

MISSOURI-KANSAS-TEXAS RAILROAD COMPANY OF TEXAS

SAFETY

FIRST

SOUTH TEXAS DISTRICT

EMPLOYEES' TIME TABLE No. 2

Effective Sunday, April 27, 1924

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

Superseding Previous Time Tables and Supplements

For Employes Only

J. H. LITTLE

Superintendent

O. W. CAMPBELL,

Superintendent Car Service

H. E. McGEE,

General Manager

W. M. WHITENTON,

Vice President, Operation

SOUTHWARD TRAINS

SAN ANTONIO DIVISION

SOUTHWARD TRAINS

FOURTH CLASS			THIRD CLASS			Fuel Water, Telephone Car, Cab, etc. Wys & Car Chg.	Distance St. Louis	Block Signals	Automatic	Time Table No. 2 Effective 12:01 A. M. April 27, 1924	FIRST CLASS						SECOND CLASS												
85 Way Monday Wednesday Friday	93 Way Daily Ex. Sunday	91 Way Monday Wednesday Friday	271 Merchandise Daily	73 K. F. P. Daily	71 Merchandise Daily						7 11 o'clock Katy Daily	23 Passenger Daily	3 Limited Daily	1 Texas Special Daily	25 Passenger Daily	5 Flyer Daily	9 Passenger Daily	39 Passenger Daily	53 Mixed Daily Ex. Sunday										
		7.30AM		5.30 AM	12.20PM	WYS O Yd P	843.0			N LEAVE BELLMEAD Crossing BJ																			
		8.05AM		5.50AM	12.40PM ⁹⁰	WP	845.5			SLSW H&TC I-GN -2.5- Interlocker Leave WC	1.45	12.20PM ⁹⁰	12.25 ⁹⁰	3.50 ^{4 24}	11.45	11.50	7.20												
		8.35		6.15	1.05 ⁹⁰	P 50	853.1			N HEWITT W Double Table	2.00	12.34 ⁹⁰	12.41 ⁹⁰	4.06 ^{4 24}	12.01AM	12.08AM	7.35												
		9.05		6.35	1.18	WP184	858.4			D LORENA RN	2.08	12.44	12.53	4.14	12.08	12.16	7.45												
		9.20		6.44	1.25	P 90	861.4			D FLOWERS	2.13	12.50	1.00	4.18	12.12	12.22	7.50												
		9.45 ⁷²		6.55	1.48 ²	P 69	865.2			D EDDY ED	2.20	12.56	1.07	4.23	12.18	12.31	7.58												
		10.20		7.15	2.06	P 103	872.1			D TROY VO	2.31	1.06	1.25	4.33	12.27	12.44	8.13												
		10.35		7.25	2.15	P 65	875.3			D SAMPSON	2.37 ⁶	1.11	1.36 ²	4.37	12.31	12.51	8.18												
		10.50		7.34	2.22	P 75	878.2			SCHULL	2.41	1.15	1.40	4.42	12.34	12.56	8.24												
		11.00		7.40	2.27	WP 130	880.0			N TEMPLE JN Interlocker	2.45	1.20	1.45	4.50	12.43	1.05	8.30			3.20PM									
		11.05		7.43	2.40 ⁴ 3.03 ²⁴	P 85	881.1			GC&SF COBEL	2.48 ²⁶	1.27 ²	1.47	4.52 ⁷⁰	12.45	1.07	8.33			3.25									
		11.15		7.50	3.12	P 10	883.3			ECHO	2.52	1.32	1.52	4.55	12.48	1.11	8.37			3.35PM									
		11.30		8.05	3.26	P 88	887.6			LITTLE RIVER	2.58	1.40	2.06	5.02	12.54	1.19	8.45 ⁷²												
		11.59		8.20 ⁷²	3.38	P 52	892.0			SPARKS	3.04	1.49	2.18 ⁴	5.08	1.00	1.28	8.55 ⁹⁰												
		12.15PM		8.32 ⁹⁰	3.50 ⁷⁰	P 73	896.8			N HOLLAND MO	3.11	1.56	2.25	5.15	1.06	1.35	9.05												
		12.25		8.40	3.57	P 88	899.3			SUMMERS	3.15 ⁸	2.03 ⁴	2.30 ²⁴	5.18	1.11	1.43 ⁶	9.10												
		12.59 ²		8.55	4.07	P 126	902.8			D BARTLETT BR	3.21	2.09	2.40	5.23	1.17	1.51	9.17												
		1.10		9.10	4.16	P 66	906.1			TIDWELL	3.26	2.15 ²⁴	2.46	5.27	1.26 ⁶	2.02 ²⁶	9.24												
		3.00AM ⁸	1.15PM	9.20AM	4.25PM	PO 136 WY	908.1			N GRANGER G	3.30	2.25PM	2.50	5.30	1.35AM	2.15	9.30 ⁹²												
		3.30				P 40	917.4			WEIR	3.45		3.10	5.45		2.45 ⁸	9.47												
		3.54 ⁷				WP 30	923.2			D GEORGETOWN GY	3.54 ⁹³		3.25	5.55		2.57	10.00												
		4.15				P 60	929.4			NELSON	4.04		3.38	6.05		3.08	10.11												
		4.40				P 49	937.8			D PFLUGERVILLE GU	4.17		3.55	6.20 ¹⁰		3.25	10.30												
		5.00				P 35	944.4			SPRINKLE	4.27		4.10	6.30		3.37	10.40												
		5.30AM				WP	953.7			PERRISHING	4.45AM		4.30PM	6.50PM		3.55AM	11.00AM												
						P	955.5			N AUSTIN DI	5.00AM		4.45PM	7.00PM		4.05 4.15AM	11.15AM ⁴												
		12.25PM		1.00AM			984.9			VIA I-G N M. K. T. JUNCTION	5.58AM		5.43PM	8.00PM		5.20AM													
		12.30		1.10 ²⁷²		WYP 40	985.5			I-GN AJAX Interlocker	5.59		5.45	8.03		5.21				6.00PM									
		12.55		1.30		P 27	993.3			N SAN MARCOS O	6.00		5.55 ³⁹ 6.05	8.05		5.25				6.05PM ³									
		1.25		2.10			1002.7			HUNTER	6.10		6.17	8.16		5.38													
		1.30		2.20		WSP 35	1008.1			N NEW BRAUNFELS NB	6.23		6.34	8.29		5.55													
		1.50		2.40		P 63	1010.6			I-GN OOMAL Interlocker	6.24		6.36	8.31		5.57													
		2.10		3.10		WP 35	1016.8			LUXELLO	6.34		6.48	8.41		6.12													
		2.40		3.35		P 25	1024.8			FRATT	6.43		7.00	8.50		6.24													
		2.50		3.45		P 50	1027.7			REMOUNT	6.56		7.14	9.02		6.38													
		2.55		3.60		P 70	1029.2			BENZ	7.01		7.19	9.06		6.43													
		3.00		3.55		P Yard S 500	1030.3			TRAVIS YARD	7.03		7.22	9.08		6.46													
		3.10		4.05		P 85	1032.8			HAIG	7.05		7.24	9.10		6.49													
		3.30		4.30		WPO Yard	1037.5			N Arrive NOGALITOS YD	7.11		7.29	9.15 ⁶		6.54													
		PM		AM		P Yard	1038.5			SA&AP SAN ANTONIO Interlocker Arrive	7.20		7.35	9.25		7.05													
		85 16.9		93 18.2		91 11.3				195.5 Average Speed Per Hour	7 33.6		23 30.0		3 26.3		1 33.6				25 34.1		5 26.0		9 28.1		39 9.6		53 13.2

No. 52 and No. 53, when 30 minutes, or more, behind either their scheduled arriving or leaving time, lose both rights and schedule, and can thereafter proceed only as authorized by train order. (See Rules 82 and 220.)

