO DIVISION

SOUTH BOUND

Time Table No. 9

Effective 12:01 A. M.
November 1st, 1914

THIRD CLASS		SECOND CLASS					FIRST CLASS										Register, Station, Con., Turntable, Ticket Scale, Wire & Car Capacity	Distance from St. Louis
99 Way Freight Daily ex. Sunday	91 Way Freight Daily ex. Sunday	81 Freight Tuesday Thursday Saturday	75 Fast Freight Daily	71 Fast Freight Daily	77 Fast Freight Daily	73 S. A. Through Freight Daily	55 Mixed Daily	53 Mixed Daily	23 Passenger Daily	21 Alamo Special Daily	1 Passenger Daily	9 Limited Daily	3 Passenger Daily	7 Katydid Daily	5 Flyer Daily			
	AM 7.30		PM 9.20	PM 4.00	AM 5.50	AM 5.20	See Special Instructions Page 7											
	7.45 ²		9.35	4.15 ⁹³⁻¹⁰	6.05	5.35					PM 9.30	PM 1.20	7.30 ²	1.20	12.01	RWP 845.5		
	8.15 ²		10.15 ⁷⁰	4.50 ¹⁰⁻⁹⁰	7.00	6.10					9.45	1.35	7.45 ²	1.35	12.16	P 42 853.1		
	8.45		10.37	5.12	7.31 ²	6.35					9.57 ⁷⁰	1.45	7.55	1.44	12.24	WP 134 858.4		
	8.55		10.50	5.25	7.40	6.45					10.05	1.52	8.00	1.47	12.29	P 87 861.4		
	9.10		10.55	5.30	7.45	6.50					10.08	1.54	8.04	1.50	12.31	P 863.0		
	9.30 ⁸⁴		11.02	5.40	7.57	7.17 ²					10.15	1.57	8.10	1.54 ⁷⁶	12.34	P 69 865.2		
	9.55 ⁷²		11.12	5.50	8.15 ³	7.27					10.20	2.02	8.15 ⁷⁷	1.58	12.39	P 64 868.0		
	10.15		11.27	6.06	8.40 ⁸⁴	7.39					10.28	2.09	8.25 ⁸⁴	2.04	12.45 ⁷⁶	P 94 872.1		
	10.27		11.38	6.20	8.53	7.52 ⁸⁴					10.36	2.14	8.30	2.10	12.50	P 65 875.3		
	10.40		11.50 PM	6.35 ⁴	9.05	8.00					10.43	2.20	8.35	2.15	12.55	P 75 878.2		
	11.00		12.01 AM ⁷⁶	6.50	9.15 ⁷²	8.06	PM 4.00	AM 10.30			10.53	2.29 ⁹⁰	8.45	2.20 ⁸	1.05	WP 215 880.0		
	11.15		12.15	7.07	9.31	8.17	4.10	10.40			11.01	2.35	8.55 ⁷²	2.27	1.12	P 47 883.3		
	11.34		12.33	7.27	9.50	8.32 ⁷²	PM	AM			11.10 ⁷⁶	2.42	9.05	2.34	1.18	P 88 887.6		
	11.55 AM		12.50	7.49 ⁷⁰	10.11	8.47					11.20	2.50	9.17	2.42	1.26	P 64 892.0		
	12.15 PM		1.10	8.07	10.32	9.03					11.29	2.58	9.30	2.52 ⁶	1.38 ⁸	P 73 896.8		
	12.30		1.31 ⁸ 1.44 ⁵	8.15	10.44	9.12					11.35	3.02	9.35	2.57	1.44 ⁷⁵	P 88 899.3		
	12.52 ⁹⁰		2.10	8.30	11.00	9.24					11.42	3.13 ¹⁰	9.45	3.03	1.52	P 160 902.8		
	1.05	PM	2.30 ⁶	8.45	11.15	9.35					11.50	3.20	9.52	3.08	2.00	P 86 906.1		
	1.30	4.00	2.40	9.00	11.30 ⁹⁰	9.50 ³ 10.10					11.55	3.25 3.45	10.00 ⁷³	3.15	2.10 2.20 ⁶	P 136 RCWY 908.1		
	2.05	4.37	AM	PM	AM	10.40 ⁹²					PM	4.02	10.18 ⁹⁰	3.32	2.40	P 46 917.4		
	2.22 ¹⁰	4.50 ⁴				10.45						4.05	10.22	3.34	2.44	P 30 919.0		
	2.45	5.10				11.00						4.15	10.32	3.40	2.57	WP 30 923.2		
	3.17	5.35				11.20						4.27 ⁴	10.44	3.50	3.11	P 60 929.4		
	3.30	5.45				11.34						4.32	10.50	3.54	3.17	P 18 931.8		
	4.02 ⁴	6.10				11.50 AM						4.43	11.04	4.03	3.31	WP 42 937.8		
	4.26	6.40				12.17 PM						4.55	11.20	4.15	3.46	P 39 944.4		
	5.00	7.20				12.45						5.10	11.40	4.30	4.05	P 953.7		
	5.10 PM	7.30 8.00 PM				12.55 ³ 1.20 PM ¹⁰						5.20 5.25 PM	11.50 AM ¹⁰ 1.20 PM ⁷³	4.40 4.45 AM ⁷²	4.15 4.20 AM ⁷³	RCWY Yard 955.5		



STATIONS		
LEAVE		
N	BELLMEAD	BJ
N	WACO	WC
N	HEWITT	W
D	LORENA	LN
	FLOWERS	
D	BRUCEVILLE	Z
D	EDDY	ED
D	HUBER	
D	TROY	VO
	SAMPSON	
	SCHULL	
N	TEMPLE	
GC&SF	ECHO	Crossing
D	LITTLE RIVER	RI
	SPARKS	
D	HOLLAND	MO
	SUIBERS	
N	BARTLETT	BR
	TIDWELL	
N	GRANGER	G
D	WEIR	WR
	KALA	
N	GEORGETOWN	GO
	NELSON	
D	BURKLAND	
D	PFLUGERVILLE	
D	SPRINKLE	SR
	KISER	
N	AUSTIN	DI

Via I. & G. N.

