

# MISSOURI-KANSAS-TEXAS RAILROAD COMPANY OF TEXAS

**SAFETY**

**SOUTH TEXAS DISTRICT**

**FIRST**

## **EMPLOYEES' TIME TABLE No. 5**

**Effective Sunday, December 6, 1925**

**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

HOUSTON DIVISION

NORTHWARD TRAINS

FOURTH CLASS				THIRD CLASS		FIRST CLASS		Fuel, Water Telephone Trk Scales Turn Table Wye and Car Capacity Tracks	Distance from St. Louis	Time Table No. 5 Effective 12:01 A. M. December 6, 1925	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.	74 Stock	94 Way	96 Way		
Monday Wednesday Friday	Tuesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Monday Wednesday Friday	Tuesday Thursday Saturday	
	7.30AM	4.25PM	10.15AM 74	2.35PM	1.35AM	Yard WYPO 136	908.1	N Leave	GRANGER	Arrive G	908	1.55PM	1.55AM	3.15PM	9.45AM 73	12.30PM	
	7.50	4.50	10.40	2.47 70	1.45 26	P 80	915.2		HOXIE		915	1.37	1.45 25	2.47 23	9.15	12.01PM	
	8.25	5.03	10.55	2.55	1.55	PWYS 131	918.9	N	TAYLOR	JG	919	1.30	1.37	2.20	9.05	11.40	
	8.45 74	5.20	11.15 94	3.03	2'07	P 107	923.9	I-G-N	CHASE	Interlocker	924	1.15	1.27	2.00	8.45 95	11.15 73	
	9.00	5.30	11.25	3.10	2.14	P 44	926.7	D	COUPLAND	CD	927	1.10	1.23	1.50	8.35	10.55	
				3.26	2.35	PY	934.8	H&TC	ELGIN	Interlocker	935	12.55	1.09				
	9.40	6.00	11.50	3.27	2.37	P 73	935.0	N	ELGIN YARD			12.54	1.07	1.25	8.16	10.20	
	10.00	6.20	12.10PM	3.35	2.47	P 37	939.9		CARDIFF		940	12.44	12.59	1.03	8.05	10.00	
	10.25	6.35	12.37 74	3.42	2.57	PW 72	943.6		SAYERS		944	12.37 70	12.53 73	12.37 74	7.53 73	9.25	
	10.45	6.48	1.10	3.49	3.05	P 37	947.0		GLENHAM		947	12.28	12.47	12.11	7.40	9.00	
	10.55	6.55	1.20	3.52	3.10	PY 103	949.9	D	PHELAN	MA	949	12.25	12.43	12.05PM	7.35	8.50	
	11.15	7.15	1.35	4.03	3.20	PW 72	953.8	D	BASTROP	BA	954	12.15	12.35	11.50	7.20	8.00	
	11.35 70	7.33	1.50	4.12	3.30	P 103	958.4		HILL'S PRAIRIE		958	12.05PM	12.27	11.35 95	7.05	7.45	
	11.57 24	7.48	2.10	4.20	3.40	P 70	962.4		UPTON		962	11.57 95	12.20	11.22	6.52	7.30	
	12.45PM	8.02	2.30	4.27	3.48	P 43	966.0		FAWCETT		966	11.48	12.13	11.11	6.40	7.15	
L 6.30AM	A 1.00PM	8.15 8.45	A 2.45PM	4.35 4.40	4.00 4.05	WOTYPS Yard	969.4	N	SMITHVILLE	SM	969	11.40 11.35	12.08 12.01AM	11.00 10.00	L 6.30AM	L 7.00AM	
f 6.45		9.03		4.53	4.15	P 77	974.0	SA&AP	KIRTLEY	Interlocker	974	11.25	11.50	9.40		1.45	
8.00		9.18		5.00	4.25	YP 63	978.3	N	WEST POINT	WP	978	11.18	11.42	9.25		1.25	
f 7.15		9.33		5.08	4.33	P 108	982.4		PLUM		982	11.12	11.34	9.10		1.10	
				5.20	4.45	PW	988.2		LA GRANGE		988	11.02	11.22				
	8.00	9.57		5.21	4.47	P 91	988.5	D	LA GRANGE YARD	RA		11.01	11.21	8.45		12.45	
f 8.25 70		10.17		5.32	4.58	P 67	994.2		HALSTED		994	10.52	11.09	8.25 97		12.15PM	
9.00		10.55 26		5.47	5.10	P 40	1001.5	D	FAYETTEVILLE	VY	1002	10.40	10.55 71	7.55		11.45	
f 9.25		11.10		5.58	5.21	P 89	1007.1		PISEK		1007	10.30	10.43	7.34		11.15	
10.18 24		11.43		6.10	5.32	YP 69	1013.6	D	NEW ULM	UM	1014	10.18 97	10.30	7.11		10.45	
10.20		12.02AM		6.17	5.40	P 95	1017.5		HIXON		1018	10.10	10.17	6.58		10.30	
10.40		12.25		6.28	5.53	P 65	1024.0		OAT SPRING		1024	10.00 96	10.08	6.41		10.00 24	
11.03		12.47		6.38	6.05	P 70	1029.0		LADIG		1030	9.48	9.57	6.25		9.20	
11.20		1.07		6.46	6.14 70	WPYO 120	1035.0	N	SEALY	SY	1035	9.35	9.47	6.14 25		8.55	
11.46		1.33		6.56	6.26	P 59	1041.9	GC&SF	MCDOWELL	Crossing	1042	9.27	9.35	5.28		8.20	
12.05PM		1.55		7.08	6.38	P 104	1047.8	D	BROOKSHIRE	BK	1048	9.17	9.27	5.13		7.40	
12.20		2.08		7.15	6.45	P 67	1052.1		DORSON		1052	9.10	9.18	5.01		7.30	
12.35		2.20		7.22	6.53	WP 97	1055.8		KATY		1056	9.03	9.13	4.50		7.10	
12.50		2.38		7.30	7.02 90	P 104	1060.4		DELHI		1061	8.55	9.06	4.37		7.02 25	
f 1.13		2.57		7.40	7.14	P 162	1066.5		ADDICKS		1066	8.43	8.57	4.18		6.40	
1.30		3.22		7.50	7.25	P 126	1072.9	H&TC	HILLENDAHL	Interlocker	1073	8.32	8.49	4.03		6.20	
1.50		3.45 70		8.00	7.35	P 141	1079.1	N	EUREKA	Interlocker	1079	8.21	8.41	3.45 71		5.55	
1.55		3.50		8.05	7.40		1081.1	H R	HOUSTON HEIGHTS	Crossing	1081	8.17	8.37			5.45	
2.00		3.54		8.12	7.42	P Yard	1082.5		SPRING STREET		1083	8.13	8.33	3.34			
2.05		4.00 6.00AM		8.15	7.45 8.05AM	PSWTO Yard	1083.9	N	HOUSTON	Leave HU	1084	8.10	8.30 8.10PM	3.30 3.00AM		5.40	
PH		9.30AM		PH	9.55AM		1184.0		GALVESTON		1184	AM	6.15PM	12.01AM		AM	
97 15.1	95 11.1	71 13.2	73 13.6	23 31.0	25 27.1				225.9 Average Speed per Hour			24 30.6	26 29.5	70 14.8	74 18.9	94 11.1	96 13.7

