

MISSOURI-KANSAS-TEXAS RAILROAD COMPANY OF TEXAS

SAFETY

SOUTH TEXAS DISTRICT

FIRST

EMPLOYEES' TIME TABLE No. 7

Effective Sunday, February 20, 1927

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 Transportation

F. W. GRACE,
General Superintendent

H. E. McGEE,
Vice-President and
General Manager

SOUTHWARD TRAINS

SAN ANTONIO DIVISION

SOUTHWARD TRAINS

Time Table No. 7
Effective 12:01 A. M.
February 20, 1927

FOURTH CLASS			THIRD CLASS			Fuel, Water, Telephone, Turn Table, Track Scales, Wye and Car Capacity	Distance from St. Louis	STATIONS										FIRST CLASS		SECOND CLASS	
85 Way	93 Way	91 Way	271 Merchandise	71 Merchandise	73 K. F. F.			WYSOPT Yard	843.0	5 Flyer	17 11 O'clock Katy	7 11 O'clock Katy	23 Passenger	3 Limited	1 Texas Special	29 Alamo Special	53 Mixed				
Monday Wednesday Friday	Daily Except Sunday	Monday Wednesday Friday	Daily	Daily	Daily	WPS	845.5	AM	AM	AM	AM	AM	PM	Daily	Daily Except Sunday						
		7:30AM		12:20PM	5:30AM																
		8.00		12.45	5.50																
		f 8.30		1.05	6.15	P 62	853.1														
		s 9.00		1.20 ⁷⁴	6.35	WP 72	858.4														
		s 9.30		1.46 ²	6.55	P 102	865.2														
		s10.01		2.10	7.15	P 92	872.1														
		10.15		2.20	7.25	P 59	875.3														
		10.28		2.28	7.34	P 70	878.2														
		s10.35		2.35	7.40	WP 97	880.0														
		10.40		2.45	7.43	P 102	881.1														
		10.55		2.52	7.50	P	883.3														
		f11.15 ⁷⁴		3.05	8.05	P 102	887.6														
		f11.45		3.17	8.20	P 46	892.0														
		s12.15 ^{PM}		3.30	8.32 ⁹⁰	P 66	896.8														
		12.25		3.43 ⁷⁰	8.40	P 79	899.3														
		s12.54 ²		4.00	8.55	P 136	902.8														
		1.10		4.10	9.10	P 79	906.1														
		L 3.00 ^{AMS}		A 4.35 ^{PM}	A 9.20 ^{AM}	PO WY 136	908.1														
		s 3.30				P 41	917.4														
		s 4.04 ⁷				WP 26	923.2														
		4.25				P 58	929.4														
		s 4.45				P 35	937.8														
		f 5.00				P 28	944.4														
		A 5.30 ^{AM}				WP	953.7														
						YP Yard	955.5														
							984.9														
		L10.50 ^{AM}		L 1.30 ^{AM}			985.5														
		s11.05		1.35		WYP 30	986.3														
		f11.30		1.55 ²⁷⁴		P 26	993.3														
		12.01 ^{PM}		2.25		Y 91	1002.7														
		s12.10		2.30		WSP0 30	1003.1														
		f12.50		2.50		P 52	1010.6														
		f 1.15		3.10		WP 27	1016.8														
		f 1.40		3.35		P 27	1024.8														
		1.45		3.45		78	1027.7														
		1.50		3.50		P 58	1029.2														
		1.55		3.55		P Yard	1030.3														
		2.05		4.05		P 45	1032.8														
		2.20		4.30		WPOY Yd	1037.5														
		PM		AM		P Yard	1038.5														
85	93	91	271	71	73			5	17	7	23	3	1	29	53						
14.9	18.2	11.3	17.3	15.3	17.0			29.0	41.7	34.1	31.3	28.2	34.6	9.6	13.2						

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. 93 is superior to No. 92.

