

MISSOURI, KANSAS & TEXAS RAILWAY OF TEXAS

C. E. SCHAFF, Receiver

SAFETY

FIRST

SMITHVILLE DISTRICT

EMPLOYEES TIME TABLE No. 1-A

Effective Sunday, January 2, 1921

At 12:01 O'clock A. M. Central Standard Time

Superseding Previous Time Table and Supplements

THIS TIME TABLE IS FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

O. W. CAMPBELL,
Superintendent

H. E. McGEE,
General Manager

W. M. WHITENTON,
Assistant Chief Operating Officer

C. N. WHITEHEAD,
Chief Operating Officer

Time Table No. 1-A
Effective 12:01 A. M.
January 2, 1921

Table with columns for Fourth Class (87, 89, 93, 91) and Third Class (271, 71) with sub-columns for Way, Fast, and Daily. Includes fuel, telephone, and distance information.

STATIONS table listing stations from BELLMEAD to SAN ANTONIO with associated signals and interlockers.

Table with columns for First Class (7, 23, 3, 1, 25, 5) and Second Class (9, 39, 53) with sub-columns for Passenger, Limited, Texas Special, and Flyer. Includes arrival and departure times.

Table with columns for Fourth Class (87, 89, 93, 91) and Third Class (271, 71) with sub-columns for Way, Fast, and Daily. Includes fuel, telephone, and distance information.

STATIONS table listing stations from VIA I. & G. N. to SAN ANTONIO with associated signals and interlockers.

Table with columns for First Class (7, 23, 3, 1, 25, 5) and Second Class (9, 39, 53) with sub-columns for Passenger, Limited, Texas Special, and Flyer. Includes arrival and departure times.

Summary table for Fourth Class (87, 89, 93, 91) and Third Class (271, 71) showing average speeds.

195.5
Average Speed Per Hour

Summary table for First Class (7, 23, 3, 1, 25, 5) and Second Class (9, 39, 53) showing average speeds.

No. 2 is superior to all trains.

No. 1 is superior to all trains except No. 2.

SECOND CLASS			FIRST CLASS					
40 Passenger	52 Mixed	10 Passenger	24 Passenger	4 Limited	2 Texas Special	26 Passenger	6 Flyer	8 Passenger
Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	See Special Instructions Page 7	PM	PM	PM	PM	AM	AM	AM
		8.00	4.10	4.00	1.15	4.00	3.50	3.20
		f 7.45	3.51	3.43	1.03	3.41	3.31	3.00
		s 7.35	3.44	3.34	12.55 ³	3.32	3.22	f 2.50
			7.25	3.39	12.50 ²³	3.27	3.17	2.44
			s 7.20	3.36	12.48	3.24	3.14	f 2.40
			s 7.13	3.32	12.45	3.20	3.10	f 2.35
			7.05	3.27	12.41	3.14	3.04	2.29
			s 6.55	3.21	12.35	3.07	2.57	f 2.20
			6.45	3.16	12.30	3.02	2.52	2.13
			6.40	3.11	12.25	2.58	2.48	2.04
	A 10.15 ^{AM 91}	s 6.36	s 3.08	s 2.58	12.23	s 2.55	s 2.45	s 2.00
	L 9.55 ^{AM}	6.22	2.58	2.48	12.12	2.43	2.33	1.43
		s 6.12 ⁷⁰	2.51	2.41	12.06	2.37	2.27	1.35
		f 6.01 ¹	2.44	2.34	12.01 ^{PM}	2.30 ⁷	2.20 ⁷	1.25 ²⁵
		s 5.48	f 2.36	2.26	11.55	f 2.20	2.14	f 1.02
			5.43	2.31	2.21	11.52	2.15	2.09
			s 5.37	s 2.25	s 2.13 ³	11.48	s 2.10	s 2.00
			5.28	2.20 ³	2.08 ²³	11.43	2.03	1.55 ⁵
		s 5.25	L 2.15 ^{PM 23}	s 2.05	11.40	L 2.00 ^{AM 5}	s 1.50 ²⁵	s 12.40
				s 1.40	11.18		1.26	12.15
				s 1.30 ⁹³	11.10		s 1.18	s 12.08 ^{AM}
			4.33	1.14	11.00 ⁹		1.05	11.56
			s 4.15	1.07	10.48		12.52	f 11.38
			s 4.00 ³		12.53	10.40	12.42	11.26
			3.40		12.38	10.27	12.25	11.05
		s 3.21 ^{PM}		s 12.25	12.15 ^{PM} ⁹	s 10.15 ^{AM}	s 10.50	s 10.40 ^{PM}