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	Station Numbers	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
85 Way Monday Wednesday Friday			271 Merchandise Daily		39 Passenger Daily					OWYT Yard P	Time Table No. 5 Effective 12:01 A. M. December 6, 1925	40 Passenger Daily	274 Stock Daily		84 Way Tuesday Thursday Saturday
6.00AM			9.00PM			3.00PM			N LEAVE SMITHVILLE ARRIVE SM	969			2.00PM		5.00AM
f 6.25			9.30			f 3.10	P 43	5.1	5.1 TOGO	M 5	f 1.45		4.35		f 2.10
s 6.45			9.48			f 3.20	P 38	10.2	5.1 ROSANKY	M 10	f 1.30		4.20		s 1.50
f 7.00			10.05			f 3.29	WP 38	14.3	4.1 JORDAN	M 15	f 1.22		4.05		f 1.31
s 7.35			10.30			s 3.42	P 34	20.3	6.0 RED ROCK	M 21	s 1.10 84		3.45		s 1.10 40
s 8.15			10.55			s 3.59	P 60	28.4	8.1 DALE D	M 29	s 12.50		3.25		s 12.36
s 9.25			11.55			s 4.20	WPO 39	36.4	8.0 LOOKHART CO	M 37	s 12.30		3.05		s 12.01PM
s 10.30			12.15AM			f 4.40	P 35	43.5	7.1 MAXWELL	M 44	f 12.05PM		2.45		s 11.34
s 10.55			12.35			f 4.50	P 1	46.8	3.3 REEDVILLE	M 47	f 11.55		2.30		s 11.25
11.27 AM 4			1.00AM			5.00PM	YP	51.5	4.7 ARRIVE AJAX LEAVE	M 52	11.45AM		2.15AM		11.00AM
85 9.5			271 12.9			39 25.7			51.5 Average Speed Per Hour		40 22.9		274 18.7		84 14.7