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

NORTHWARD TRAINS

SAN ANTONIO DIVISION

NORTHWARD TRAINS

SECOND CLASS		FIRST CLASS						THIRD CLASS		FOURTH CLASS				
28 Alamo Special	52 Mixed	18 11 O'clock Katy	8 11 O'clock Katy	6 Flyer	4 Limited	24 Passenger	2 Texas Special	Station Number	74 Stock	274 Stock	70 K. F. F.	90 Way	92 Way	84 Way
Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Tuesday Thursday Saturday	Daily Except Sunday	Tuesday Thursday Saturday
		AM	AM	AM	PM	PM	PM							
		5.10	4.50	3.35	7.45	7.30	2.20							
		4.58	4.35	3.21	7.32	f 7.15	2.05							
		4.51	4.27	f 3.11	7.25	s 7.05	1.57							
		4.43	4.17	f 2.59	7.17	s 6.55	1.46 71							
		4.35	4.08	f 2.47	7.09	s 6.44	1.36							
		4.32	4.02	2.41 7	7.05	6.39	1.32							
		4.28	3.58	2.33	7.02	6.35	1.28							
	A 9.45 AM	s 4.25	s 3.55	s 2.30 17	s 6.59	s 6.25	s 1.25							
	9.40	4.20	3.45	2.20	6.54	6.20	1.20							
	L 9.30 AM 90	4.17	3.42	2.15	6.51	6.17	1.17							
		4.11	3.35	2.05	6.46	f 6.09	1.12 3							
		4.05	3.27	1.58	6.40	f 6.01	1.07 23							
		3.59	3.19 7	f 1.50 5	6.34	s 5.53	1.01							
		3.56	3.15	f 1.41	6.31	s 5.48	12.58							
		3.52	3.11	s 1.32	6.27	s 5.42	12.54 91							
		3.48	3.06 17	1.21	6.23	5.35	12.48							
		L 3.45 AM	3.00 93	s 1.15	6.20	L 5.30 PM 1	12.45							
			2.45 5	f 12.56	6.05		12.30							
			2.34	s 12.45	s 5.55 1		12.21							
			2.24	12.31	5.42		12.12							
			2.11	f 12.18	5.30		12.01 PM							
			1.59	f 12.06 AM	5.22		11.53							
			1.45 AM	11.50 PM	5.10 PM		11.40 AM							
			s 1.30 AM	s 11.40 PM	s 5.00 PM		s 11.30 AM							
			12.45 AM	10.40 PM	4.00 PM		10.35 AM							
	A 1.00 AM		12.42	10.35	3.55		10.30							
	L 12.50 AM		12.40	s 10.33	3.53		10.29							
			12.24	10.19	3.40		10.18 84							
			12.09	10.03	3.25		10.03							
			12.08 AM	s 10.02	3.24		10.02							
			11.58	f 9.50	3.14		9.52							
			11.49	f 9.40	3.04		9.44							
			11.38	9.27	2.53		9.33							
			11.34	9.24	2.49		9.29							
			11.32	9.22	2.47		9.27							
			11.30	9.20	2.45		9.24							
			11.25	9.15 1	2.40		9.20							
			11.18	9.03	2.33		9.13							
			11.15 PM	9.00 PM	2.30 PM		9.10 AM							
28 4.8	52 13.2	18 44.2	8 34.6	6 29.3	4 36.8	24 31.3	2 37.4		74 13.7	274 18.9	70 15.6	90 10.0	92 13.0	84 14.9

Time Table No. 7
Effective 12:01 A. M.
February 20, 1927

STATIONS

N	BELLMEAD	Arrive BJ Crossing	843
S	-2.5-	Interlocker	
SP	WACO	Interlocker FB WC	846
LGN			
N	HEWITT	W	853
D	LORENA	RN	858
D	EDDY	ED	865
D	TROY	VO	872
	SAMPSON		875
	SCHULL		878
N	TEMPLE	JN	880
GC&SF	COBEL	Interlocker	881
	ECHO		883
D	LITTLE RIVER	RI	888
	SPARKS		892
D	HOLLAND	FN	897
	SUMMERS		899
D	BARTLET	BR	903
	TIDWELL		906
N	GRANGER	G	908
	WEIR		U 9
D	GEORGETOWN	GY	U 15
	NELSON		U 21
D	PFLUGERVILLE	GU	U 30
	SPRINKLE		U 36
	PERSHING		U 47
N	AUSTIN	DI	U 47
	VIA I-GN		
N	M-K-T JUNCTION	K	M 52
LGN	AJAX	Interlocker	M 53
N	SAN MARCOS	O	M 60
	HUNTER		M 69
	NEW BRAUNFELS YARD		M 77
N	NEW BRAUNFELS	NB	M 83
LGN	COMAL	Interlocker	M 91
D	LUXELLO	NA	M 94
	FRATT		M 96
	REMOUNT		M 100
	BENZ		M 103
	TRAVIS YARD		M 104
	HAIG		
GH&SA and SA&AP	NOGALITOS	Interlocker Leave YD	
N	SAN ANTONIO	Interlocker	

195.5
Average Speed Per Hour

No. 2 is superior to all trains.