A 2.32 ^{PM}		2.22 ^{PM}		11.09 ^{AM}	9.17 ^{AM}	11.07 ^{PM}	9.42 ^{PM}
L 2.30 ^{PM}		s 2.20 ⁹		s 11.07	9.15	s 11.05	s 9.40
		f 1.51		10.53 ⁸⁹	9.04	10.50	9.28
		f 1.40		10.42	8.55	10.41	9.20
		1.34		10.36	8.51	10.37	9.15 ²⁷¹⁻¹
		s 1.33		s 10.35	8.50	s 10.35	s 9.07
		f 1.18		10.23	8.39	10.23 ²⁷¹	8.53
		s 1.06 ⁸⁷		10.14	8.30	10.15	8.43
		f 12.51		10.00	8.16	10.02	8.28
		f 12.46		9.56	8.12	9.58	8.24
		12.42		9.53	8.10	9.53 ¹	8.21
		12.40		9.50	8.08	9.46	8.19
		12.35		9.45	8.04	9.42	8.14
		12.25		9.35	7.50 ⁷	9.34	8.05
		12.20 ^{PM}		9.30 ^{AM}	7.45 ^{AM 7}	9.30 ^{PM}	8.00 ^{PM}

40	52	10 25.2	24 32.6	4 29.4	2 35.0	26 31.0	6 30.9	8 26.3
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Time Table No. 1-A
Effective 12:01 A. M.
January 2, 1921

STATIONS		Station Numbers	THIRD CLASS		FOURTH CLASS			
Arrive	ARRIVE		70 Fast	270 Fast	90 Way	92 Way	88 Way	86 Way
N	BELLMead	BJ1			11.20AM			
N	WACO	WC	8.40PM		11.00AM			
N	HEWITT	W	8.20		10.40			
D	LORENA	RN	8.03		10.27			
	FLOWERS		7.52		10.20			
	BRUCEVILLE		7.45		10.14			
N	EDDY	ED	7.40		10.08			
	HUBER		7.30		10.00			
D	TROY	O	7.15		9.50			
	SAMPSON		7.05		9.40			
	SCHULL		6.55		9.30			
N	TEMPLE	JN	6.50		9.25 ⁷¹			
GC&SF	ECHO	Interlocker	6.37		8.37			
D	LITTLE RIVER	RI	6.12 ¹⁰		8.25			
	SPARKS		5.25		8.05			
N	HOLLAND	MO	5.00		7.45			
	SUMMERS		4.45		7.35			
D	BARTLETT	BR	4.25		7.20			
	TIDWELL		4.10		7.05			
N	GRANGER	G	L 4.00 ^{PM}		L 7.00 ^{AM}	A 9.50 ^{AM}		
	WEIR					9.30		
D	GEORGETOWN	GY				9.15		
	NELSON					8.50		
D	PFLUGERVILLE	GU				8.25		
	SPRINKLE					8.05		
	PERSHING					L 7.40 ^{AM}		
N	AUSTIN	DI						
	VIA I. & G. N.							
	AJAX				A 7.00 ^{AM}		A 8.03 ^{AM}	
N	SAN MARCOS	C			6.55		8.00	
	HUNTER				6.45		7.30	
	GRUENE				6.25		7.00	
	NEW BRAUNFELS YARD				6.18 ⁷		L 6.45 ^{AM}	A 10.00 ^{AM}
N	NEW BRAUNFELS	NB			5.50 ⁷			
I&GN	COMAL	Interlocker			5.05		9.35	
D	LUXELLO	NA			4.45		9.15	
	FRATT				3.53		8.55	
	REMOUNT				3.43		8.45	
	BENZ				3.35		8.40	
	TRAVIS YARD				3.30		8.35	
	HAIG				3.20		8.25	
CH&SAandSA&AP	NOGALITOS	Interlocker			L 3.00 ^{AM}		L 8.15 ^{AM}	
N	SAN ANTONIO	Inertlocker						
SA&AP		Leave						