WESTWARD TRAINS

BELTON BRANCH

EASTWARD TRAINS

SECOND CLASS			Car Capacity Passing Tracks	Distance from St. Louis	Station Numbers	SECOND CLASS	
55 Mixed Daily Ex. Sunday						54 Mixed Daily Ex. Sunday	
		3.35PM	P	883.3	883	9.30AM 90	
		4.05PM	Yard OP	890.0	L 7	9.00AM	
		55 13.4				54 13.4	
				6.7 Average Speed Per Hour			

SPEED TABLE

Speed Per Hour	Time		Speed Per Hour	Time	
	1 Mile			1 Mile	
Miles	M	S	Miles	M.	S.
10	6	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	25
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			



WESTWARD TRAINS

STAMFORD DIVISION

EASTWARD TRAINS

FOURTH CLASS			FIRST CLASS		Passing Track Car Capacity.	Other Tracks Car Capacity.	Oil, Water, Wye Turn Table, Scales.	Distance from Waco	TIME TABLE NO. 5 Effective 12:01 A. M. December 6, 1925.	Station Numbers	FIRST CLASS		FOURTH CLASS			
107 Way	105 Way	103 Way	37 Passenger	35 Passenger							38 Passenger	36 Passenger	104 Way	106 Way	108 Way	
Daily Except Sunday	Tuesday Thursday Saturday	Daily Except Sunday	Daily	Daily	Yard	OYW				Daily	Daily	Daily Except Sunday	Monday Wednesday Friday	Daily Except Sunday		
		AM 8.30	PM 1.30	AM 1.35 <sup>36</sup>			119.7	N LEAVE	DELEON	ARRIVE DN	120	AM 10.15	AM 1.35 <sup>35</sup>	PM 4.30		
		f 8.55	s 1.45	s 1.50	43	8	125.2		RUCKER		125	s 9.55	s 1.20	f 4.05		
		s 9.41 <sup>38</sup>	s 2.00	s 2.02	74	127	130.5	D	GORMAN	G	131	s 9.41 <sup>103</sup>	s 1.00	s 3.45		
		s 10.30	s 2.28	s 2.30	48	22	140.8	D	CARBON	Z	141	s 9.16	s 12.30	s 3.00		
		s 10.55	s 2.38 <sup>104</sup>	s 2.40	59	19	144.9	D	MANGUM	A	145	s 9.03	s 12.15 <sup>AM</sup>	s 2.38 <sup>37</sup>		
	l 12.30 <sup>PM</sup>	l 11.45 <sup>AM</sup>	s 3.05	s 3.10	30	220	155.2	N	CISCO	C	155	s 8.38	s 11.45	l 1.45 <sup>PM</sup>	A 1.00 <sup>PM</sup>	
	f 1.00		f 3.30	f 3.40		8	162.6	T&P	BATTLE HILL	Crossing	163	f 8.13	f 11.25		12.30	
	f 1.25		s 3.45	f 3.58	37		168.1		PUEBLO		168	s 7.57	f 11.10		f 12.05 <sup>PM</sup>	
	s 1.45		s 4.02	s 4.13	77	41	173.2	D	MORAN	RN	173	s 7.43	s 10.55		s 11.40	
	s 2.10		s 4.15	f 4.27	35	47	177.9	D	SEDWICK	SK	178	s 7.30	f 10.40		s 11.10	
	s 3.00		s 4.45	s 4.57		Yard	188.6	D	ALBANY	AB	189	s 7.05	s 10.13		s 10.25	
	f 3.50		f 5.15	f 5.32	15		199.0		ACAMPO		199	f 6.40	f 9.45		f 9.35	
	4.15		f 5.25	f 5.42		30	203.0		BUDMATTHEWS		203	f 6.30	f 9.30		9.10	
	4.45		5.40	6.05 <sup>38</sup>	10		211.7		CLEAR FORK		212	6.05 <sup>35</sup>	9.11		8.30	
	s 4.50		s 5.45	s 6.09	17	78	212.8	D	LUEDERS	RD	213	s 6.01	s 9.08		s 8.25	
	s 5.20		s 6.02	s 6.27	21		219.8		AVOCA		220	s 5.46	s 8.50		s 7.55	
l 8.30 <sup>AM</sup>	A 5.45 <sup>PM</sup>		A 6.20 <sup>PM</sup>	l 6.45 <sup>AM</sup> 7.05		Yard	227.3	WV	STAMFORD	Crossing SM	227	l 5.30 <sup>AM</sup>	s 8.30	l 7.30 <sup>AM</sup>	A 3.30 <sup>PM</sup>	
f 9.10				s 7.40	21		236.1	N	TUXEDO	Crossing	236		s 7.58		f 2.45	
s 9.55				s 8.08	31	80	246.9	KCMO	HAMLIN	Crossing HB	247		s 7.30		s 1.50	
f 10.50				s 8.35	33		258.3	D	ROYSTON		258		s 7.00		f 1.10	
s 11.15				s 8.47		9	263.5	D	NORTH ROBY	RO	264		s 6.45		s 12.50	
11.45 <sup>AM</sup>				9.00 <sup>AM</sup>		Yard	269.1	D	ARRIVE ROTAN	LEAVE NA	269		6.30 <sup>PM</sup>		12.30 <sup>PM</sup>	
107 12.9	105 13.7	103 10.9	37 22.3	35 20.1					149.4 Average Speed Per Hour			38 22.7	36 21.1	104 12.9	106 13.1	108 13.9