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

No. 93 is superior to No. 92.

SOUTHWARD TRAINS

HOUSTON DIVISION

NORTHWARD TRAINS

FOURTH CLASS		THIRD CLASS		FIRST CLASS			Fuel, Water, Telephone Truck Scales, Turn Table, Wye and Car Capacity, Passing Tracks	Distance from St. Louis	Time Table No. 7 Effective 12:01 A. M. February 20, 1927		Station Numbers	FIRST CLASS			THIRD CLASS		FOURTH CLASS	
97 Way	95 Way	71 Merchandise	73 K. F. F.	23 Passenger	17 11 O'clock Katy	15 Alamo Special			24 Passenger	18 11 O'clock Katy		16 Alamo Special	74 Stock	70 K. F. F.	94 Way	96 Way		
Monday Wednesday Friday	Tuesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Yard		STATIONS		Daily	Daily	Daily	Daily	Daily	Monday Wednesday Friday	Tuesday Thursday Saturday	
	AM 7.30	PM 4.35	AM 9.30 ⁷⁴	PM 1.45	AM 3.10		136 WYPO	908.1	N Leave	GRANGER	Arrive G	908	PM 5.25	AM 3.45	AM 9.30 ⁷³	PM 3.15	12.30	
	7.50	5.10 ²⁴	10.05	2.01	3.20		P 80	915.2		HOXIE		915	5.10 ⁷¹	3.35	9.12	2.55	12.01 ^{PM}	
	8.25	5.25	10.20	2.10	3.28 ¹⁸		PWYS 131	918.9	N	TAYLOR	JG	919	5.01	3.28 ¹⁷	9.05	2.40	11.40	
	8.45 ⁷⁴	5.40	10.35	2.20 ⁷⁰	3.36		P 107	923.9	I-GN	CHASE	Interlocker	924	4.50	3.18	8.45 ⁹⁵	2.20 ²³	11.15	
	9.00	5.50	11.01 ⁹⁴	2.25	3.41		P 44	926.7	D	COUPLAND	OD	927	4.45	3.13	8.35	1.50	11.01 ⁷³	
				2.40			PY	934.8	SP	ELGIN	Interlocker	935	4.30					
	9.40	6.15	11.45	2.41	3.55		P 73	935.0	N	ELGIN YARD			4.29	2.59				
	10.00	6.27	12.12 ^{PM}	2.49	4.02		P 37	939.9		CARDIFF		940	4.21	2.52	8.05	12.50	10.00	
	10.25	6.37	12.31 ⁷⁰	2.55	4.08		PW 72	943.6		SAYERS		944	4.14	2.46	7.53	12.31 ⁷³	9.25	
	10.45	6.48	12.46	3.02	4.14		P 37	947.0		GLENHAM		947	4.07	2.40	7.40	12.11	9.00	
	10.55	6.55	12.56	3.07	4.17		PY 103	948.9	D	PHELAN	MA	949	4.03	2.37	7.35	12.05 ^{PM}	8.50	
	11.15	7.15	1.15	3.20	4.25		PW 72	953.8	D	BASTROP	BA	954	3.53	2.29	7.20	11.50	8.00	
	11.35 ⁷⁰	7.33	1.40	3.28	4.31		P 103	958.4		HILLS PRAIRIE		958	3.44	2.23	7.05	11.35 ⁹⁵	7.45	
	11.57	7.48	2.01	3.37 ²⁴	4.37		P 70	962.4		UPTON		962	3.37 ²³	2.17	6.52	11.22	7.30	