Via I. & G. N.

PM		10.45 PM				3.25 PM				PM	AM		6.30 PM	2.35 PM	6.00 AM	5.30 AM	P	984.9
12.45		10.50				6.10				2.30	5.10		6.32	2.37	6.02	5.32		985.5
1.10 ⁹⁵		11.00				6.20				2.35	5.15		6.38	2.45	6.10	5.40	RWYP ⁴⁰	986.3
1.35		PM				PM				PM	5.30		6.56	3.00	6.24	5.54	P 34	993.8
2.00						4.06					5.41		7.10	3.13	6.35	6.05	P 32	999.7
2.15						4.30					5.50		7.20	3.20	6.45	6.17	CWP 35	1003.1
2.40						4.44					6.05		7.33	3.35	7.02	6.31	P 63	1010.6
3.10						5.10					6.18		7.44	3.45	7.15	6.42	WP 35	1016.8
3.35						5.34					6.34		7.58	4.01	7.31	6.57	P 37	1024.8
3.47						6.04					6.43		8.05	4.10	7.40	7.04	P 70	1029.2
3.57						6.20					6.50		8.10	4.15	7.45	7.10	P	1031.9
4.05 PM						6.30					7.00 AM		8.20 PM	4.25 PM	7.55 AM	7.20 AM	RWTP OYard	1034.5
99	91	81	75	71	79	73	55	53	23	21	1	9	3	7	5			

N	M. K. & T. JUNCTION	J
N	AUSTIN JUNCTION	
N	SAN MARCOS	C
D	HUNTER	HR
D	GRUENE	GN
N	NEW BRAUNFELS	NB
I&GN	COMAL	Crossing
D	LANDA	NA
	FRATT	
	BENZ	
	SOU. PAC. JUNCTION	
N	SAN ANTONIO	OS
	189.0	

NORTH BOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION UNLESS OTHERWISE SPECIFIED.

NO. 9 IS SUPERIOR TO NO. 4 WACO TO KISER.

See Special Instructions Page 7

Time Table No. 9

Effective 12:01 A. M.
November 1st, 1914

NORTH BOUND

SAN ANTONIO DIVISION

3

Station Numbers

FIRST CLASS

SECOND CLASS

THIRD CLASS

4	10	8	6	2	22	52	54	24	72	70	82	90	84	76	98
Passenger Daily	Limited Daily	Katydid Daily	Flyer Daily	Passenger Daily	Alamo Special Daily	Mixed Daily	Mixed Daily	Passenger Daily	San Antonio Freight Daily	Steamer Train	Freight Monday, Wednesday, Friday	Way Freight Daily Ex. Sunday	Freight Daily	Freight Daily	Way Freight Daily Ex. Sunday

STATIONS	ARRIVE	DOUBLE TRACKS
N BELLMEAD	3.0	BJ
N WACO	7.6	WC
N HEWITT	5.3	W
D LORENA	3.0	RN
FLOWERS	1.6	
D BRUCEVILLE	2.2	Z
D EDDY	2.2	ED
D HUBER	4.1	
D TROY	3.2	VO
SAMPSON	2.9	
SCHULL	1.8	
N TEMPLE	3.3	JN
GC&SF ECHO	4.3	CROSSING
D LITTLE RIVER	4.4	RI
SPARKS	4.8	
D HOLLAND	2.5	MO
SUMMERS	3.5	
N BARTLETT	3.3	BR
TIDWELL	2.0	
N GRANGER	3.3	G
D WEIR	1.6	WR
KALA	4.2	
N GEORGETOWN	6.2	GO
NELSON	2.4	
BURKLAND	6.1	
PFLUGERVILLE	6.5	GU
D SPRINKLE	9.3	SR
KISER	1.8	
N AUSTIN	29.4	DI

843						See Special Instructions Page 7			11.30AM	11.00PM		4.45PM	10.50AM	3.40AM	
846	7.45	4.55	3.25	4.30	8.00	3-91			11.10	10.44		4.30	10.30	3.15	
853	7.30	4.38	3.10	4.15	7.42	3-91			10.43	10.15	75	4.03	10.07	2.44	
858	7.19	4.29	2.59	4.05	7.31	77			10.25	9.57	1	3.44	9.50	2.23	
861	7.12	4.25	2.52	4.00	7.25				10.15	9.40		3.34	9.42	2.09	
863	7.09	4.23	2.49	3.58	7.22				10.11	9.33		3.28	9.38	2.03	
865	7.05	4.20	2.45	3.55	7.17	73			10.05	9.25		3.21	9.30	1.54	7
868	6.57	4.15	2.41	3.50	7.11				9.55	9.15		3.11	9.10	1.25	
872	6.49	4.09	2.35	3.44	7.03				9.42	9.02		2.57	8.40	1.45	5
875	6.42	4.05	2.29	3.37	6.55				9.32	8.52		2.45	7.52	1.25	
878	6.35	4.00	2.24	3.34	6.50		AM	PM	9.22	8.42		2.35	7.37	1.21	
880	6.30	3.55	2.20	3.30	6.45		6.40	2.05	9.15	8.35		2.29	7.30	1.20	75
883	6.20	3.45	2.10	3.20	6.35		6.30	1.55	8.55	8.20		2.05	7.15	1.30	PM
888	6.10	3.38	1.58	3.10	6.24		AM	PM	8.32	7.3		1.47	7.00	1.10	1
892	6.00	3.30	1.48	3.02	6.13				8.15	7.49	71	1.30	6.43	10.47	
897	5.50	3.23	1.38	2.52	6.02				8.00	7.35		1.15	6.27	10.25	
899	5.44	3.18	1.31	2.47	5.57				7.50	7.27		1.06	6.17	10.12	
903	5.37	3.13	1.22	2.37	5.48				7.37	7.15		1.25	6.05	9.55	
906	5.28	3.05	1.15	2.30	5.40				7.25	7.05	AM	1.45	5.53	9.38	
908	5.20	3.00	1.10	2.25	5.35		2.25		7.15	7.00	12.35	1.30	5.45	9.30	
U 9	4.55	2.26	12.50	2.00	AM				6.40	PM	12.01	10.40	AM	PM	
U 11	4.50	2.22	12.48	1.57					6.35		11.55	10.05			
U 15	4.42	2.13	12.39	1.48					6.22		11.37	9.48			
U 21	4.27	1.59	12.28	1.37					6.04		11.13	9.15			
U 24	4.14	1.55	12.24	1.32					5.59		11.05	9.04			
U 30	4.02	1.43	12.13	1.22					5.37		10.35	8.30			
U 36	3.50	1.30	12.02	1.12					5.18		10.10	7.55			
U 47	3.30	1.12	11.45	1.05					4.50		9.30	7.25			
	3.20	1.05	11.35	1.00					4.40		9.20	7.15			
	10.50	12.55	11.25	12.45					3.40		9.00				