NO. 103 IS SUPERIOR TO NO. 104  
NO. 107 IS SUPERIOR TO NO. 108

## 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. 7 is superior to No. 5 between San Marcos and San Antonio.  
No. 33 is superior to No. 92.  
No. 103 is superior to No. 104.  
No. 107 is superior to No. 108.

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 by Form 68. Trains No. 1, No. 3, No. 5 and No. 7 will register at M-K-T Jct. 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 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 843.6, Bellmead, and Mile 846.0, Waco, will run ahead of overdue superior trains on double track, and when receiving clear interlocking signals ahead of, 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-c. No. 36 and 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-Bem, Nogalitos, San Antonio, Smithville, La Grange, Houston, DeLeon and Cisco Yards, expecting to find main track occupied.

4-e. Rule 343-c may be observed when trains meet within yard limits at Temple and Cobel. All trains and engines run at restricted speed between north switch Temple and north switch Cobel.

## 5. Maximum Speed: (Miles per hour.)

Division	Passenger trains	Regular scheduled KFF & Mdse. trains	Other Freight trains.
San Antonio (Between Waco and Hewitt).....	60	30	25
San Antonio (Between Hewitt and Temple).....	50	30	25
San Antonio (Between Temple and Granger).....	60	30	25
San Antonio (Between Granger and Nogalitos via Austin).....	60	30	25
Houston (Between Granger and Brookshire).....	50	30	25
Houston (Between Brookshire and Houston).....	60	30	25
San Marcos.....	40	30	20
Belton Branch.....	15	15	15
DeLeon.....	40	30	25
Stamford.....	35	30	20
Cross Plains.....	20	15	15

Note: Trains handling oil cars, either loaded or empty, must not exceed 25 miles per hour at any point.

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-g. Switch at North end of double track, North of SLSW 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) 13 miles per hour	Elgin 6 miles per hour
Waco (Frt. trains) 12 miles per hour	Eastrop 20 miles per hour
Temple 6 miles per hour	Smithville 15 miles per hour
Granger 15 miles per hour	LaGrange 6 miles per hour
Georgetown 30 miles per hour	Houston Heights 18 miles per hour
Austin 6 miles per hour	Houston 13 miles per hour
San Marcos 15 miles per hour	Lockhart 15 miles per hour
New Braunfels 12 miles per hour	Belton 6 miles per hour
San Antonio 6 miles per hour	Hico 10 miles per hour
Taylor 12 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. Interlocker home signal for northward trains governing H&TC Crossing just north of Brazos River Bridge, Waco, is on left hand side of track.