70 13.0	270 12.8	90 7.0	92 13.5	88	86 20.3
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No. 2 is superior to all trains.

No. 1 is superior to all trains except No. 2.

SOUTHWARD TRAINS

HOUSTON DIVISION

NORTHWARD TRAINS

FOURTH CLASS			THIR CLASS		FIRST CLASS		Fuel, Water Telephone Trk Scales Turn Table Wye and Car Capacity Passing Tracks	Distance from St. Louis	Time Table No. 1-A Effective 12:01 A. M. January 2, 1921	Station Numbers	FIRST CLASS		THIRD CLASS		FOURTH CLASS		
99 Way	97 Way	95 Way	71 Fast	23 Passenger	25 Passenger	24 Passenger					26 Passenger	70 Fast	94 Way	96 Way	98 Way		
Tuesday Thursday Saturday	Daily Except Sunday	Tuesday Thursday Saturday	Daily	Daily	Daily	Daily	Yard WYPO	908.1	Leave N	Arrive G	Daily	Daily	Daily	Monday Wednesday Friday	Daily Except Sunday	Monday Wednesday Friday	
		7.30AM	11.10AM	s 2.20PM	s 2.00AM			908.1			908	s 2.05PM	s 1.55AM	4.00PM	12.01PM		
		7.50	11.35 ⁹⁴	2.32	2.11		P 88	915.2			915	1.50	1.40	3.30	11.35 ⁷¹		
		8.25	11.55	s 2.45	s 2.23		WYS 148	918.9			919	s 1.43	s 1.32	3.15	11.15		
		8.45	12.10PM	2.54 ⁷⁰	2.30		P 73	928.9			924	1.27	1.21	2.54 ²³	10.25		
		9.00	12.20	s 3.00	f 2.35		P 45	926.7			927	s 1.22	f 1.16	2.35	10.15		
				s 3.22	s 2.53		PY	934.8			935	s 1.10	s 1.04				
		9.40	1.03 ²⁴	3.23	2.54		P 82	935.0				1.03 ⁷¹	12.59	2.05	9.50		
		10.00	1.20	3.33	3.01		P 40	939.9			940	12.55	12.52	1.50	9.20		
		10.30	1.38 ⁷⁰	f 3.40	3.07		PW 105	943.6			944	f 12.48	12.45	1.38 ⁷¹	9.10		
		10.50	1.50	f 3.46	3.13		P 35	947.0			947	f 12.40	12.39	1.27	9.03		
		11.10	1.57	s 3.51	3.16		P 55	948.9			949	s 12.35	12.35	1.20	8.55		
		11.30	2.10	s 4.05	s 3.25		PW 80	953.8			954	s 12.25	s 12.27	1.05	8.40		
		11.50	2.25	f 4.15	3.32		P 62	958.4			958	f 12.12	12.15	12.50	8.15		
		12.05PM ²⁴	2.40	f 4.23	3.38		P 80	962.4			962	f 12.05PM ⁹⁵	12.08	12.37	7.53		
		12.25 ⁷⁰	2.50	4.28	3.44		P 50	966.0			966	11.57	12.02AM	12.25 ⁹⁵	7.40		
	L 6.30AM	A 12.45PM	3.00	f 4.35 ⁷¹	3.55		WOTYPS Yard	969.4			969	f 11.50 ⁷⁰	11.55	12.15PM	L 7.30AM	A 1.45PM	
			7.00	s 4.50	4.00		P 56	974.0			974	s 11.40	s 11.50	10.00 ²⁴			