80
Freight
Tuesday,
Thursday,
Saturday

Via I. & G. N.	ARRIVE	DOUBLE TRACKS
N M. K. & T. JUNCTION	0	J
AUSTIN JUNCTION	0.8	
N SAN MARCOS	7.0	C
D HUNTER	9.4	HR
D GRUENE	3.4	GN
N NEW BRAUNFELS	7.5	NB
I&GN COMAL	6.2	CROSSING
D LANDA	8.0	NA
FRATT	4.4	
BENZ	2.7	
SOU. PAC. JUNCTION	2.6	
N SAN ANTONIO	29.4	QS

4	10	8	6	2	22	52	54	24	72	80	82	90	84	76	98
M 52	9.42	11.42	10.12	11.37	12.47				9.48	1.35	11.25	6.45			1.15
M 53	9.40	11.40	10.10	11.35	12.45				9.45	1.30	11.20	6.40			1.10
M 60	9.23	11.22	9.50	11.20	12.30				AM	12.55	PM	PM			12.15
M 66	9.12	11.12	9.37	11.07	12.17					12.30					11.30
M 69	9.05	11.05	9.30	11.00	12.10					12.10	AM	22			11.05
M 77	8.52	10.50	9.15	10.44	11.57					11.40	PM				10.15
M 83	8.40	10.38	9.06	10.34	11.45					11.15					9.40
M 91	8.25	10.21	8.53	10.22	11.32					10.45					9.00
M 96	8.15	10.14	8.45	10.15	11.25					10.28					8.35
M 97	8.10	10.10	8.40	10.10	11.20					10.20					8.20
M 100	8.00	10.00	8.30	10.00	11.10					10.15	PM				8.15

NORTH BOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION UNLESS OTHERWISE SPECIFIED. NO. 9 IS SUPERIOR TO NO. 4 WACO TO KISER. (See Special Instructions on Page 7)



HOUSTON DIVISION

SOUTH BOUND

No. 5 head in east passing track Granger, pull through to south end of this track, make up train for San Antonio and train for Galveston.

Nos. 6 and 26 approach Granger expecting to find No. 5 switching at south end of east passing track and through cross overs to west passing track. Inferior trains may use Houston Division or San Antonio division main line at Granger between east passing track switches against No. 5.

THIRD CLASS			SECOND CLASS			FIRST CLASS			Register Station Coal, Water Telephone Trk Scales Turn Table Wye and Car Capacity Passing Tracks	Distance from St. Louis	Yard RCWYP	STATIONS
97 Way Freight Daily Ex. Sunday	93 Way Freight Monday, Wednesday, Friday	95 Way Freight Daily Ex. Sunday	71 Fast Freight Daily	77 Fast Freight Daily	75 Fast Freight Daily	29 Limited Daily	25 Flyer Daily	1 Passenger Daily				
		7.30AM	9.30PM	11.45AM	3.15AM	3.45PM	2.15AM	12.01AM		908.1	LEAVE N 7.1	GRANGER
		7.55	10.02	12.12PM	3.45	4.00	2.28	12.15	P 90	915.2		HOXIE
		8.30	10.20	12.25	4.05	4.10	2.37	12.28	PWY 165	918.9	N I&GN	TAYLOR
		8.50	10.45	12.45	4.30	4.22	2.45	12.39	P 70	923.9		CHASE
		9.15	10.57	1.00	4.51	4.30	2.52	12.44	P 45	926.7	D H&TC	COUPLAND
		10.00	11.35PM	1.45	5.20	4.50	3.08	1.04	PY 75	934.8	N	ELGIN
		11.00	12.01AM	2.07	5.40	5.00	3.18	1.18	P 45	939.9		CARDIFF
		11.20	12.19	2.25	5.53	5.08	3.25	1.30	PW 105	943.6		SAYERS
		11.45AM	12.35	2.40	6.05	5.15	3.32	1.43	P 35	947.0		GLENHAM
		12.20PM	12.45	2.47	6.13	5.20	3.36	1.47	P 45	948.9	D	PHELAN
		1.06	1.10	3.08	6.32	5.30	3.45	2.00	PW 80	953.8	D	BASTROP
		1.50	1.30	3.28	6.48	5.38	3.55	2.12	P 65	958.4		HILL'S PRAIRIE
		2.27	1.48	3.50	7.04	5.45	4.02	2.22	P 80	962.4		UPTON
		3.02	2.05	4.10	7.16	5.52	4.08	2.32	P 50	966.0		FAWCETT
7.30AM	6.15AM	3.30PM	2.20 4.40	4.30 6.30	7.30 8.30	6.00 6.20	4.15 4.20	2.40 3.10	RCWYTP O Yard	969.4	N	SMITHVILLE
7.50	6.30		4.58	6.52	8.52	6.30	4.29	3.18	P 45	974.0		KIRTLEY
8.10	7.15		5.17	7.15	9.13	6.38	4.39	3.28	YP 50	978.3	SA&AF D	WEST POINT
8.25	7.35		5.35	7.35	9.32	6.47	4.46	3.36	P 74	982.4	D	PLUM
8.50	8.40		6.00	8.05	10.00	7.00	4.58	3.51	PTW 50	988.2	N	LA GRANGE
9.15	9.15		6.25	8.37	10.24	7.10	5.11	4.03	P 30	994.2		HALSTED
9.42	10.40 11.05		6.55	9.15	10.53	7.25	5.27	4.18	P 45	1001.5	D	FAYETTEVILLE
10.04	11.42AM		7.20	9.45	11.42AM	7.35	5.40	4.30	WP 55	1007.1		PISEK
10.30	12.37PM		7.50	10.20	12.05PM	7.50	5.54	4.50	YCP 70	1013.6	D	NEW ULM
11.08	1.10		8.12	10.47	12.20	7.55	6.01	4.58	P 88	1017.5		HIXON
11.45AM	2.05		8.45	11.25	12.45	8.06	6.10	5.12	P 70	1024.0	D	CAT SPRING
12.20PM	2.55		9.15	11.50PM	1.10	8.16	6.17	5.22	P 65	1029.0		LADIG
1.00 1.45	3.30PM		9.45 10.20	12.32AM	1.30PM	8.27	6.30	5.33	TWPR 100	1035.0	N GC&SF	SEALY
2.16			10.55	1.05		8.40	6.41	5.47	P 65	1041.9		MCDOWELL
2.40			11.30AM	1.35		8.52	6.50	5.58	P 120	1047.8	D	BROOKSHIRE
3.00			12.01PM	1.50		9.00	6.57	6.06	P 60	1052.1		DORSON
3.15			12.25	2.15		9.07	7.04	6.14	CWP 100	1055.8	N	KATY
3.35			12.57	2.35		9.15	7.10	6.23	P 100	1060.4		DELHI
3.50			1.21	2.53		9.22	7.15	6.29	P 30	1063.9		BARKER
4.00			1.40	3.05		9.33	7.19	6.35	P 100	1066.5	D	ADDICKS
4.28			2.22	3.35		9.53	7.29	6.47	WP 152	1072.9	H&TC	HILLENDALH
4.55			3.05	4.05		10.12	7.40	7.00	P 150	1079.1	HR	EUREKA
5.05			3.15	4.15		10.17	7.45	7.05	P 45	1081.1		HOUSTON HEIGHTS
5.15PM			3.30PM 12.30AM	4.30 6.30AM		10.30PM	7.55 8.10AM	7.15AM	RCWYTO Yard	1084.0	N ARRIVE	HOUSTON
97	93	95	71	77	75	29	25	1				50.0
			5.00AM	10.30AM			9.55AM					1134.0
												GALVESTON