No. 2 is superior to all trains.

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

No. 93 is superior to No. 92.

NORTHWARD TRAINS

SAN ANTONIO DIVISION

NORTHWARD TRAINS

SECOND CLASS			FIRST CLASS					
40 Passenger	52 Mixed	10 Passenger	24 Passenger	4 Limited	2 Texas Special	8 11 o'clock Katy	26 Passenger	6 Flyer
Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		PM	PM	PM	PM	AM	AM	AM
		9.00	4.10	4.00	2.15	4.45	4.00	3.45
		8.45	3.55	3.41	2.04	4.30	3.40	3.20
		8.35	3.44	3.30	1.57	4.21	3.30	3.09
		8.30	3.39	3.23	1.53	4.15	3.24	3.02
		8.25	3.32	3.15	1.48	4.08	3.18	2.55
		8.12	3.22	3.00	1.40	3.57	3.05	2.43
		8.06	3.16	2.53	1.36	3.52	2.59	2.37
		8.02	3.12	2.48	1.32	3.48	2.55	2.27
A 9.45AM		8.00	3.10	2.45	1.30	3.45	2.53	2.24
		9.40	7.58	3.03	2.40	1.27	2.48	2.11
	L 9.30AM	7.55	3.00	2.35	1.24	3.37	2.37	2.08
		7.48	2.52	2.28	1.19	3.31	2.29	2.01
		7.39	2.43	2.18	1.13	3.25	2.23	1.55
		7.30	2.34	2.08	1.07	3.19	2.17	1.48
		7.25	2.30	2.03	1.04	3.15	2.13	1.43
		7.20	2.22	1.55	12.59	3.08	2.08	1.34
		7.14	2.15	1.50	12.53	3.03	2.02	1.26
		7.10	2.00PM	1.40	12.50	3.00	1.55AM	1.18
		6.55		1.16	12.34	2.45		12.56
		6.45		1.05	12.26	2.34		12.45
		6.35		12.45	12.18	2.24		12.31
		6.20		12.25PM	12.06PM	2.11		12.18
		6.00		11.58	11.58	1.59		12.06AM
		5.40PM		11.25AM	11.45AM	1.40AM		11.50PM
		5.30PM		11.15	11.00AM	11.35AM		11.40
						1.30AM		11.30PM

No. 52 and No. 53, when 30 minutes, or more, behind either their scheduled arriving or leaving time, lose both rights and schedule, and can thereafter proceed only as authorized by train order. (See Rules 52 and 220.)

Time Table No. 2
Effective 12:01 A. M.
April 27, 1924

Block Signals
Automatic

STATIONS			Station Numbers
N BELMEAD	ARRIVE B	J	843
StLSW	Crossing		
H&TC-I-GN	-2.5-		
StLSW			
SA&AP	Interlocker		
N Arrive	Interlocker		
WACO	W	Double Track	846
N HEWITT			853
D LORENA	RN		858
FLOWERS			861
D EDDY	ED		865
D TROY	VO		872
SAMPSON			875
SCHULL			878
N TEMPLE	JN		880
GC&SP	Interlocker		
COBEL			881
ECHO			883
LITTLE RIVER			888
SPARKS			892
N HOLLAND	MO		897
SUMMERS			899
D BARTLETT	BR		903
TIDWELL			906
N GRANGER	G		908
WEIR			U 9
D GEORGETOWN	GY		U 15
NELSON			U 31
D PFLUGERVILLE	OU		U 30
SPRINKLE			U 36
PERBING			
N AUSTIN	DI		U 47
VIA I-G N			
M. K. T. JUNCTION			
I-GN	Interlocker		
AJAX			M 52
N SAN MARCOS	C		M 53
HUNTER			M 60
NEW BRAUNFELS YARD			
N NEW BRAUNFELS	NB		M 69
I-GN	Interlocker		
COOMAL			M 77
LUXELLO			M 83
FRATT			M 91
REMOUNT			M 96
BENZ			
TRAVIS YARD			M 97
HAIG			M 100
GH&SA and SA&AP	Interlocker		
N NOGALITOS	Leave Yd		M 103
SA&AP	Interlocker		
Leave SAN ANTONIO			M 104

THIRD CLASS			FOURTH CLASS											
70 K. F. P.	272 Stock	72 Stock	90 Way	92 Way	84 Way									
Daily	Daily	Daily	Tuesday Thursday Saturday	Daily Ex. Sunday	Tuesday Thursday Saturday									
	7.45PM	11.00AM	1.30PM											
	7.25PM	10.45AM	1.00PM											
	6.55	10.25	12.15PM											
	6.30	10.05	11.45											
	6.20	9.55	11.30											
	6.05	9.45	11.15											
	5.40	9.27	10.50											
	5.25	9.20	10.35											
	5.10	9.15	10.25											
	5.05	9.10	10.15											
	4.52	9.05	9.45											
	4.25	9.00	9.30											
	4.15	8.45	9.10											
	4.02	8.20	8.55											
	3.50	8.04	8.32											
	3.43	7.55	8.15											
	3.35	7.44	7.44											
	3.20	7.35	7.05											
	L 3.15PM	L 7.30AM	L 7.00AM	A 9.30AM										
				8.55										
				8.30										
				7.30										
				7.00										
				6.30										
				6.00AM										
A 10.10AM						11.10AM								
L 10.05AM						11.05								
						10.45								
						10.18								
						10.15								
						9.45								
						9.00								
						8.20								
						8.05								
						8.00								
						7.55								
						7.45								
						7.30								
						AM								
40 9.6	52 13.2	10 31.4	24 28.9	4 24.9	2 38.0	8 33.6	26 30.1	6 28.6	70 14.5	272 18.9	72 18.6	90 10.0	92 13.0	84 14.2