	12.45 ^{PM}	8.02	2.15	3.45	4.42		P 43	966.0		FAWCETT		966	3.30	2.12	6.40	11.11	7.15	
L 6.30 AM	A 1.00 PM	8.15 8.45	A 2.30 PM	3.50 3.55	4.50 4.55	L 3.10 AM	WOTYPS Yard	969.4	N	SMITHVILLE	SM	969	3.25 3.20	2.05 1.59	A 2.55 AM	L 6.30 AM	11.00 10.30	L 7.00 AM
f 6.50		9.03		4.03	5.04	3.20	P 77	974.0	SA&AP	KIRTLEY	Interlocker	974	3.10	1.51	2.43		10.17	f 1.45
s 7.10		9.18		4.12	5.11	3.29	YP 63	978.3	N	WEST POINT	WP	978	3.01	1.44	f 2.33		10.05	s 1.28
f 7.30		9.33		4.21	5.18	3.37	P 108	982.4		PLUM		982	2.50	1.37	2.25		9.50	f 1.13
				4.33		3.50	PW	988.2		LA GRANGE		988	2.38		s 2.11			
s 7.55		9.57		4.34	5.27	3.51	P 91	988.5	D	LA GRANGE YARD	RA		2.37	1.27	2.10			s 12.45
f 8.20		10.17		4.46	5.36	4.00	P 67	994.2		HALSTED		994	2.27	1.19	2.00		9.10	f 12.15 ^{PM}
s 8.45 ⁷⁰		10.55		4.58	5.47	4.14	P 40	1001.5	D	FAYETTEVILLE	VY	1002	2.15	1.07	s 1.47		8.45 ⁹⁷	s 11.45
f 9.25		11.10		5.10	5.57	4.25	P 89	1007.1		PISEK		1007	2.02	1.36	1.36		8.30	f 11.15
s 9.50		11.43		5.20	6.07	4.37	YP 69	1013.6	N	NEW ULM	UM	1014	1.52	1.24	s 1.25		8.15	s 10.45
10.20		12.02 ^{AM}		5.28	6.14	4.45	P 95	1017.5		HIXON		1018	1.45	1.17	1.17		8.05	10.30
s 10.40		12.31 ¹⁸		5.40	6.23	4.56	P 114	1024.0	D	CAT SPRING	OS	1024	1.34	1.23 ⁷¹	f 1.05		7.45	s 10.00
11.03		12.55 ¹⁶		5.50	6.32	5.07	P 70	1029.0		LADIG		1030	1.25	1.23	12.55 ⁷¹		7.30	9.35
s 11.24		1.15		5.59	6.40	5.18	WYPO 120	1035.0	N	SEALY	SY	1035	1.15	1.15	s 12.15		7.15	s 9.15
11.45		1.33		6.11	6.50 ⁷⁰	5.32	P 59	1041.9	GC&SF	MCDOWELL	Crossing	1042	1.01	12.04 ^{AM}	12.32		6.50 ¹⁷	8.50
s 12.05 ^{PM}		1.55		6.20	6.59	5.45	P 104	1047.8	D	BROOKSHIRE	BK	1048	12.52	11.55	s 12.24		6.15	s 8.30
12.20		2.08		6.28	7.05	5.53 ⁷⁰	P 67	1052.1		DORSON		1052	12.43	11.49	12.15		5.53 ¹⁵	8.15
s 12.37 ²⁴		2.20		6.35	7.10	6.00	WP 97	1055.8	D	KATY	RS	1056	12.37 ⁹⁷	11.43	s 12.10 ^{AM}		5.35	s 8.00
12.50		2.38		6.43	7.16	6.10	P 104	1060.4		DELHI		1061	12.29	11.37	11.59		5.18	7.45
f 1.13		2.57		6.53	7.24 ⁹⁶	6.21	P 162	1066.5		ADDICKS		1066	12.19	11.29	11.49		4.56	f 7.24 ¹⁷