North bound trains are superior to trains of the same class in the opposite direction, unless otherwise specified
No. 25 is superior to No. 2.

NORTH BOUND

HOUSTON DIVISION

Time Table No. 9
Effective 12:01 A. M.
November 1st, 1914



STATIONS	Station Numbers	FIRST CLASS			SECOND CLASS	THIRD CLASS				
		30 Limited Daily	26 Flyer Daily	2 Passenger Daily	70 Steamer Daily	84 Freight Daily	94 Way Freight Daily ex. Sunday	76 Through Freight Daily	92 Way Freight Tuesday, Thursday, Saturday	96 Way Freight Daily Except Sunday
N GRANGER	ARRIVE G 908	2.45PM	2.40AM	5.35AM	6.40PM	5.35AM	2.30PM	9.00PM		
HOXIE	915	2.25	2.28	5.18	6.10	5.00	1.45	8.32		
N TAYLOR	JG 919	2.18	2.22	5.10	5.55	4.47	1.20	8.17		
I&GN CHASE	Crossing 924	2.07	2.11	4.57	5.35	4.30	12.45	7.57		
D COUPLAND	CD 927	2.02	2.05	4.51	5.22	4.10	12.30PM	7.45		
H&TC ELGIN	Crossing F 935	1.45	1.48	4.32	4.50	3.37	11.53AM	7.15		
CARDIFF	940	1.34	1.37	4.19	4.30	3.18	11.00	6.54		
SAYERS	944	1.26	1.30	4.10	4.17	2.50	10.30	6.38		
GLENHAM	947	1.20	1.23	4.00	4.07	2.35	10.00	6.24		
D PHELAN	H 949	1.16	1.20	3.56	4.00	2.25	9.30	6.17		
D BASTROP	BA 954	1.06	1.10	3.45	3.45	2.00	8.35	5.56		
HILL'S PRAIRIE	958	12.54	12.58	3.34	3.28	1.30	7.45	5.38		
UPTON	962	12.45	12.51	3.25	3.15	1.10	7.04	5.10		
FAWCETT	966	12.37	12.43	3.17	3.02	12.55	6.45	4.55		
N SMITHVILLE	SM 969	12.30	12.35	3.10	2.50	12.35AM	6.30AM	4.40PM	4.00PM	5.15PM
KIRTLEY	977	11.55AM	12.18	2.49	1.35	7.38	10.20	3.15	4.44	
SA&AP WEST POINT	Crossing HN 978	11.42	12.07AM	2.36	1.20	7.15	9.55	2.30	4.12	
D PLUM	PM 982	11.30	11.57PM	2.27	1.06	6.47	9.32	1.45	3.47	
N LA GRANGE	RA 988	11.15	11.43	2.10	12.45	6.17	8.50	12.45PM	3.20	
HALSTED	994	11.05	11.33	2.00	12.25	5.48	8.40	11.55AM	2.53	
D FAYETTEVILLE	VY 1002	10.53	11.18	1.44	12.01PM	5.12	7.43	10.53	2.20	
PISEK	1007	10.42	11.07	1.30	11.42AM	4.45	7.20	10.04	1.55	
D NEW ULM	UM 1014	10.30	10.55	1.15	11.20	4.14	6.30	7.50	1.30	
HIXON	1018	10.22	10.47	1.06	11.08	3.55	6.01	7.35	1.10	
D CAT SPRING	CS 1024	10.08	10.40	12.53	10.50	3.22	5.12	7.10	12.45	
LADIG	1030	9.55	10.33	12.42	10.33	2.55	4.35	6.50	12.20PM	
SEALY	SY 1035	9.45	10.23	12.32	10.20	2.30PM	4.05	6.30AM	11.45AM	
GC&SF McDOWELL	Crossing 1042	9.30	10.10	12.20	9.57		3.30		10.55	
D BROOKSHIRE	BK 1048	9.20	10.01	12.13	9.39		3.00		10.20	
DORSON	1052	9.12	9.55	12.05AM	9.25		2.35		9.56	
N KATY	RS 1056	9.04	9.50	11.59PM	9.04		2.15		9.35	
DELHI	1061	8.55	9.42	11.50	8.40		1.38		9.10	
BARKER	1064	8.50	9.37	11.43	8.27		1.13		8.50	
D ADDICKS	AX 1066	8.45	9.33	11.38	8.20		12.55		8.35	
HILLEDAHL	1073	8.35	9.22	11.25	7.58		12.05AM		8.08	
H&TC EUREKA	Crossing 1079	8.25	9.13	11.15	7.40		11.35PM		7.40	
HR HOUSTON HEIGHTS	Crossing 1081	8.20	9.08	11.09	7.25		11.27		7.30	
N HOUSTON	HU 1084	8.10AM	9.00	11.00PM	7.15		11.15PM		7.20AM	
50.0	LKAVE		8.50PM		5.40AM					
GALVESTON	1134	30	26	2	70	84	94	76	92	96
225.9			7.00PM		2.40AM			7.00AM		