195.5
Average Speed per Hour.

SOUTHWARD TRAINS

HOUSTON DIVISION

NORTHWARD TRAINS

FOURTH CLASS				THIRD CLASS		FIRST CLASS		Fuel, Water Telephone Trk Scales Trk Table Wye and Car Capacity Passing Tracks	Distance from St. Louis	Time Table No. 2 Effective 12:01 A. M. April 27, 1924	Station Number	FIRST CLASS		THIRD CLASS		FOURTH CLASS			
97 Way	95 Way	71 Merchandise	73 K. F. F.	23 Passenger	25 Passenger	24 Passenger	26 Passenger					70 K. F. F.	72 Stock	94 Way	96 Way				
Monday Wednesday Friday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	7:30 AM ⁷²	4:25 PM	10:15 AM		2:25 PM	1:45 AM ²⁶	Yard WYPO	908.1	N Leave	GRANGER	Arrive G	908	1:55 PM	1:45 AM ²⁵		3:15 PM	7:30 AM ⁹⁵	12:30 PM	
	7:50	4:50	10:40		2:40 ⁷⁰	2:01	P 88	915.2		HOXIE		915	1:43	1:32		2:40 ²³	7:10	12:01 PM	
	8:25	5:03	10:55		2:47	2:10	WYS 143	918.9	N	TAYLOR	JG	919	1:36	1:25		2:15	7:00	11:40	
	8:45	5:20	11:15 ⁹⁴		2:56	2:20	P 73	923.9	I-G-N	OHASE	Interlocker	924	1:26	1:15		2:00	6:45	11:15 ⁷³	
	9:00	5:30	11:25		3:01	2:26	P 45	926.7	D	COUPLAND	CD	927	1:21	1:12		1:50	6:37	10:55	
					3:15	2:45	PY	934.8	H&TC	ELGIN	Interlocker	935	1:09	1:00					
	9:40	6:00	11:50		3:17	2:47	P 82	935.0	N	ELGIN YARD			1:05	12:57		1:25	6:15	10:20	
	10:00 ⁹⁴	6:20	12:10 PM		3:25	2:55	P 40	939.9		CARDIFF		940	12:57	12:49		1:03	6:01	10:00 ⁹⁵	
	10:25	6:35	12:48 ⁷⁰⁻²⁴		3:32	3:02	PW 105	943.6		SAYERS		944	12:48 ⁷⁰	12:43 ⁷³		12:48 ²⁴	5:49 ⁷³	9:43	
	10:45	6:48	1:10		3:38	3:10	P 35	947.0		GLENHAM		947	12:42	12:38		12:11	5:38	9:25	
	10:55	6:55	1:20		3:42	3:13	P 55	948.9	D	PHELAN	H	949	12:36	12:35		12:05 PM	5:33	9:15	
	11:15	7:15	1:35		3:51	3:25	PW 80	953.8	D	BASTROP	BA	954	12:25	12:28		11:50	5:16	8:50	
	11:35 ⁷⁰	7:33	1:50		4:00	3:33	P 62	958.4		HILL'S PRAIRIE		958	12:17	12:18		11:35 ⁹⁵	5:02	8:20	
	12:06 PM ²⁴	7:48	2:10		4:07	3:40	P 80	962.4		UPTON		962	12:06 ⁹⁵	12:12		11:22	4:50	8:02	
	12:45	8:02	2:30		4:12	3:48	P 50	966.0		FAWCETT		966	12:01 PM	12:06		11:11	4:39	7:45	
1 6:30 AM	1:00 PM	8:15	2:45 PM		4:20	4:00	WOTYPS Yard	969.4	N	SMITHVILLE	SM	969	11:50	12:01 AM		11:00	4:30 AM	7:30 AM	
	6:45	9:03			4:25	4:05	P 56	974.0	SA&AP	KIRTLEY	Interlocker	974	11:30	11:42		10:00		1:45	
	7:00	9:18			4:34	4:13	YP 50	978.3	N	WEST POINT	WP	978	11:15	11:32		9:40		1:25	
	7:15	9:33			4:43	4:20	P 100	982.4		PLUM		982	11:10	11:25		9:25		1:10	
					4:49	4:28	PW	988.2		LA GRANGE		988	10:58	11:13		9:10			
	8:00	9:57			5:00	4:40	P 50	988.5	D	LA GRANGE YARD	RA		10:56	11:11		8:45		12:45	
	8:25 ⁷⁰	10:17			5:02	4:42	P 65	994.2		HALSTED		994	10:46	11:00		8:25 ⁹⁷		12:15 PM	
	9:00	10:45 ²⁶			5:10	4:50	P 36	1001.5	D	FAYETTEVILLE	VY	1002	10:33	10:45 ⁷¹		7:55		11:45	
	9:25	11:10			5:25	5:04	P 51	1007.1		PISEK		1007	10:20	10:32		7:34		11:15	
	10:08 ²⁴	11:43			5:34	5:14	YP 76	1013.6	D	NEW ULM	UM	1014	10:08 ⁹⁷	10:22		7:11		10:45	
	10:20	12:02 AM			5:45	5:26	P 105	1017.5		HIXON		1018	10:00	10:13		6:58		10:30	
	10:40	12:25			5:52	5:34	P 73	1024.0		CAT SPRING		1024	9:49 ⁹⁶	10:04		6:41		9:49 ²⁴	
	11:03	12:47			6:04	5:44	P 77	1029.0		LADIG		1080	9:40	9:56		6:22		9:20	
	11:20	1:07			6:15	5:55	WPY 100	1035.0	N	SEALY	SY	1035	9:31	9:47		6:07 ²⁵		8:55	
	11:45	1:33			6:25	6:07	P 65	1041.9	GC&SF	McDOWELL	Crossing	1042	9:17	9:35		5:28		8:20	
	12:05 PM	1:55			6:37	6:19	P 116	1047.8	D	BROOKSHIRE	BK	1048	9:07	9:27		5:13		7:40	
	12:20	2:08			6:47	6:30	P 73	1052.1		DORSON		1052	9:01	9:18		5:01		7:30	
	12:35	2:20			6:55	6:37	WP 108	1055.8		KATY		1056	8:55	9:13		4:50		7:10	
	12:50	2:38			7:02	6:43	P 115	1060.4		DELHI		1061	8:48	9:06		4:37		6:49 ²⁵	
	1:13	2:57			7:10	6:49	P 181	1066.5		ADDICKS		1066	8:38	8:57		4:18		6:25	
	1:30	3:22			7:20	6:57	P 141	1072.9		HILLEDAHL	Interlocker	1073	8:30	8:49		4:03		6:05	
	1:50	3:45 ⁷⁰			7:33	7:07	P 143	1079.1	H&TC	EUREKA	RK	1079	8:21	8:41		3:45 ⁷¹		5:45	
	1:55	3:50			7:45	7:17	H R	1081.1		HOUSTON HEIGHTS	Crossing	1081	8:17	8:37					
	2:00	3:54			7:50	7:22	P 38	1082.5		SPRING STREET		1083	8:13	8:33		3:34		5:35	
	2:05	4:00			7:55	7:27	SWTO Yard	1084.9	N Arrive	HOUSTON	Leave HU	1084	8:10	8:30		3:30		5:30	
	PM	9:30 AM			8:00	7:35		1134.0		GALVESTON		1134	AM	6:30 PM		12:01 AM		AM	
	97	95	71	73	23	25							24	26		70	72	94	96
	15.2	11.1	15.3	13.6	31.7	30.3							30.7	33.7		15.0	20.4	12.3	13.6