		6.50	7.20	f 4.58	4.08		P 50	978.8			978	f 11.29	11.42	9.40	1.30		
		7.15	7.40	s 5.08	s 4.16		YP 50	978.8			978	s 11.20	s 11.33	9.25	1.10		
		7.35	8.00	s 5.15	4.23		P 100	982.4			982	s 11.10	11.24	9.10	12.50		
				s 5.27	s 4.35		P 50	988.2			988	s 11.00	s 11.15				
		8.00	8.25	5.28	4.36		P 50	988.5				10.47	11.10	8.45	12.25		
		8.25 ⁷⁰	8.45	f 5.37	4.44		P 65	994.2			994	f 10.39	11.01	8.25 ⁹⁷	12.01PM		
		9.00	9.15	s 5.53	s 4.57		P 36	1001.5			1002	s 10.27	s 10.50	8.00	11.25		
		9.20	9.40	f 6.02	5.05		P 51	1007.1			1007	f 10.16	10.40	7.40	11.00		
L 7.30AM	A 9.45AM		10.29 ²⁶	s 6.18	s 5.20		YP 76	1018.6			1014	s 10.07	s 10.29 ⁷¹	7.20	L 10.30AM	A 11.45AM	
		7.45	10.50	f 6.25	5.27		P 105	1017.5			1018	f 9.56	10.23	7.05		11.30	
		8.10	11.15	s 6.38	f 5.37		P 73	1024.0			1024	s 9.46	f 10.12	6.40		11.00	
		8.35	11.35	6.49	5.46		P 77	1039.0			1030	9.36	10.03	6.20		10.35	
		9.28 ²⁴	12.01AM	s 7.00	s 6.05 ⁷⁰		WPY 100	1035.0			1035	s 9.28 ⁹⁹	s 9.55	6.05 ²⁵		10.10	
10.00			12.25	7.11	6.17		P 65	1041.9			1042	9.11	9.40	5.40		9.40	
10.25			12.40	s 7.25	s 6.30		P 116	1047.8			1048	s 9.03	s 9.32	5.23		9.15	
10.45			12.55	7.32	6.39		P 73	1052.1			1052	8.55 ⁹⁸	9.23	5.08		8.55 ²⁴	
11.00			1.10	s 7.40	s 6.48		WP 198	1055.8			1056	s 8.50	s 9.18	4.55		8.35	
11.20			1.27	7.50	6.56		P 115	1060.4			1061	8.41	9.12	4.40		8.15	
11.35			1.42	f 7.57	7.03		P 30	1063.9			1064	f 8.36	9.06	4.30		7.57	
11.45			1.55	f 8.02	7.08		P 181	1066.5			1066	f 8.31	9.02	4.20		7.45	
12.05PM			2.10	8.12	7.19 ⁹⁸		P 141	1072.9			1073	8.22	8.53	4.10		7.19 ²⁵	
12.20			2.25	8.23	7.32		P 143	1079.1			1079	8.14	8.45	3.55		6.45	
12.30			2.40	f 8.28	f 7.38		P 38	1081.1			1081	f 8.10	f 8.40	3.45		6.35	
12.40			2.50	8.35 ²⁶	7.45							8.05	8.35 ²³	3.35		6.25	
12.45PM			3.00AM	8.40PM	7.50AM ²⁴		SWTO Yard	1084.9			1084	8.00AM ²⁵	8.30PM	3.30AM		6.20AM	
			4.00AM		8.10AM								8.20PM				
			8.00AM		10.10AM									12.01AM			
99	97	95	71	23	25						24	26	70	94	96	98	
13.5	13.6	9.0	14.9	27.9	27.6						27.9	31.2	15.2	13.8	14.3	13.1	