TONNAGE RATING AND TRAIN ADJUSTMENT TABLE

ENGINE PERCENTS	27		30		41		54	
STATIONS	Rating	Add 5 Tons Per Car Commencing	Rating	Add 5 Tons Per Car Commencing	Rating	Add 5 Tons Per Car Commencing	Rating	Add 5 Tons Per Car Commencing
SAN ANTONIO DIVISION.								
843 and 880	825	19th Car	960	23d Car	1450	34th Car	2175	49th Car
880 to 908	950	23d "	1050	25th "	1650	38th "	2475	55th "
908 and U47	825	19th "	960	23d "	1450	34th "	2175	49th "
U47 and M53	650	16th "	765	18th "	1125	26th "	1680	38th "
M53 and M100	875	20th "	1015	24th "	1520	35th "	2260	51st "
HOUSTON DIVISION.								
908 to 947	950	23d "	1050	25th "	1650	38th "	2475	55th "
947 to 969	1200	28th "	1500	35th "	2250	51st "	3375	75th "
969 to 988	1280	29th "	1490	34th "	2225	50th "	3335	74th "
988 to 1014	845	19th "	980	23d "	1475	34th "	2210	48th "
1014 to 1024	1690	38th "	1960	45th "	2950	66th "	4420	98th "
1024 to 1084	2585	57th "	3000	66th "	4500	100th "	7200	98th "
1084 to 1035	2110	48th "	2415	54th "	3620	80th "	5400	120th "
1035 to 1014	1345	30th "	1560	36th "	2340	52nd "	3500	78th "
1014 to 988	845	19th "	980	23d "	1475	34th "	2210	50th "
988 to 969	1280	29th "	1490	34th "	2235	50th "	3350	54th "
969 to 843	845	19th "	980	23d "	1450	34th "	2175	49th "
SAN MARCOS DIVISION.								
969 to M29	875	20th "	1015	24th "	1520	35th "		
M29 to M63	1000	24th "	1160	27th "	1740	39th "		

SPEED TABLE

Speed Per Hour	Time of Performance						Speed Per Hour	Time of Performance					
	1/4 Mile		1/2 Mile		1 Mile			1/4 Mile		1/2 Mile		1 Mile	
Miles	M	S	M	S	M	S	Miles	M.	S.	M.	S.	M.	S.
10	1	30	3	0	6	0	36	0	25	0	50	1	40
11	1	21	2	43	5	27	37	0	24	0	48	1	37
12	1	15	2	30	5	0	38	0	23	0	47	1	34
13	1	9	2	18	4	37	39	0	23	0	46	1	32
14	1	4	2	8	4	17	40	0	22	0	45	1	30
15	1	0	2	0	4	0	41	0	21	0	43	1	27
16	0	56	1	52	3	45	42	0	21	0	42	1	25
17	0	52	1	46	3	31	43	0	20	0	41	1	23
18	0	50	1	40	3	20	44	0	20	0	40	1	21
19	0	47	1	34	3	9	45	0	20	0	40	1	20
20	0	45	1	30	3	0	46	0	19	0	39	1	18
21	0	42	1	25	2	51	47	0	19	0	38	1	16
22	0	40	1	21	2	43	48	0	18	0	37	1	15
23	0	39	1	18	2	36	49	0	18	0	36	1	13
24	0	37	1	15	2	30	50	0	18	0	36	1	12
25	0	36	1	12	2	24	51	0	18	0	35	1	10
26	0	34	1	9	2	18	52	0	17	0	34	1	9
27	0	33	1	6	2	13	53	0	17	0	34	1	7
28	0	32	1	4	2	8	54	0	16	0	33	1	6
29	0	31	1	2	2	4	55	0	16	0	32	1	5
30	0	30	1	0	2	0	56	0	16	0	32	1	4
31	0	29	0	58	1	56	57	0	15	0	31	1	3
32	0	28	0	56	1	52	58	0	15	0	31	1	2
33	0	27	0	54	1	49	59	0	15	0	30	1	1
34	0	26	0	53	1	45	60	0	15	0	30	1	0
35	0	25	0	51	1	42							

North bound trains are superior to trains of the same class in the opposite direction, unless otherwise specified.
No. 25 is superior to No. 2.