1.30		3.22		7.04	7.32	6.33 ⁹⁶	P 126	1072.9		HILLEDAHL		1073	12.09 ^{PM}	11.21	11.38		4.35	6.33 ¹⁵
1.50		3.45		7.15	7.41	6.45	P 141	1079.1	SP	EUREKA	Interlocker	1079	11.59	11.13	11.28		4.15	6.00
				7.20	7.45	6.50		1081.1	N	HOUSTON HEIGHTS	Crossing	1081	11.55	11.09	11.24			
2.00		3.54		7.25	7.50	6.55	P Yard	1082.5		SPRING STREET		1083	11.50	11.05	11.20		4.05	5.45
2.05 ^{PM}		4.00 ⁷⁰		7.30	7.55	7.00 8.15 ^{AM}	PSWTO Yard	1083.9	N	HOUSTON	Leave HU	1084	11.45	11.00	11.15 10.30 ^{PM}		4.00 ⁷¹	5.40 ^{AM}
		9.30 ^{AM}				9.55 ^{AM}		1134.0		GALVESTON		1134		8.40 ^{PM}		12.01 ^{AM}		
97 15.1	95 11.1	71 13.4	73 12.3	23 30.6	17 37.0	15 24.4			225.9 Average Speed Per Hour		24 31.0	18 37.0	16 26.3	74 20.4	70 14.8	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	Time Table No. 7 Effective 1201 A. M. February 20, 1927		Station Numbers	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
85 Way		271 Merchandise		29 Alama Special				28 Alamo Special			274 Stock		84 Way			
Monday Wednesday Friday		Daily		Daily				STATIONS			Daily		Daily		Tuesday Thursday Saturday	
AM 7.00		PM 9.30		AM 3.05	OWYPT Yard			N Leave	SMITHVILLE	Arrive SM	969	AM 2.55		AM 5.30		PM 2.30
f 7.20		10.00		f 3.17	P 43	5.1		M 5	5.1 TOGO		f 2.40		5.15		f 2.10	
s 7.40		10.25		f 3.27	P 38	10.2		M 10	5.1 ROSANKY		f 2.30		4.57		s 1.50	
f 8.05		10.45		f 3.35	WP 38	14.3		M 15	4.1 JORDAN		f 2.18		4.45		f 1.31	
s 8.20		11.15		s 3.47	P 34	20.3		M 21	6.0 RED ROCK		s 2.05		4.27		s 1.10	
s 8.45		11.45		s 4.03	274 P 60	28.4		D 29	8.1 DALE	D	s 1.50		4.03	29	s 12.38	
s 9.45		12.15 AM		s 4.22	WP 39	36.4		D 37	8.0 LOOKHART	CO	s 1.32		3.15		s 12.01 PM	
s 10.15		12.50		f 4.36	P 35	43.5		D 44	7.1 MAXWELL	MX	f 1.17		2.45		s 11.34	
s 10.30		1.10 28		f 4.43	P 41	46.8		D 47	4.7 REEDVILLE	RD	f 1.10 271		2.30		s 11.25	
10.50 AM		1.30 AM		4.55 AM	YP	51.5		M 52	4.7 AJAX	Leave	1.00 AM		2.15 AM		11.00 AM	
85 13.4		271 12.9		29 28.1					51.5 Average Speed Per Hour		28 26.9		274 15.8		84 14.7	