Average Speed per Hour

WESTWARD TRAINS

SAN MARCOS DIVISION

EASTWARD TRAINS

FOURTH CLASS			THIRD CLASS			FIRST CLASS			Fuel, Water Turn Table Scales Wye Car Capacity Passing Tracks	Distance from Smithville	Time Table No. 1-A Effective 12:01 A. M. January 2, 1921		Station Numbers	FIRST CLASS			THIRD CLASS			FOURTH CLASS		
89 Way Monday Wednesday Friday			271 Fast Daily			39 Passenger Daily					OWYT Yard P	LEAVE N		SMITHVILLE	ARRIVE SM	40 Passenger Daily			270 Fast Daily			88 Way Tuesday Thursday Saturday
7.10AM			5.00PM			11.51AM							969	4.40PM			9.45AM			11.05AM		
7.30			5.20			12.02PM			P 50	5.1			M 5	4.28			9.30			10.50		
7.50			5.35			12.15			P 45	10.2			M 10	4.12			9.15			10.32		
8.10			5.50			12.24			WP 45	14.3			M 15	4.05			9.02			10.18		
8.43 ²⁷⁰			6.10			12.36			P 41	20.3		D	M 21	3.53			8.43 ⁸⁹			9.55		
9.05			6.35			12.52			P 35	28.4		D	M 29	3.35			8.18			9.30		
9.30			7.00			1.15			WP 44	36.4		D	M 37	3.15			7.50			9.00		
9.50			7.20			1.31			P 43	43.5		D	M 44	2.50			7.27			8.35		
10.00			7.30			1.40			P 35	46.8		D	M 47	2.42			7.15			8.20		
10.15AM			7.45PM			1.53PM			YP	51.5			M 52	2.32PM			7.00AM			8.03AM		
89 9.8			271 15.0			39 26.8								40 28.1			270 14.3			88 10.0		
51.5 Average Speed Per Hour																						

WESTWARD TRAINS

BELTON BRANCH

EASTWARD TRAINS

SECOND CLASS			Car Capacity Passing Tracks	Distance from St. Louis	Time Table No. 1-A Effective 12:01 A. M. January 2, 1921		Station Numbers	SECOND CLASS		
53 Mixed Daily Ex. Sunday					LEAVE	ECHO		ARRIVE	52 Mixed Daily Ex. Sunday	
4.10PM			P	888.3			888	9.55AM		
4.40PM			Yard OP	890.0	D	BELTON	L 7	9.25AM		
53 13.4					ARRIVE			52 13.4		
6.7 Average Speed Per Hour										

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 other of the said officers or servants, 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 crossing, be brought to a full stop. And any engineer having charge of such engine and neglecting 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 when the railroads 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 shall have authority and it shall be his duty 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 subterfuge 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 railway 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 \$5000.00 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, to travel from the place of ejection to a dwelling house or town, rendering it unsafe, frightful or 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

1. Northward and Eastward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.

1-a. No. 2 is superior to all trains; No. 1 is superior to all trains except No. 2.
 1-b. Third-class and inferior trains and yard engines will clear first class trains at least ten minutes.

1-c. On San Antonio division Nos. 52 and 53 thirty minutes or more behind either their scheduled arriving or leaving time lose both right and schedule and can thereafter proceed only as authorized by train order. (See Rules 82 and 220.)

2. All trains register and report for orders at Houston and Smithville.
 2-a. First and second class trains and passenger extras will report for orders at Waco, Austin and San Antonio.

2-b. All passenger trains register at Nogalitos by form 68. Nos. 1 and 2 register at San Marcos and Granger by form 68.