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. 2 Effective 12:01 A. M. April 27, 1924		Station Numbers	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
85 Way Monday Wednesday Friday		271 Merchandise Daily		39 Passenger Daily				STATIONS			40 Passenger Daily		272 Stock Daily		84 Way Tuesday Thursday Saturday	
	8.00AM		9.00PM		4.25PM	OWYPT Yard P		N LEAVE	SMITHVILLE	ARRIVE SM	969	11.45AM		4.00AM		2.30PM
f	8.20		9.30	f	4.35	P 50	5.1		5.1 TOGO		M 5	f 11.35		3.40		f 2.10
s	8.40		9.48	f	4.44	P 45	10.2		5.1 ROSANKY		M 10	f 11.25		3.20		s 1.50
f	8.55		10.05	f	4.52	WP 45	14.3		4.1 JORDAN		M 15	f 11.16		3.05		f 1.31
s	9.30		10.30	s	5.03	P 41	20.3		8.1 RED ROCK	K	M 21	s 11.05		2.48		s 1.08
s	10.00		10.55	s	5.19	P 35	28.4		8.0 DALE	D	M 29	s 10.50		2.25		s 12.36
s	10.35 ⁴⁰		11.55	s	5.34	WP 44	36.4	D	7.1 LOCKHART	CO	M 37	s 10.35 ⁸⁵		2.03		s 12.01PM
s	11.45		12.15AM	f	5.45	P 43	43.5		3.3 MAXWELL	MX	M 44	f 10.21		1.42		s 11.34
s	12.05PM		12.35	f	5.52	P 35	46.8		4.7 REEDVILLE	RD	M 47	f 10.16		1.30		s 11.25
	12.25PM		1.00AM		6.00PM	YP	51.5	ARRIVE	4.7 AJAX	LEAVE	M 52	10.10AM		1.15AM		11.10AM
	85 11.7		271 12.9		39 32.5				51.5 Average Speed Per Hour			40 32.5		272 18.7		84 15.5

WESTWARD TRAINS

BELTON BRANCH

EASTWARD TRAINS

SECOND CLASS		Car Capacity Passing Tracks	Distance from St. Louis	Time Table No. 2 Effective 12:01 A. M. April 27, 1924		Station Numbers	SECOND CLASS	
55 Mixed Daily Ex. Sunday				STATIONS			54 Mixed Daily Ex. Sunday	
	3.35PM	P	883.3	LEAVE	ECHO	ARRIVE	888	9.30AM
	4.05PM	Yard OP	890.0	D ARRIVE	BELTON	LEAVE BN	L 7	9.00AM
	55 13.4				6.7 Average Speed Per Hour			54 13.4

WESTWARD TRAINS

DELEON DIVISION

EASTWARD TRAINS

FOURTH CLASS		THIRD CLASS	FIRST CLASS		Passing Track Car Capacity	Capacity Other Tracks	Oil Water Wye Scales Turn Table	Distance from Waco	TIME TABLE NO. 2 Effective 12:01 A. M. April 27, 1924			Station Numbers	FIRST CLASS		THIRD CLASS	FOURTH CLASS	
101 Way	61 Through	35 Passenger	37 Passenger	36 Passenger					38 Passenger	62 Through	102 Way						
Monday, Wed., Friday	Daily	Daily	Daily	Daily	Yard	WS	N LEAVE	WACO	ARRIVE WC	846	AM 7.00	PM 3.30	Daily	Tuesday, Thur., Saturday			
			PM 8.00	AM 8.00	Yard		N LEAVE	WACO	ARRIVE WC	846	AM 7.00	PM 3.30					
		VIA BELLEMEAD CUTOFF			Yard		S.A.&P. H&TC-I-GN-SLSW.	EAST WACO	Interlocker Interlocker		VIA BELLEMEAD CUT-OFF	3.20PM					
	AM	PM			Yard		N Leave	BELLEMEAD	Arrive BJ	843	6.47AM	VIA EAST WACO	4.30	4.20			
	7.00	8.45	8.10PM	8.10AM		OWST	H&TC	3.1	Crossing	4	6.38	3.05	4.15	4.05			
	7.15	9.00	8.20	8.20				7.2		13	6.20	2.50	3.40	3.45			
	f 7.40	9.30	8.35	8.35	55			3.9		17	f 6.13	f 2.42	3.20	f 3.30			
	f 8.00	9.45	f 8.43	f 8.45	54			3.2		20	f 6.05	f 2.35					
			8.50	f 8.55	11			4.0		24	s 5.55	s 2.25	2.40	s 3.05			
	s 8.30	10.15	s 9.00	s 9.05	47	34	W	10.2		34	s 5.30	s 2.03	1.45	s 2.25			
	s 9.30	10.55	s 9.25	s 9.30	101	50	67	6.0		40	s 5.10	f 1.48					
			9.40	f 9.45	12			5.3		46	f 4.55	s 1.35	12.45	f 1.35			
	f 10.25	11.40	f 9.55	s 10.00	52		W	6.2		52	4.40	1.21	12.20	1.00			
	10.55	12.01AM	10.10	10.15	30			GC&SP	Interlocker	55	s 4.35	s 1.15	12.15AM	s 12.40PM			
	s 11.05	12.15	s 10.20	s 10.25	58	59		9.4		64	s 4.10	s 12.55	11.45	s 11.55			
	s 11.50	1.20	s 10.45	s 10.50			WOT	10.0		74	s 3.45	s 12.33	11.15	s 11.15			
	s 12.33PM	2.00	s 11.15	s 11.15	50	34		11.3		85	s 3.17	s 12.10PM	10.15	s 10.00			
	s 1.30	3.17	s 11.44	s 11.50			SW	7.3		93	s 2.57	s 11.33	9.45	s 9.20			
	s 1.50	3.35	s 12.01AM	s 12.26	40	10		6.2		98	s 2.45	s 11.20	9.20	s 9.00			
	s 2.20	3.50	s 12.15	s 12.36		32		8.8		107	s 2.20	s 11.00	8.45	s 8.20			
	s 3.10	4.40	s 12.42	s 12.55		Yard	SW	4.0		111	2.05	10.50	8.20	7.40			
	s 3.30	5.00	12.56	1.05	48			4.3		115	f 1.55	s 10.40	7.50	f 7.20			
	f 3.50	5.20	f 1.05	s 1.15	48	43		4.9		120	1.40	10.30	7.30	7.00			
	4.15	5.50	1.20	1.30		Yard	OYW	119.7					62	102			
101	61	35	37					119.7			36	38	62	102			
12.6	12.9	22.4	21.8					Average Speed Per Hour			22.4	23.9	13.	12.5			