THIRD CLASS		SECOND CLASS	FIRST CLASS		Register Station, Coal, Water Turn Table Scales Wye Car Capacity Passing Tracks	Distance from Smithvill.	Time Table No. 9 Effective 12:01 A. M. November 1st, 1914		Station Numbers	FIRST CLASS		SECOND CLASS	THIRD CLASS	
99 Way Freight Daily Ex. Sunday	79 Freight Monday, Wednesday and Friday	23 Passenger Daily	21 Alamo Special Daily	22 Alamo Special Daily			24 Passenger Daily	80 Freight Tuesday, Thursday and Saturday		98 Way Freight Daily Ex. Sunday				
7.15 ^{AM}	2.50 ^{PM}	12.30 ^{PM}	3.10 ^{AM}		QWRCYT Yard P		LEAVE N	SMITHVILLE	ARRIVE SM	969	3.00 ^{AM}	12.05 ^{PM}	3.50 ^{AM}	6.00 ^{PM}
7.35	3.10	12.40	3.22 ^{SO}		P 50	5.1		5.1 TOGO		M 5	2.45	11.50 ^{AM}	3.22 ²¹	5.35
7.55	3.30	12.50	3.35		P 45	10.2	D	4.1 ROSANKY	KY	M 10	2.35	11.35	2.50	5.05
8.15	3.45	1.00	3.44		WP 45	14.3		4.1 JORDAN		M 15	2.25 ⁸²	11.25	2.25 ²²	4.45
8.45	4.10 ⁹⁸	1.12	3.56		P 41	20.3	D	6.0 RED ROCK	K	M 21	2.10	11.07	1.55	4.10 ⁷⁹
9.30	4.40	1.30	4.12		P 35	28.4	D	8.0 DALE	D	M 29	1.50	10.47	1.15	3.30
10.25 ²¹	5.10	1.52	4.32		WP 44	36.4	D	7.1 LOCKHART	CO	M 37	1.27	10.25 ⁹⁹	12.35 ^{AM}	2.50
11.45 ^{AM}	5.37	2.13 ⁹⁸	4.48		P 43	43.5	D	3.3 MAXWELL	MX	M 44	1.06	10.08	11.59 ^{PM}	2.13 ²³
12.20 ^{PM}	5.50	2.20	4.58		P 35	46.8	D	4.1 REEDVILLE	RD	M 47	12.57	10.00	11.45	1.50
12.45 ^{PM}	6.10 ^{PM}	2.30 ^{PM}	5.10 ^{AM}		Y	51.5	ARRIVE	AUSTIN JUNCTION	LEAVE	M 52	12.47 ^{AM}	9.48 ^{AM}	11.25 ^{PM}	1.15 ^{PM}
99	79	23	21					51.5			22	24	80	98

SOUTH BOUND

BELTON DIVISION

NORTH BOUND

FIRST CLASS		Register Station, Car Capacity Passing Tracks	Distance from St. Louis	Time Table No. 9 Effective 12:01 A. M. November 1st, 1914		Station Numbers	FIRST CLASS		
85 Mixed Daily	79 Mixed Daily			78 Mixed Daily	84 Mixed Daily				
4.10 ^{PM}	10.40 ^{AM}	50	PR 883.3	LEAVE	ECHO	ARRIVE	883	6.30 ^{AM}	1.55 ^{PM}
4.40 ^{PM}	11.10 ^{AM}	Yard	PR 890.0	D	6.7 BELTON	BN LEAVE	L 7	6.00 ^{AM}	1.25 ^{PM}
85	79			ARRIVE	6.7			78	84

North bound trains are superior to trains of the same class in the opposite direction, unless otherwise specified.

TEXAS STATE LAWS GOVERNING RAILROAD EMPLOYEES

Art. 4228. Every conductor, baggage master, engineer, brakeman or other servant of any such railroad corporation, employed in a Passenger train or at station for passengers shall wear upon his hat or cap a badge, which shall indicate his office, and the initial letters of the style of the corporation by which he is employed.

Art. 4229. No conductor or collector without such badge shall demand or be entitled to receive from any passenger any fare, toll, ticket, or exercise any of the powers of his office, and no conductor or collector, without such badge, shall have any authority to meddle or interfere with the passengers, their baggage or property.

Art. 4232. A bell of at least thirty pounds weight and a steam whistle shall be placed on each locomotive engine, and the whistle shall be blown and the bell rung the distance of at least eighty rods from the place where the railroad shall cross any public road or street; and that such bell shall be kept ringing until it shall have crossed such public road or street; and each locomotive engine approaching a place where two lines of railway cross each other shall before reaching such railway to comply with any of the provisions of this Act shall be fined in any sum not less than five nor more than one hundred dollars for such neglect; and the corporation operating such railway shall be liable for all damages which shall be sustained by any person, by reason of any such neglect. Provided, however, that the full stop at such crossings may be discontinued in any such neglect, crossing each other shall put into full operation at such crossing an interlocking switch and signal apparatus, and shall keep a flagman in attendance at such crossing.

Art. 4233. In forming a passenger train, baggage or freight or merchandise or lumber cars shall not be placed in rear of passenger cars; and if they or any of them, shall be so placed, and any accident happens to life or limb, the officer or agent who so directed, or knowingly suffered such arrange-

ment, and the conductor and engineer of the train shall each and all be held guilty of intentionally causing the injury and be punished accordingly.

Art. 1010, Sec. 9. Conductors of passenger trains provided with separate coaches shall have the authority to refuse any passengers admittance to any coach or compartment in which they are not entitled to ride under the provisions of the Separate Coach Act and the conductor in charge of the train to remove from a coach any passenger not entitled to ride therein under the provisions of said Act and upon his refusal to do so knowingly shall be guilty of a misdemeanor and upon conviction shall be fined in any sum not less than \$5.00 nor more than \$25.00.

Acts 1907, Page 93. If any Railway Company or any officer, agent or employee of any such Company in this State shall knowingly haul or carry any person or property free of charge or give or grant to any person, firm, association of persons or corporations, a free pass, a privilege or a substitute for pay or a substitute which is used or which is given to be used instead of the regular fare or rate for transportation or any authority or permit whatsoever to travel or to pass or convey or transport any person or property free or sell any transportation for anything except money or for any greater or less rate than is charged to all persons under the same conditions over any railroad or transportation line or part of line in this State, except such persons as are expressly exempted under the provisions of this Act, shall be deemed guilty of a misdemeanor and upon conviction shall pay to the State of Texas the sum of \$500.00 for each violation of the Act and any employee or agent of such Railway Company who shall sell any transportation for anything except money or knowingly give, grant, issue or cause to be issued a free pass, a privilege or any substitute for or in lieu thereof, for the transportation of any person, article or thing except to such persons as are exempt under the provisions of the Act shall be deemed guilty of a felony and

upon conviction shall be punished by a fine of not less than \$500.00 nor more than \$2000.00 and may in addition thereto in the discretion of the jury be imprisoned in the penitentiary for a term of not less than six months nor more than two years.