Passenger trains displaying signals for a following section will stop and register at all register stations, or get written acknowledgment from operator for signals displayed.

2-c. Southbound trains will report to H & T C Dispatchers' office by telephone from Pershing.

2-d. Nos. 52 and 53 register at Temple, and get clearance card or orders and a register check from dispatcher before leaving Echo and Temple.

3. All trains move under control through San Marcos, La Grange, Granger, Smithville and Houston Yards, and between Nogalitos and San Antonio, expecting to find main track occupied.

3-a. Double track Hewitt to the switch 3000 feet north of Cotton Belt crossing, Bellmead. (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 Brazos River and the double track switch north of I & G N crossing under control, without orders against overdue superior trains. All trains and yard engines run under control between Waco and Bellmead against overdue superior trains without orders.

3-b. Maximum Speed:

Division	Passenger Trains.	Freight Trains.
San Antonio	60 m. p. h.	30 m. p. h.
Houston	60 m. p. h.	30 m. p. h.
San Marcos	40 m. p. h.	20 m. p. h.
Belton Branch	15 m. p. h.	15 m. p. h.

3-c. Maximum speed engines backing up, with or without cars, 15 miles per hour.

3-d. Maximum speed entering or leaving main line turnouts, passenger trains 15 miles per hour; freight trains 10 miles per hour.

3-e. Maximum speed freight engines on passenger trains, or running light, 45 miles per hour. Switch engines, with or without cars, 20 miles per hour.

3-f. Maximum speed prescribed by city ordinances:

Station	Miles Per Hour.	Station	Miles Per Hour.
Smithville	6	Granger	6
Red Rock	6	Austin	6
Lockhart	6	Taylor	6
San Marcos	6	Elgin	6
New Braunfels	6	Bastrop	6
San Antonio	6	LaGrange	6
Waco	6	Fayetteville	6
Temple	6	Sealy	6
Belton	6	Houston Heights	6

4. Time table and train order meets, time or restrictions at Temple apply at middle passing track.

4-a. Time table and train order meets, time or restrictions at Hewitt apply at end of double track.

4-b. Stations, tracks and spurs not shown on schedule page:

San Antonio Division.			
Name.	MP Location.	End Connected Main Track	Car Capacity
Echo	883.3	North	8
Mozo	U913.5	North	15
Burkland	U931.8	South	12
Dessau	U940.6	South	18
Solms	M1006.6	North	25
Salado	M1029.7	North	28
Houston Division.			
Circleville	913.7	South	10
Calvin	946.0
Denison Mine	946.9
Car Coal	947.5	North	30
Wessels	996.6	South	30
San Felipe	1038.3	South	10
Enos	1043.0	South	80
Rogersville	1043.6	South	20
San Marcos Division.			
Miears	M 24.6	West	6
Bateman	M 22.5	West	19
Larremore	M 40.1	None

4-c. Water Stations not shown on schedule page:

Name	MP Location
Circleville	913.5 Houston Division
La Grange	987.4 Houston Division
Cummings Creek	1005.6 Houston Division

4d. The following yards are protected by yard Limit Boards:
 Waco—New Braunfels La Grange
 Temple—San Antonio New Ulm
 Granger—Taylor Sealy
 Austin—Elgin Houston
 San Marcos—Smithville

4-e. Car capacities of tracks are exclusive of engine and caboose and based on average of 42 feet per car.

5. Bulletin books located at:

Bellmead—Yard Office	San Antonio—Yard Office
Round House	Freight Station
Waco—Telegraph Office	Roundhouse
Temple—Telegraph Office	Smithville—Telegraph Office
Granger—Telegraph Office	Houston—Roundhouse
San Marcos—Telegraph Office	Telegraph Office

6. Standard Clocks located at:

Bellmead—Telegraph Office	San Antonio—Freight Station
Waco—Telegraph Office	Yard Office
Temple—Telegraph Office	Smithville—Telegraph Office
Granger—Telegraph Office	Houston—Telegraph Office
San Marcos—Telegraph Office	

7. Watch Inspectors:
 Webb C. Ball, General Time Inspector, Railway Exchange Building, Chicago.
 W F. Hayes, Spt. Time Service, Railway Exchange Building, Chicago.
 Houston Watch Company, Southern Pacific Bldg., Houston, Tex.
 Chas. Gildemeister, San Antonio, Texas.
 C. H. Anderson, Waco, Texas.
 C. E. Ragsdale, Smithville, Texas.