WESTWARD TRAINS

CROSS PLAINS BRANCH

EASTWARD TRAINS

THIRD CLASS		Passing Tracks Car Capacity	Car Capacity Other Tracks	Coal, Oil, Water, Turn Table, Wye, Track Scales	Distance from Waco	TIME TABLE NO. 2 Effective 12:01 A. M. April 27, 1924			Station Numbers	THIRD CLASS	
51 Mixed	51 Mixed					50 Mixed	50 Mixed				
Daily	Daily	Yard	OYW	119.7	N LEAVE	DELEON	ARRIVE DN	120	AM 9.50		
	PM 1.45										
	s 2.30	19			129.3			B 129	s 9.00		
	s 3.10	50	118	W	136.0	D	SIPE SPRINGS	SI B 136	s 8.20		
	s 4.10	40	61	W	147.3	D	RISING STAR	RS B 147	s 7.00		
	s 5.10	40	60		155.2		PIONEER	B 155	s 6.20		
	5.30		Yard	YW	159.9	D ARRIVE	CROSS PLAINS	LEAVE CX B 160	6.00		
	51				40.2				50		
	10.7				Average Speed Per Hour				10.5		

WESTWARD TRAINS

STAMFORD DIVISION

EASTWARD TRAINS

FOURTH CLASS		FIRST CLASS		Passing Tracks Car Capacity	Other Tracks Car Capacity	O.H. Water, Wye Turn Table, Station	Distance from Waco	TIME TABLE NO. 2 Effective 12:01 A. M. April 27, 1924.				Station Numbers	FIRST CLASS		FOURTH CLASS	
105 Way	103 Way	37 Passenger	35 Passenger					STATIONS					38 Passenger	36 Passenger	104 Way	106 Way
Daily Except Sunday	Daily Except Sunday	Daily	Daily					N LEAVE	ARRIVE	DN	Daily	Daily	Daily Except Sunday	Daily Except Sunday		
	AM 7.30	PM 1.45	AM 1.30	36	Yard	O YW	119.7	N	DELEON	5.5	120	AM 10.20	AM 1.30	35	PM 3.00	
	f 7.50	s 2.00	1.45	46	8		125.2		BUCKER	5.3	125	s 10.03	1.10		f 2.35	
	s 8.20	s 2.15	2.00	104	Yard	W	130.5	D	GOLMAN	10.3	131	s 9.50	s 12.55	37	s 2.15	
	s 9.20	s 2.50	2.25	50	23		140.8	D	CARBON	4.1	141	s 9.20	s 12.25	103	s 1.10	
	s 9.40	s 3.05	2.40	61	24	Y	144.9		MANGUM	10.3	145	s 9.10	s 12.15	AM	s 12.50	
	s 10.30	s 3.40	3.15		Yard	WYS	155.2	N	CLISCO	7.4	155	s 8.38	s 11.45		s 12.10	
		4.05	3.40		8		162.6	T&P	BATTLE HILL	5.5	163	f 8.03	11.25			
	11.30	s 4.25	f 3.55	33			168.1		PUEBLO	5.1	168	s 7.47	f 11.10	103		
	s 11.50	s 4.40	s 4.15	76	95		173.2	D	MORAN	4.7	173	s 7.33	s 10.55		s 11.05	
	f 12.10	s 4.55	f 4.30	29		W	177.9		SEDWICK	10.7	178	s 7.15	f 10.40		f 10.45	
	s 12.45	s 5.35	s 5.05		Yard	WY	188.6	D	ALBANY	10.4	189	s 6.45	s 10.10		s 10.00	
	f 1.35	f 6.10	f 5.35	15			199.0		ACAMPO	4.0	199	f 6.10	f 9.45		f 9.20	
	1.55	f 6.25	f 6.00	38			203.0		BUDMATTHEWS	8.7	203	f 6.00	f 9.30	35	f 8.55	
	2.30	6.50	6.20		10		211.7		CLEAR FORK	1.1	212	5.38	9.11		8.25	
	s 2.35	s 6.53	s 6.25	18	78	W	212.8	D	LUEDERS	7.0	213	s 5.35	s 9.08		s 8.20	
	f 2.55	s 7.15	s 6.45	22			219.8		AVOCA	7.5	220	s 5.18	s 8.50		f 7.55	
L 8.30 AM	A 3.15 PM	A 7.05 PM	f 7.25		Yard	OWYS	227.3	WV	STAMFORD	8.8	227	L 5.00 AM	s 8.30		L 7.30 AM	
s 9.10		s 7.50	23		23		236.1	N	TUXEDO	10.8	236	s 7.40			s 3.00	
s 10.20		s 8.25			Yard	W	246.9	KCMO	HAMLIN	11.4	247	s 7.05			s 2.10	
f 11.00		s 8.55	33				258.3	D	ROYSTON	5.9	258	s 6.30			f 1.10	
s 11.20		s 9.10	9				263.5	D	NORTH ROBY	5.6	264	s 6.15			s 12.50	
11.45 AM		9.30 AM			Yard	YW	269.1	D	ROTAN	5.6	269	6.00 PM			12.30 PM	
105 12.9	103 13.9	37 17.9	35 18.7				149.4					38 20.2	36 19.9		104 14.1	106 12.9
								Average Speed Per Hour								

NO. 105 IS SUPERIOR TO NO. 106

TEXAS STATE LAWS GOVERNING RAILROAD EMPLOYES

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. 4235. 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 intentional 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 \$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 passengers 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, 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.
No. 52 is superior to No. 53.
No. 105 is superior to No. 106.

1-b. Other first class trains will clear the time of No. 1 and No. 2 at least 5 minutes.

1-c. Third and Fourth class trains, extra trains, and yard engines, will clear the time of first class trains, at least 10 minutes.

1-d. No. 52 and No. 53 when 30 minutes, or more, behind either their scheduled arriving, or leaving time, lose both rights and schedule, and can thereafter proceed only as authorized by train order. (See Rules 82 and 220.)

2. First and Second class trains and passenger extras will report for orders before leaving Waco, Austin, San Antonio, Smithville, Houston, DeLeon, Cisco, Stamford and Rotan.

2-a. Third and Fourth Class, and Extra trains, except passenger extras, will report for orders before leaving Bellmead, Austin, Nogalitos, Smithville, Houston, DeLeon, Cisco, Stamford and Rotan.

2-b. All trains originating at points other than those mentioned above, will report for orders before leaving.

2-c. Southward trains will report to H&TC Dispatcher at Austin by telephone from Pershing.

2-d. No. 52 and No. 53 will register at Temple and get clearance from dispatcher before leaving Echo and Temple. No. 54 and No. 55 will report to dispatcher upon arrival, and before departure, at Echo.

3. All First, and Second, Class trains will register at Nogalitos by Form 68.

3-a. Trains No. 1, No. 2, No. 7 and No. 8 will register at Granger and San Marcos by Form 68.

3-b. First Class trains and passenger extras only, will register at Bem.

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

4. Double track extends between Mile 842.7 Bellmead, and Mile 844.6. Single track extends over Brazos River Bridge between Mile 844.6 and 844.9. Double track extends between Mile 844.9, Waco and Mile 853.1, Hewitt. On double track, double track rules will govern, except between Mile 844.9 and Mile 846.0, use track for which switches are lined. All trains and engines, including yard engines and engines in charge of hostlers, will run under control between Mile 842.7, Bellmead, and Mile 846.0, Waco, expecting to find main track occupied. The moving train, or engine will be held responsible, except that where automatic block signals are in service, automatic block signal rules will govern. Trains, or engines, standing, or moving, under obscure conditions, unprotected by flagman, ample distance for safety, will be held equally responsible.