A Railroad Company has the right to eject from its trains any passenger or person who refuses upon demand to produce a proper ticket or other transportation or satisfactory evidence of his right to ride, or to pay his fare to destination; any drunken or disorderly person whose conduct is such as is calculated to operate as a serious annoyance to other passengers, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employees, who uses vile or profane language in the car or who threatens to assault any passengers or train employees, whether he has paid his fare or not. In such cases such passenger or person may be expelled from the train at any point along the line, whether at a depot or elsewhere, except in case the passenger or person is unable by reason of age, sex, infirmity or other condition or circumstance to travel from the place of ejection to a dwelling house or town, or in case of a great distance, the passenger or person is unable by reason of age, sex, infirmity or other condition or circumstance to travel from the place of ejection to a dwelling house or town, or in case of a great distance, inclement weather, darkness or other condition or circumstances, rendering it unsafe, frightful or dangerous for such passenger or person to travel to the nearest dwelling or town; then in any of such cases such passenger or person should be expelled at a station where reasonably safe and comfortable accommodations can be secured.

The attention of all employees is called to the extracts published above. Engineers are cautioned against any failure to comply with the law concerning whistling and bell ringing, and are instructed to use both the whistle and the bell at highway crossings.

SPECIAL INSTRUCTIONS

**NORTH BOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.
NO. 25 IS SUPERIOR TO NO. 2. NO. 9 IS SUPERIOR TO NO. 4, WACO TO KISER.**

BETWEEN SMITHVILLE AND NEW ULM AND BETWEEN SAN MARCOS AND SAN ANTONIO PASSENGER TRAINS MUST NOT EXCEED 50 AND FREIGHT TRAINS 20 MILES PER HOUR. BETWEEN SMITHVILLE AND SAN MARCOS PASSENGER TRAINS MUST NOT EXCEED 30 MILES PER HOUR. BETWEEN SMITHVILLE AND LOCKHART FREIGHT TRAINS MUST NOT EXCEED 20 MILES PER HOUR, AND BETWEEN LOCKHART AND SAN MARCOS 15 MILES PER HOUR. ON BELTON BRANCH, TRAINS MUST NOT EXCEED 15 MILES PER HOUR. BETWEEN WACO AND SMITHVILLE AND BETWEEN NEW ULM AND EUREKA PASSENGER TRAINS MUST NOT EXCEED 60 MILES PER HOUR AND FREIGHT TRAINS 25 MILES PER HOUR.

G. H. & S. A. time table and rules will govern between So. Pac. Junction and San Antonio.
H. & T. C. time table and rules will govern between Kiser and Austin.
South bound trains will report to H. & T. C. Dispatcher's office by telephone from Kiser; North bound trains will report for orders at M. K. & T. Junction.

All trains must move under control between M. K. & T. Junction and San Marcos, and through Granger Yard.

NOS. 52, 53, 54, AND 55, THIRTY MINUTES BEHIND EITHER THEIR SCHEDULE ARRIVING OR LEAVING TIME, LOSE BOTH RIGHT AND SCHEDULE, AND CAN THEREAFTER PROCEED ONLY AS AUTHORIZED BY TRAIN ORDER, SEE RULES 82 AND 220.

Reduce to six miles per hour within yard or city limits of Smithville, Lockhart, San Marcos, Waco, Troy, Temple, Little River, Holland, Bartlett, Georgetown, Austin, New Braunfels, Granger, Taylor, Bastrop, La Grange, Fayetteville, Sealy and Houston.

Track from the first switch just south of depot at Hewitt to the switch 3000 feet north of Cotton Belt crossing, East Waco, will be operated as double track (double track rules to govern). All trains and switch engines moving north or south receiving a clear, or proceed interlocking signal may pass over the single track between the double track switch south of S. A. & A. P. crossing and the double track switch north of I. & G. N. crossing under control, without orders against overdue superior trains. All trains and switch engines may run between Waco and Bellmead ahead of overdue superior trains without orders.

All trains and yard engines will move under control through the double track limits, Waco to Bellmead expecting to find main track and cross-overs occupied.

All trains and yard engines passing through Waco between the hours 11:30 p. m. and 1:00 a. m. and 4:30 a. m. and 6:00 a. m. will move under entire control expecting to find both main tracks occupied by passenger trains switching at passenger station.

Standard clocks at Bellmead, Waco, Temple, Granger, Austin, San Marcos, East Yard San Antonio, Smithville and Houston.

First class trains and passenger extras will register and report for orders at Waco, Granger, Austin, San Marcos, San Antonio, Sealy, Smithville and Houston. All other trains will register and report for orders at Bellmead, Granger, Austin, San Marcos, East Yard, Sealy, Smithville and Houston.

Nos. 52, 53, 54 and 55, will register at Temple and Echo, and get clearance card or orders and a register check from dispatcher before leaving Echo and Temple.

No. 5 will stop at Lorena and Eddy to discharge passengers from north of Waco.

No. 5 will stop at stations between San Marcos and San Antonio to discharge passengers from north of Austin.

Dessau, Mile 940.6, and Solms, Mile 1006.6, are flag stops for Nos. 3 and 4.

Calvin, Mile 946 and Lasher, Mile 941.8, are flag stations for trains 1, 2, 29, 30, 94, and 95.

Biglo, Mile 949.6 spur track capacity 18 cars.

Enos, Mile 1043.0, is flag station for trains 96 and 97.

Rogersville, Mile 1043.6 is flag station for trains 29, 30, 96 and 97.

Nos. 23, 24, 98, 99, 21 and 22 will stop on flag at Bateman, Mile 22.5, and at Larremore, Mile 40.1.