8. Automatic Block Signals in Service:
 Between Mile 846, block signal number 846.3 (southward traffic) and 847.4 (northward traffic); and Mile 880 block signal number 879.0.
 Between Mile 880, block signal number 880.9 and Mile 908, block signal number 907.2.

8-a. Interlocker Signal for northbound trains Eureka located on left-hand side of track.

9. Flag Stops not shown on Schedule page:

Station	For Trains	Station	For Trains
Burkland	9 and 10	San Felipe	23 and 24
Dessau	9 and 10	Enos	23 and 24
Solms	9 and 10	Bateman	39 and 40
Circleville	23 and 24	Larremore	39 and 40
Calvin	23 and 24		

9-a. Nos. 23 and 24 stop on flag at following stations for passengers destined to or from stations on Houston Division:
 Lorena Eddy Troy

9-b. Nos. 3, 4 and 5 stop at following stations for passengers to or from south of Waco; and No. 6 stops these stations to discharge sleeping car passengers only from south of Austin:

Lancaster	Italy	Forreston
Sterrett	Red Oak	Milford

10. Abbreviations:
 W—Water P—Telephone
 O—Oil D—Day Telegraph Office
 T—Turntable N—Day and Night Telegraph Office
 S—Track Scales NO—Night Telegraph Office
 Y—Wye

11. Double track between Hewitt and 3000 feet north Cotton Belt Crossing Bellmead.

12. Normal position of switch at end of double track Hewitt is for northward trains.
 Normal position of switch at Houston Division main line connection at Granger is for San Antonio Division.

Normal position of switch at Ajax is for San Antonio Division.
 Normal position of switch at connection between Houston and San Marcos Divisions at Smithville is for Houston Division.

Normal position of main line switch at Nogalitos is for outbound passenger trains.

13. Engine Whistle Signal Code:
 At Interlockers other than at H & T C Crossing at Waco:

Main Track to Main Track: _____ O _____
 Main Track to Pass. Track: _____ O _____
 Main Track to tracks other than passing track: _____ OO _____
 Passing track to Main Track: OO _____ O _____
 Other tracks than passing tracks to Main Track: OO _____ O _____
 Other tracks than main track to tracks other than main or passing tracks: O _____
 Enginemen notify signalman that he cannot accept signal: OOOO
 (On Double Track above Signals govern with current of traffic.)

On Double Track main track against current of traffic: O _____ O

At H & T C Interlocker, Waco:
 Main Track to Main Track: _____
 Southward trains irregular route: _____
 Main Track to Compress: O O
 Main Track to Texas L. & P. Co.: _____ O
 Compress or Texas L. & P. Co. to main track: _____
 Main Track to Cotton Belt: _____ O _____
 Main Track to Tex. Central Main Track: _____ OOO
 Tex. Central Main Track to Main Track: _____ OOO

14. H & T C time table and rules govern between Pershing and Austin.
 I. & G. N. time table and rules govern between Austin and M. K. & T. Junction.

H. B. & T. time table and rules govern between Bonners Point (Houston Yard) and I. & G. N. Yards.

G. H. & H. time table and rules govern between I. & G. N. Yard, Houston; and 33rd Street, Galveston.

Union Depot Company of Galveston time table and rules govern between 33rd Street, Galveston, and Union Depot.