All trains and engines, including yard engines and engines in charge of hostlers, between Mile 842.7, Bellmead, and Mile 846.0, Waco, will run ahead of overdue superior trains on double track, and when receiving clear interlocking signals ahead of, or against, overdue superior trains on single track, without orders, but must ascertain location of superior trains, when necessary, to avoid delaying them.

4-a. No. 35 and No. 37 will use Main Line from Waco Passenger Station to Caphead and be governed by automatic block signals from the north end of double track (Mile 842.7) to Caphead. Check North Texas District register and avoid delaying overdue first class trains; obtain orders against such opposing trains, when overdue.

4-b. No. 36 will use Main Line from Caphead to Waco Passenger Station and be governed by automatic block signals to the north end of double track (Mile 842.7). Report to North Texas District dispatcher by telephone from Caphead and obtain register check before occupying Main Line.

4-c. No. 38 will use Main Line from I-G, N. Crossing (Mile 844.6) North of Brazos River Bridge to Waco Passenger Station.

4-d. All trains will move under control through Bellmead-Waco, Granger, Ajax-San Marcos, Yoakum Bend, Nogalitos, San Antonio, Smithville, LaGrange and Houston Yards, expecting to find main track occupied.

5. Maximum Speed: (Miles per hour.)

Division	Passenger trains	Regular scheduled KPF & Mds. trains,	Other Freight trains,
San Antonio	60	30	25
Houston	60	30	25
San Marcos	60	30	20
Belton Branch	15	15	20
DeLeon	40	20	20
Stamford	40	20	20
Cross Plains	25	15	20

5-a. Maximum speed of engines backing up with, or without, cars, 15 miles per hour.

5-b. Maximum speed entering, or leaving, Main Line turn outs, passenger trains, 15 miles per hour. Freight trains, 10 miles per hour.

5-c. Maximum speed of freight engines on passenger trains, 45 miles per hour, except as otherwise restricted.

5-d. Maximum speed of switch engine, with, or without, cars, 20 miles per hour, except as otherwise restricted.

5-e. Maximum speed of 44% engines over East Steel's Creek Bridge No. 43.8, Duffau Creek Bridge No. 74.4, and East Green Creek Bridge No. 91.9, DeLeon Division, 10 miles per hour.

5-f. 44% engines must not be run West of DeLeon, or be double-headed with any class of engine, DeLeon Division. Engines of any class must not be double-headed over East Green's Creek Bridge No. 91.9, DeLeon Division.

5-g. Switch at North end of double track, North of StLSW crossing, Bellmead, is automatic. Speed restrictions are 10 miles per hour through this switch, either direction. When any part of train, or engine, stops on this switch, it must not be moved in opposite direction, in such manner, as to cause derailment.

5-h. Maximum speed through City Limits, as prescribed by ordinances:

Waco (Pass. trains)	18 miles per hour	Eastrop	20 miles per hour
Waco (Frt. trains)	12 miles per hour	Smithville	6 miles per hour
Temple	6 miles per hour	LaGrange	6 miles per hour
Granger	6 miles per hour	Payetteville	6 miles per hour
Austin	6 miles per hour	Houston Heights	18 miles per hour
San Marcos	6 miles per hour	Houston	13 miles per hour
New Braunfels	6 miles per hour	Lockhart	6 miles per hour
San Antonio	6 miles per hour	Belton	6 miles per hour
Taylor	12 miles per hour	Hico	10 miles per hour
Elgin	6 miles per hour	Dublin	12 miles per hour

6. Trains' schedules at Temple and Sealy are effective at middle passing track. Hewitt at end of double track.

6-a. Interlocker home signal for inbound movement to San Antonio passenger station and governing Wye Junction and crossing of SA&AP Kerrville Branch, is located on left hand side of track.

6-b. Interlocker Distant Signal for northward trains governing H&TC crossing at Eureka is located on left hand side of track.

6-c. Automatic Block Signals in Service: Between Mile 846.3 (southward traffic) and Mile 847.4 (northward traffic), to Mile 879.0. Between Mile 880.9 and Mile 907.2. Light signal Mile 1033.5 to Mile 1034.6 protecting Westfall Avenue Cut between Haig and Nogalitos.

7. Normal position of switch at end of double track Hewitt is for northward trains.

7-a. Normal position of switch at Houston Division main line connection at Granger is for San Antonio Division.

7-b. Normal position of switch at Ajax is for San Antonio Division.

7-c. Normal position of switch at connection between Houston and San Marcos Divisions at Smithville is for Houston Division.

7-d. Normal position of main line switch at Nogalitos is for outward passenger trains.

7-e. Normal position of switch at Bem is for Bellmead cutoff.

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

8-a. Stations, tracks and spurs not shown on schedule page:

San Antonio Division			
Name.	MP Location	End Connected to Main Track	Car Capacity.
Bruceville	863.0	South	18
Mozo	U913.5	North	15
Burkland	U931.8	South	15
Dessau	U940.6	South	18
Grueue	M999.7	Both	22
Solms	M1006.6	North	27
Salado	M1029.7	North	23
Anthony	M1034.8	Both	28
Houston Division			
Circleville	913.7	South	10
Consumers Mine	944.3	North	10
Calvin	946.0	North	10
Carr Coal	947.5	North	10
Fueidale	950.9	North	10
Hatters	1003.6	North	10
San Felipe	1033.3	South	10
Enos	1043.9	South	10
Rogersville	1043.6	South	20
Barker	1063.9	South	29
San Marcus Division.			
Mears	M24.6	West	6
Bateman	M22.5	West	19
Larremore	M40.1		
De Leon Division			
Caphead (Jct.)	841.9		
Dublin Oil & Refg. Co.	104.9	West	12
Humble Oil & Refg. Co.	113.4	West	11
Independent Torpedo Co.	117.1	West	Eng. & Caboose only

Stamford Division.			
Prairie Oil & Gas	131.9	East	\$3
Brenford	149.4	West	5
Illinois Torpedo Co.	156.4	West	Eng & Caboose only
Williamson	159.6	West	Eng & Caboose only
Texas Co.	174.5	West	52
Landreth	177.9	Both	50
Elliott	178.7	West	3
Coghill	183.1	West	7
East Stamford	224.1	West	1
Plasterco Junction	250.5	East	3
Sand Spur	260.7	East	3

Cross Plains Branch			
Invincible Spur	B149.5	West	11

8-b. Water Stations not shown on schedule page:

Name		MP Location.
Circleville	Houston Division	813.7
LaGrange	Houston Division	987.4
Cummings Creek	Houston Division	1005.6
Cuilla	DeLeon Division	20.8
East Steel's Creek	DeLeon Division	43.9
South Hubbard Creek	Stamford Division	179.4
Sipe Springs	Cross Plains Branch	138.8

8-c. Yards protected by yard limit boards:

Bellmead to Waco, inclusive	LaGrange
Temple	New Ulm
Granger	Sealy
Austin	Eureka to Houston, inclusive
Ajax to San Marcos, inclusive	Lockhart
New Braunfels	Bem
Travis Yard to San Antonio, inclusive	DeLeon
Taylor	Stamford
Elgin	Plasterco Junction
Smithville	Rotan