Tomlin, Mile 16.7 and Mears, Mile 24.6, are spur tracks holding six cars.

Circleville, mile 913.7, spur track 10 car capacity, is flag station for Nos. 29, 30, 94, 95, 1 and 2.

San Felipe, mile 1038.3, spur track 10 car capacity, is flag station for Nos. 1, 2, 29, 30, 96 and 97.

Mozo, mile 913.5, and Rap, mile 914.9, San Antonio Division, are spur tracks, capacity seven cars and four cars, respectively.

Delwau, Mile 950.6, San Antonio Division, is flag station for Nos. 3 and 4.

San Gabriel water station, mile 913.5; LaGrange water station, mile 987.4; Cummings Creek water station, mile 1005.6; Hillendahl water station, mile 1076.5.

Switch at Austin Jct. will be set for San Antonio Division main track.

Each time table from the time it takes effect, supersedes the preceding time table, and its schedules take effect on any division at the leaving time at their initial stations on such division.

But when a schedule of a preceding time table corresponds in number, class, day of leaving, direction and initial and terminal stations with a schedule of the new time table, a train authorized by the preceding time table will retain its train orders and assume the schedule of the corresponding number of the new time table.

Schedules on each division date from their initial stations on such division. Not more than one schedule of the same number and day shall be in effect on any division.

All employees are hereby notified that there are coal chutes, platforms and other structures, located on main tracks and on sidings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that **WILL NOT CLEAR** a man riding on the side of a car; and that all employees must **PROTECT** themselves from injury in passing such structures. All persons are particularly cautioned against standing upright on top of covered cars while passing through bridges and tunnels.

WATCH INSPECTORS

Webb C. Ball, General Time Inspector Railway Exchange Building, Chicago, Ill.	Chas. Gildemeister San Antonio, Texas
W. F. Hays, Supt. Time Service Railway Exchange Building, Chicago, Ill.	Haffner & Anderson Waco, Texas
Houston Watch Co. Houston, Texas	V. Haffner Smithville, Texas
	A. C. Wrede Smithville, Texas

EXPLANATION OF SYMBOLS

W Water	P Telephone	NO Night Telegraph Station
C Coal	T Turn Table	R Register Station
O Track Scale	D Day Telegraph Station	¶ Meal Station
Y Wye	N Day and Night Telegraph Station	

The Missouri, Kansas & Texas Railway of Texas Employees Hospital Association
Dr. S. WEBB, Jr., Chief Surgeon, Dallas, Texas. Dr. M. E. LOTT, Asst. Chief Surgeon, Dallas, Texas.

LOCAL SURGEONS

WACO — Drs. Aynesworth, Colgin & Colgin, Division Surgeons. Dr. H. C. Black, Consulting Surgeon. Dr. J. W. Hale, Consulting Surgeon. Office, Rooms 12, 13, 14 Provident Building; Residence, 1620 Washington Street. Dr. J. R. Alexander, Office, Room 39 Provident Building; 1112 Columbus Street. Dr. H. R. Dudgeon, Local Surgeon. Drs. Scott and Aynesworth, Oculists.	Drug Store; Residence, Corner Wall and Vant Streets. Dr. M. P. McElhannon. HOLLAND — Dr. C. W. Goddard, Dr. J. R. Sypert. BARTLETT —Dr. C. M. Blair, Dr. W. J. Harlan. GRANGER — Drs. Foster & Sharp, Office, Cor. Drug Store Bldg. Dr. D. M. Cooke, Office, Storrs Building. TAYLOR —Drs. Edmond Doak and R. E. B. Bledsoe. LGNIN — Dr. Geo. T. King, Office, King's Drug Store, Main Street; Residence, Cor. Harris and Brenham Sts. BASTROP —Drs. H. P. Luckett and H. B. Coombs. SMITHVILLE —Dr. C. H. Carter, Division Surgeon. EWEL BRAUNFELS — Dr. Rennie Wright and Dr. A. J. Hinman, Local Surgeons. SAN MARCOS —Dr. T. Kinney.	LA GRANGE —Drs. Chas. M. Hoch and R. H. Knolle. GEORGETOWN —Dr. G. E. Henschen. WEIR —Dr. I. H. McDaniel. FAYETTEVILLE — Dr. C. J. Schramm. Dr. Henry Braddock. BROOKSHIRE — Dr. L. W. Bain, Office, No. 9 Otto Street; Residence Cor. Otto and Waller Streets. KATY — Dr. J. M. Stewart, Office, Stewart & Wright's Drug Store. HOUSTON — Dr. E. M. Arnold, Local Surgeon; Dr. F. R. Ross, Local Surgeon. Dr. J. W. Thorn, Consulting Surgeon; Dr. J. B. Burdett, Oculist; Dr. J. F. Arnold, Dental Surgeon. GALVESTON —Dr. Edward Randall, Dr. A. G. Heard,	Dr. A. O. Singleton, Dr. T. L. Kennedy, Dr. Edwin B. Kenner. AUSTIN — Dr. T. J. Bennett, Local Surgeon. Dr. S. E. Hudson, Local Surgeon. Dr. Jas. Woston, Local Surgeon. Dr. A. F. Beverly, Local Surgeon. Dr. H. B. Granbury, Local Surgeon. Dr. H. T. Hillgarten, Oculist. PFLUGERVILLE — Dr. H. D. Carrington, Local Surgeon. BUDA —Dr. W. S. Killian. SAN ANTONIO — Dr. W. B. Russ, Division Surgeon. Dr. J. H. Burleson, Dr. C. H. Baker, Dr. W. H. Hargis and Dr. Nat McKinney, Local Surgeons. RED ROCK —Dr. N. B. Harris. LOCKHART —Dr. A. A. Ross, Dr. T. B. Coopwoods.
---	--	--	---

H. E. McGEE,
Trainmaster.

A. HALLMAN,
Road Foreman of Engines.

J. F. SANDERS,
Chief Train Dispatcher.

**SMITHVILLE
DISTRICT**

**TIME TABLE
No. 9**

**Effective
Nov. 1st, 1914**