15. Company Surgeons:

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—
 Dr. K. H. Aynesworth.
 Dr. W. E. Colgin, Examiner.
 Dr. M. W. Colgin, Examiner.
 Dr. H. T. Aynesworth, Oculist.
 Dr. J. F. Bailey, Osteopath.
 Dr. F. R. Ferrell.
 HEWITT—Dr. F. W. B. Rockett.
 LORENA—Dr. R. E. Gordon.
 EDDY—Dr. L. S. Payne.
 TROY—Dr. I. D. Ellis. Office, Troy Pharmacy Building; Office, West St.

TEMPLE—
 Dr. R. L. Talley.
 Dr. R. F. Gobert.
 BELTON—
 Dr. J. M. Frazier. Office, over Howell's Drug Store. Residence, corner Wall and Vant Streets.
 Dr. M. P. McElhannon.
 LITTLE RIVER—Dr. A. H. Alsop.
 HOLLAND—Dr. C. H. Hamblin.
 BARTLETT—
 Dr. C. M. Blair.
 Dr. W. J. Harlan.

GRANGER—Drs. Foster & Sharp. Office, Corner Drug Store Bldg.
 TAYLOR—Drs. Edmond Doak and Dr. E. W. Stromberg.
 COUPLAND—Dr. Henry Kuehne.
 ELGIN—Dr. Geo. T. King. Office, King's Drug Store, Main Street; Residence corner Harris and Brenham Streets

BASTROP—
 Dr. H. P. Luckett.
 Dr. H. B. Coombs.
 Dr. T. B. Taylor.
 SMITHVILLE—Drs. Curham and Powell, Division Surgeons (Examiners).

NEW BRAUNFELS—Dr. M. C. Hagler and Dr. A. J. Hinman, Local Surgeons.
 LUXELLO—Dr. C. E. Cotham.

AUSTIN—
 Dr. T. J. Bennett, Local Surgeon.
 Dr. S. E. Hudson, Local Surgeon.
 Dr. Jas. Wooten, 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
 SAN ANTONIO—
 Dr. W. B. Russ, Division Surgeon.
 Dr. J. H. Burleson.
 Dr. W. M. Bassett.
 Dr. W. H. Hargis.
 RED ROCK—Dr. N. B. Harris.
 LOCKHART—Dr. A. A. Ross.
 Dr. T. B. Coopwoods.
 MAXWELL—Dr. Clay Nichols.

16. Tonnage Rating Table:

Between—	30%	44%	54%	60%
Bellmead—Smithville	1,000	1,675	1,900	2,200
Granger—Austin	960	1,550	1,800	2,000
Austin—San Marcos	755	1,225	1,500	1,650
San Marcos—San Antonio	1,015	1,520	1,800	2,000
Smithville—San Marcos	915	1,500	1,800
From—				
Smithville to New Ulm	1,050	1,650	2,000	2,200
New Ulm to Houston	2,000	3,100	4,500	5,000
New Ulm to Smithville	1,050	1,650	2,000	2,200
Houston to New Ulm	1,600	2,500	3,500	5,000

When tonnage available handle excess:
 Between—
 Temple—Smithville
 Granger—Smithville
 Smithville—La Grange
 Houston—Sealy
 Glenham—Smithville
 Dale—San Marcos

17. The term "Branch" used in connection with line Echo to Belton will be regarded as having the same meaning as "division" so far as rules in connection with use of this time table are concerned.

J. A. SPIVA,
Train Master.

J. W. BUTZ,
Train Master.

C. E. STANTON,
F. T. CHASE,
Road Foremen of Engines.

J. J. JOHNSON,
Chief Train Dispatcher.

C. D. TOWNSLEY,
Asst. Chief Train Dispatcher.

C. H. HINTON,
A. S. LEE,
R. A. KOY,
Train Dispatchers.

**SMITHVILLE
DISTRICT**

**TIME TABLE
NO. 1-A**

**Effective
January 2, 1921**