8-d. Bulletin Books are located at:

Bellmead—Yard Office	Smithville—Telegraph Office
Bellmead—Round House	Smithville—Round House
Waco—Telegraph Office	Houston—Telegraph Office
Temple—Telegraph Office	Houston—Roundhouse
Granger—Telegraph Office	DeLeon—Telegraph Office
Nogalitos—Yard Office	DeLeon—Round House
Nogalitos—Round House	Stamford—Telegraph Office
San Antonio—Passenger Station	Stamford—Round House

8-e. Standard Clocks are located at:

Bellmead—Telegraph Office	San Antonio—Passenger Station
Waco—Telegraph Office	Smithville—Telegraph Office
Temple—Telegraph Office	Houston—Telegraph Office
Granger—Telegraph Office	DeLeon—Telegraph Office
San Marcos—Telegraph Office	Albany—Telegraph Office
Nogalitos—Yard Office	Stamford—Telegraph Office
Nogalitos—Round House	Rotan—Telegraph Office

9. Watch Inspectors:

Sidney Y. Ball, General Time Inspector, 804 Railway Exchange, Chicago.	
Koen & Son, Joe	Austin
Stocking, E. R.	Belton
Hampton, H.	DeLeon
Ganter & Son, B.	Galveston
Houston Watch Co., 1st Floor Southern Pacific Bldg.	Houston
Humble, O. E., 1301 1/2 South Flores St.	San Antonio
Gildemeister & Son, Chas., 516 E. Houston Street	San Antonio
Ragsdale, C. E.	Smithville
Dobyns, R. H., 2025 Market Street	Stamford
Hemples & Co., J. R.	Temple
Armstrong, T. A., 725 Austin Street	Waco
Klecka, J. A.	Granger

10. Flag Stops not shown on Schedule page:

Station	For trains.	Station	For trains.
Bruceville	5 and 6	San Felipe	23 and 24
Burkland	9 and 10	Enos	23 and 24
Dessau	9 and 10	Batema	39 and 40
Grueue	3 and 4	Larremore	39 and 40
Solms	3 and 4	Coghill	37 and 38
Circleville	23 and 24	Battle Hill	37 and 38
Calvin	23 and 24		

10-a. No. 23, No. 24, No. 25 and No. 26 stop on flag at following stations for revenue passengers destined to, or from, stations on Houston Division: Lorena Eddy Troy Holland

10-b. No. 3 and No. 4 stop at following stations for revenue passengers to, or from, Waco and points South: Lancaster Italy Forrester Sterrett Red Oak Millford

10-c. Bruceville is a regular stop for Trains No. 9 and No. 10.

11. Abbreviations:

W—Water	D—Day Telegraph Office only
C—Oil	N—Day and Night Telegraph Office
T—Turntable	NO—Night Telegraph Office only
S—Track Scales	1—Stop for meals
Y—Wye	8—Regular Stop
P—Telephone	1—Flag Stop

12. EMPLOYEES HOSPITAL ASSOCIATION.

DR. E. F. YANCEY, Medical Director, Sedalia, Missouri.

LOCAL SURGEONS.

- AUSTIN—
 - Dr. H. B. Granberry.
 - Dr. H. T. Hilgartner, Oculist.
 - Dr. T. J. Bennett.
 - Dr. A. F. Beverly.
- ALEXANDER—
 - Dr. E. E. Yarbrough.
- ALBANY—
 - Dr. Gregg Murrie.
- BARTLETT—
 - Dr. C. M. Blair.
- BASTROP—
 - Dr. T. B. Taylor.
- BELTON—
 - Dr. M. P. McElhannon.
- CISCO—
 - Dr. J. W. Howell.
 - Dr. K. J. Scott.
- CARBON—
 - Dr. T. G. Jackson.
- CROSS PLAINS—
 - Dr. John Tyson.
- DE LEON—
 - Dr. J. E. Self, Division Surgeon.
- DUBLIN—
 - Dr. O. O. Gain.
- ELGIN—
 - Dr. G. T. King.
- GEORGETOWN—
 - Dr. W. H. Moses.
- GALVESTON—
 - Dr. Edward Randall.
 - Dr. A. O. Singleton.
- GRANGER—
 - Dr. M. R. Sharp.
- GORMAN—
 - Dr. R. H. Rush.
- HOUSTON—
 - Dr. E. M. Arnold, Oculist.
 - Dr. Frank Barnes.
 - Dr. J. W. Thorn.
 - Dr. E. W. Bertner.
- HOLLAND—
 - Dr. C. H. Hamblen.
- HICO—
 - Dr. J. D. Currie.
- IREDELL—
 - Dr. A. N. Pike.
- LA GRANGE—
 - Dr. R. H. Knolle

- LITTLE RIVER—
 - Dr. A. H. Alsup.
- LOOKHART—
 - Dr. A. A. Ross.
- MORGAN—
 - Dr. L. E. Maples
- NEW BRAUNFELS—
 - Dr. A. J. Hinman
- RISING STAR—
 - Dr. Tom Patterson.
- ROTAN—
 - Dr. W. W. Callan.
- STAMFORD—
 - Dr. E. P. Bunkley.
 - Dr. Dallas Southard.
- SAN ANTONIO—
 - Dr. W. B. Russ, Division Surgeon.
 - Dr. J. H. Burleson, Oculist.
 - Dr. T. J. Walthall, Nose and Throat Specialist.
 - Dr. W. H. Hargis.
 - Dr. C. S. Venable.
 - Dr. J. W. Kenney.
- SMITHVILLE—
 - Dr. W. R. Curham, Division Surgeon.
 - Dr. J. H. E. Powell, Division Surgeon.
- SAN MARCOS—
 - Dr. T. Kinney.
- SEALY—
 - Dr. J. W. Waldrop.
- TAYLOR—
 - Dr. R. E. Bledsoe.
 - Dr. Edmond Doak.
- TEMPLE—
 - Dr. J. G. Jenkins.
 - Dr. J. S. McCelvey.
 - Dr. L. R. Talley.
- WACO—
 - Dr. M. W. Colgin, Division Surgeon.
 - Dr. I. E. Colgin, Division Surgeon.
 - Dr. Geo. M. Liddell, Surgeon.
 - Dr. H. T. Aynesworth, Oculist.
 - Dr. K. H. Aynesworth, Consulting Surgeon.
 - Dr. C. E. Rayburn, Oculist.
- WALNUT SPRINGS—
 - Dr. W. C. Murray, Division Surgeon.
 - Dr. J. A. Murray, Division Surgeon.
- WHITNEY—
 - Dr. W. T. Treat.

At Interlockers other than at H & T C—Waco.