6-d. Automatic Block Signals in Service: From Mile 841.9 to Mile 842.7, southward traffic, and to Mile 843.6, northward traffic.

From Mile 846.3, southward traffic, and from Mile 847, northward traffic to Mile 909.6, San Antonio Division, and to Mile 908.4, Houston Division.  
From Mile 1033.5 to Mile 1034, San Antonio Division.

6-e. At Schull, whenever it is necessary for a southward train to hold main line and meet a train, the southward train must not pass a point about 1400' south of north switch, which point is indicated by a battery box on east side of main line, painted white, until the northward train has passed the block signal located at, or near, the South switch.

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 45 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	912.5	North	15
Burkland	931.8	South	15
Dessau	940.6	South	13
Iglehart	953.5	Both	20
Fuldale	M999.7	Both	22
Grueue	M1006.6	North	27
Solms	M1029.7	North	23
Salado	M1034.8	Both	23
Anthony	M1034.8	Both	23
Houston Division			
Circleville	913.7	South	10
Consumers Mine	944.3	North	—
Calvin	947.5	North	—
Carr Coal	947.5	North	—
Fuldale	950.9	North	—
Leevan	977.3	South	58
Hatters	1003.6	North	—
San Felipe	1033.3	South	10
Enos	1043.0	South	—
Rogersville	1043.6	South	20
Barker	1063.9	South	39
San Marcos Division			
Miears	M24.6	West	6
Bateman	M22.5	West	19
Larremore	M40.1	—	—
Blanco Spur	M50.2	—	—
De Leon Division			
Caphead (Jct.)	341.9	—	—
Independent Torpedo Co.	117.1	West	Eng. & Caboose only

## Stamford Division.

Prairie Oil & Gas	131.9	East	33
Illinois Torpedo Co.	135.4	East	Eng & Caboose only
Texas Co.	174.5	West	52
Coghill	193.1	West	7
East Stamford	224.1	West	1
Plasterco Junction	250.5	East	1
Sand Spur	260.7	East	3

## Cross Plains Branch

Mon-Tex Spur	B-140.9	West	5
Invincible Spur	B-149.5	West	11
Peerless Carbon Co.	B-153.2	East	10
Western Carbon Co.	B-153.3	East	18
Phillips Petroleum Co.	B-153.5	East	16

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

Name	MP Location	MP Location
Circleville	Houston Division	913.7
LaGrange	Houston Division	987.4
Cummings Creek	Houston Division	1005.6
Aquilla	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 Uim
Granger	Sealy
Iglehart to Austin, inclusive	Eureka to Houston, inclusive
Ajax to San Marcos, inclusive	Dale to Lockhart, inclusive
New Braunfels	Bem
Travis Yard to San Antonio, inclusive	DeLeon
Taylor	Cisco
Elgin	Stamford
Smithville	Plasterco Junction
	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	Cisco—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
Duncan, E. C.	Cisco
Ganter & Son, B.	Galveston
Kleeka, J. A.	Granger
Houston Watch Co., 1st Floor Southern Pacific Bldg.	Houston
Roth, V. E.	New Braunfels
Humble, O. B., 1301 1/2 South Flores St.	San Antonio
Gildemester & Son, Chas., 516 E. Houston Street	San Antonio
Ragsdale, C. B., 2025 Market Street	Smithville
Dobyns, R. H., 2025 Market Street	Stamford
Hemple & Co., J. R.	Temple
Armstrong, T. A., 725 Austin Street	Waco

## 10. Flag Stops not shown on Schedule page:

Station	For trains.	Station	For trains.
Bruceville	3, 4, 5 and 6	San Felipe	23 and 24
Burkland	3 and 4	Enos	23 and 24
Dessau	3 and 4	Barker	39 and 40
Grueue	3 and 4	Bateman	39 and 40
Solms	3 and 4	Larremore	39 and 40
Circleville	23 and 24	Coghill	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
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10-b. No. 4 stops at Lancaster, Red Oak, Sterrett, Forreston, Italy and Milford to discharge passengers from south of Waco.