Main Track to Main Track _____
 Main Track to Pass. Track _____
 Main Track to tracks other than passing track _____
 Passing track to Main Track _____
 Other tracks than passing tracks to Main Track _____
 Other tracks than main track to tracks other than main or passing tracks _____
 Engineman notifying signalman that he cannot accept signal _____
 (On Double Track above Signals govern with current of traffic)
 On Double Track main track against current of traffic _____

- 14. H & T C time table and rules govern between Pershing and Austin.
- 14-a. I-G. N. time table and rules govern between Austin and M-K-T Junction.
- 14-b. H B & T time table and rules govern between Bonners Point (Houston Yard) and I-G. N. Yard.
- 14-c. G. H. & H. time table and rules govern between I-G. N. Yard, Houston; and 33rd Street, Galveston.
- 14-d. Union Depot Company of Galveston time table and rules govern between 33rd Street, Galveston and Union Depot.

15. The term "Branch" used in connection with line between Echo and Belton, and between Cross Plains and DeLeon, will be regarded as having the same meaning as "Division" so far as rules in connection with use of time table are concerned.

16. Employes are cautioned not to approach openings of oil tanks, or tenders, oil cars, oil pipe lines, oil pumps, oil vats or oil receptacles of any kind, used in the handling or storing of fuel oil where oil or gas is or may be exposed, with lighted lantern or torch or any light made by a flame.

17. Enginemen will sound the regulation locomotive whistle for all public, street or road crossings at a distance of not less than 1,320 feet before reaching such crossings. Where persons, vehicles or stock are on, near or approaching the track, whistle must be sounded immediately to prevent accident.

Two long and two short blasts of whistle must be sounded a second time when vehicles of any description, or while persons are on, near or approaching the track or crossing, AND THE BLASTS OF THE WHISTLE SHOULD BE CONTINUED UNTIL THE CROSSING HAS BEEN PASSED, except at crossings that are being protected by gates or crossing flagmen.

Where view of Public Crossing is in any manner obscured so enginemen cannot see vehicles or persons approaching such crossing, the engineman must, in all cases (In addition to the regulation whistle which must be sounded 1,320 feet from crossing) START BLOWING THE WHISTLE AT A DISTANCE OF 500 FEET FROM THE CROSSING AND CONTINUE UNTIL ENGINE HAS PASSED OVER CROSSING, except at Crossings that are being protected by gates or crossing flagmen.

Locomotive Bell must ring from a point 50 rods (1,320) from the crossing until the engine has passed over the crossing and must be rung where persons are on or near track, or where engine is passing cars, buildings, bridges, etc., where persons are likely to step out upon track.

On engines equipped with emergency whistle on fireman's side, (which include practically all of our passenger locomotives) Firemen are required to, and must use this whistle while in emergency and to prevent accidents. This does not take from, nor relieve the engineer of his responsibility and duty in the use of the whistle.

In all cases Firemen must notify Engineer of vehicle approaching crossing from his side of the engine.

The important addition to previous instructions, contained in these instructions, is that at all crossings where the view is in any manner obscured, and at all crossings of whatever character, when persons or vehicles are approaching or are near such crossings the whistle must be sounded continuously from a point about 500 feet from the crossing until engine has passed over crossing, except crossings that are being protected by gates, or crossing flagmen.

18. List of main track Bridges having horizontal clearance of less than 15 feet and vertical clearance of less than 23 feet above top of rail, and will not clear man on top or side of engine, or car:

De Leon Division			Stamford Division		
Bridge No.	Horizontal Clearance.	Vertical Clearance.	Bridge No.	Horizontal Clearance.	Vertical Clearance.
20.8	14' 0"	22' 3"	144.8	14' 0"	21' 6"
43.8	14' 0"	20' 1"	168.6	14' 1"	21' 10"
65.9	14' 0"	20' 3"	179.1	14' 1"	21' 3"
74.4	14' 4"	20' 0"	184.5	14' 0"	21' 6"
81.7	14' 0"	22' 3"	189.9	14' 0"	21' 2"
82.2	14' 0"	22' 3"	211.5	14' 0"	21' 2"
83.1	14' 0"	22' 3"	220.5	14' 0"	20' 6"
91.2	14' 1"	21' 0"			
97.6	14' 0"	21' 6"			
			123.4 (B-3.5)	12' 10"	19' 8"

19. Engine Tonnage Rating:

Between—	27%	28%	30%	44%	54%	60%
Bellmead and Smithville.....	---	---	1,000	1,675	1,900	2,200
Granger and Austin.....	---	---	960	1,550	1,800	2,000
Austin and San Marcos.....	---	---	755	1,225	1,500	1,650
San Marcos and San Antonio.....	---	---	1,015	1,520	1,800	2,000
Smithville and San Marcos.....	---	---	915	1,500	1,800	---
When tonnage is available.....	---	---	Add	Add	Add	Add
Temple to Smithville.....	---	---	150	200	250	250

Between—						
Smithville and Houston.....	---	---	1,050	1,650	2,000	2,200
When tonnage is available.....	---	---	Add	Add	Add	Add
New Ulm to Houston.....	---	---	950	1,650	2,500	2,800
Houston to New Ulm.....	---	---	550	850	1,500	2,000
Smithville to LaGrange.....	---	---	350	350	400	500
LaGrange to Smithville.....	---	---	350	350	400	600

Between—						
Bellmead and DeLeon.....	740	800	900	1,350	---	---
When tonnage is available.....	Add	Add	Add	Add	---	---
Dublin to Steiner.....	250	250	250	250	---	---
Tokio to Bellmead.....	740	800	900	1,350	---	---

From—						
DeLeon to Albany.....	740	800	900	---	---	---
Albany to Stamford.....	575	625	700	---	---	---
Stamford to Rotan.....	850	950	1,100	---	---	---
Rotan to Stamford.....	1,500	1,900	2,000	---	---	---
Stamford to DeLeon.....	740	800	900	---	---	---
When tonnage is available.....	Add	Add	Add	---	---	---
Carbon to DeLeon.....	350	350	350	---	---	---
Acampo to Stamford.....	350	350	350	---	---	---
Tuxedo to Hamlin.....	250	250	250	---	---	---

Between—						
DeLeon and Cross Plains.....	700	725	800	---	---	---

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

13. Engine Whistle Signal Code:

At Waco H&TC Interlocker.

- 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) _____
- Single Main to Southward Main (Irregular route) _____
- Main Track to Compress Track _____
- Main Track to Texas Light & Power Track _____
- Compress or TL&P Track to Main Track _____
- Main Track to Cotton Belt _____
- Main Track to Texas Central Main Track _____
- Texas Central Main Track to Main Track _____

A. C. DAVIS,
E. V. JOHNSON,
Trainmasters.

F. RUTLEDGE,
Trainmaster—
Road Foreman of Engines.

A. H. ROTHMEYER,
G. B. HALLMAN,
Road Foremen of Engines.

B. G. WHITLOW,
Day Chief Dispatcher.
J. G. SCHMIDT,
Night Chief Dispatcher.

F. S. LEWIS,
E. S. WALSH,
C. D. TOWNSLEY,

A. S. LEE,
W. M. HOOE
Dispatchers.

Road Foremen of Engines have the same authority as Trainmasters while on line of Road.

SOUTH TEXAS DISTRICT

TIME TABLE No. 2

**Effective
April 27, 1924**