## 11. Abbreviations:

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

12. EMPLOYEES HOSPITAL ASSOCIATION.

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

- AUSTIN— Dr. H. B. Granberry. Dr. H. L. Hilgartner, Oculist. Dr. T. J. Bennett. Dr. A. F. Beverly. ALEXANDER— Dr. E. E. Yarbrough. ALBANY— Dr. Gregg Murrie. 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-Examiner. 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. HAMLIN— Dr. J. T. Eynum. HOUSTON— Dr. E. M. Arnold, Oculist. Dr. Frank Barnes, Division Surgeon. Dr. J. W. Thorn, Division Surgeon-Examiner. Dr. E. W. Bertner. HOLLAND— Dr. C. H. Hamblen. HICO— Dr. J. D. Currie. IREDELL— Dr. A. N. Pike. KATY— Dr. J. M. Stewart. LA GRANGE— Dr. R. H. Knolle. LITTLE RIVER— Dr. A. H. Alsop. LOCKHART— Dr. A. A. Ross. MORGAN— Dr. L. E. Maples. MORAN— W. A. Burns. 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. E. Russ, Division Surgeon-Examiner. Dr. J. H. Burleson, Oculist. Dr. T. J. Walthall, Nose and Throat Specialist. Dr. W. H. Hargis. Dr. W. M. Bassett. Dr. J. W. Kenney. SMITHVILLE— Dr. W. R. Curham, Division Surgeon-Examiner. Dr. J. H. E. Powell, Division Surgeon-Examiner. SAN MARCOS— Dr. P. Kinney. SEALY— Dr. O. F. Howe. 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-Examiner. Dr. I. E. Colgin, Division Surgeon-Examiner. Dr. Geo. M. Liddell, Examiner. Dr. H. T. Aynesworth, Oculist. Dr. K. H. Aynesworth, Consulting Surgeon. Dr. C. E. Rayburn, Oculist. WALNUT SPRINGS— Dr. W. C. Murray, Division Surgeon-Examiner. Dr. J. A. Murray, Division Surgeon-Examiner. WHITNEY— Dr. W. T. Treat.

- 13. Engine Whistle Signal Code: At Waco H&TC Interlocker. Southward Main to Single Main (Main Track to Main Track) Northward Main to Single 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

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. G. H. & H. time table and rules govern between Bonners Point, Houston, and 33rd Street, Galveston.

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

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:

Table with columns: Bridge No., De Leon Division (Horizontal Clearance, Vertical Clearance), Stamford Division (Horizontal Clearance, Vertical Clearance), Cross Plains Branch (Horizontal Clearance, Vertical Clearance).

Over-head highway bridge, Cisco Yard, will not clear man on top of car.

Trolley wires over R. and N. W. Ry. transfer track North Roby will not clear man on top of car.

19. Engine Tonnage Rating:

CLASS LOCOMOTIVES table with columns: Booster, 60%, 65%, 70%, 75%, 80%. Rows include various routes like Bellmead to Smithville, Excess - Temple to Smithville, etc.

When the above tonnage can be obtained in less than the number of cars set out below for the class of locomotive designated, add as excess - Five tons for each car this number of cars is decreased.

CLASS LOCOMOTIVES table with columns: 60%, 65%, 70%, 75%, 80%. Rows include routes like Bellmead and Smithville, Between Smithville and New Ulm, etc.

19-a. When actual weight of load is not obtainable, use the following tonnage figures: Refrigerators Loaded Merchandise... 42 Tons. Other Cars Loaded Merchandise... 27 Tons. Live Stock... 30 Tons. Live Poultry... 36 Tons.

Disregard stencilled weight. Use tonnage figures below for empty cars:

Table with columns: Kind, Auto, Box, Coal, Flat, LPT, Rfgr., Stock, Tank, Ballast, Cinder, Cab. Row: Tons...

E. V. JOHNSON, H. W. DAVIDSON, Trainmasters. F. RUTLEDGE, Trainmaster— Road Foreman of Engines.

A. H. ROTHMEYER, Road Foremen of Engines.

B. G. WHITLOW, Chief Dispatcher.

F. S. LEWIS, E. S. WALSH, C. D. TOWNSLEY, J. G. SCHMIDT, A. S. LEE, W. M. HOOE, J. A. BIRGE, JR. Dispatchers.

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

**SOUTH TEXAS  
DISTRICT**

**TIME TABLE  
No. 5**

**Effective  
Dec. 6, 1925**