WESTWARD TRAINS

BELTON BRANCH

EASTWARD TRAINS

SECOND CLASS		Car Capacity Passing Tracks	Distance from St. Louis	Time Table No. 7 Effective 12:01 A. M. February 20, 1927		Station Numbers	SECOND CLASS		SPEED TABLE			
55 Mixed				54 Mixed			STATIONS		54 Mixed		Speed Per Hour	Time
Daily Ex. Sunday							Daily Ex. Sunday		Miles	M S	Miles	M. S.
3.35 PM		P 883.3	Leave	ECHO	Arrive	883	9.30 AM		10	6 0	36	1 40
4.05 PM	Yard	OP 890.0	D Arrive	BELTON	Leave MY	L 7	9.00 AM		11	6 27	37	1 37
55 13.4							54 13.4		12	6 0	38	1 34
									13	4 37	39	1 32
									14	4 17	40	1 30
									15	4 0	41	1 27
									16	3 46	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		

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	Station Numbers	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
101	61	35	37	36	38						62	102				
Way	Through	Passenger	Passenger	Passenger	Passenger	Through	Way									
Mondays Wednesdays Fridays	Daily	Daily	Daily	Daily	Daily	Daily	Tuesdays Thursdays Saturdays									
PM 8.20	AM 8.00	PM 8.20	AM 8.00	PM 8.20	AM 8.00	PM 8.20	AM 8.00									
VIA BELLMEAD CUTOFF										STATIONS						
N Leave WACO Arrive WC										846	AM 6.50	PM 3.10				
N.S.A.&A.P. S.P.-I-GN-SLSW. EAST WACO										Interlocker PB Interlocker						
N Leave BELLMEAD Arrive BJ										843	AM 6.42	PM 3.02	AM	PM		
S. P. BEM										6	6.28 AM	2.52 PM	6.12	4.00		
ROSS										13	6.13	f 2.39	5.48	f 3.30		
TOKIO										17	f 6.03	f 2.32	5.35	f 3.15		
SHALE										20	5.55	f 2.25				
AQUILLA										24	s 5.45	s 2.18	5.10	s 2.35		
WHITNEY										34	s 5.20	s 1.56 ¹⁰²	4.45	s 1.56 ³⁸		
NELA										40	5.03	f 1.43				
STENER										46	f 4.48	s 1.32	4.15	f 1.05		
GRAVEL PIT										52	4.33	1.18	3.58	12.35		
MORGAN										55	s 4.28	s 1.13	3.50	s 12.20 ^{PM}		
WALNUT SPRINGS										64	s 4.03	s 12.53	3.20	s 11.40		
IREDELL										74	s 3.38	s 12.33 ¹⁰¹	2.45	s 11.05 ³⁷		
HICO										85	s 3.10	12.10 ^{PM}	2.15 ⁶¹	s 10.20		
CLAIRETTE										93	s 2.52 ⁶¹	s 11.37	1.35	f 9.15		
ALEXANDER										98	s 2.40	s 11.25	1.20	f 8.55		
DUBLIN										107	s 2.15	s 11.05	12.53	s 8.20		
MT. AIRY										111	2.03	10.46	12.30 ³⁵	7.30		
OOMYN										115	f 1.53	s 10.35	11.45	f 7.15		
DELEON										120	1.40 ^{AM}	10.25 ^{AM}	11.30 ^{PM}	7.00 ^{AM}		
119.7										Average Speed Per Hour		23.2	25.2	16.7	12.6	

WESTWARD TRAINS

CROSS PLAINS BRANCH

EASTWARD TRAINS

THIRD CLASS		Passing Tracks Car Capacity	Car Capacity Other Tracks	Coal, Oil, Water, Wye, Scales, Turn Table	Distance from Waco	Station Number	THIRD CLASS	
51	50							
Mixed	Mixed							
Daily	Daily							
PM 1.30	AM 9.40	Yard	OYW	119.7	120	f 2.20	f 9.00	
f 2.20	s 8.15	16		129.3	B 129	s 2.50	s 8.15	
s 2.50	s 7.20	32	48	136.0	B 136	s 3.45	s 7.20	
s 3.45	s 6.45	50	58	147.3	B 147	s 4.25	s 6.45	
s 4.25	6.15 ^{AM}	22	79	155.2	B 155	4.50 ^{PM}	6.15 ^{AM}	
4.50 ^{PM}		Yard	YW	159.9	B 160			
51	50							
12.1	11.8							
40.2						Average Speed Per Hour		

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	Station Numbers	Time Table No. 7 Effective 12:01 A. M. February 20, 1927		FIRST CLASS		FOURTH CLASS		
105 Way	103 Way	35 Passenger	37 Passenger						36 Passenger	38 Passenger	104 Way	106 Way			
Daily Except Sunday	Daily Except Sunday	Daily	Daily					Daily	Daily	Daily Except Sunday	Daily Except Sunday				
	AM 6.00	AM 1.00	PM 1.25		Yard	OYW	119.7	N Leave	DELEON	Arrive DN	120	AM 1.25	AM 10.15	PM 3.00	
	f 6.25	f 1.12 ³⁶	f 1.37	43	8		125.2		RUCKER		125	f 1.12 ³⁵	f 10.05	f 2.30	
	s 6.55	s 1.27	s 1.55 ¹⁰⁴	74	127	W	130.5	D	GORMAN	G	131	s 12.59	s 9.55	s 1.55 ³⁷	
	s 7.40	s 1.50	s 2.20	48	22		140.8	D	CARBON	Z	141	s 12.35	s 9.32	s 1.15	
	f 8.00	f 2.00	f 2.30	59	19	Y	144.9		MANGUM		145	f 12.25	f 9.22	f 12.55	
	s 9.00 ³⁸	s 2.25 s 2.45	s 3.05	30	220	WYSO	155.2	N T&P	CISCO	ON Crossing	155	s 12.05 ^{AM}	s 9.00 ¹⁰³	s 12.25	
	9.30	3.00	3.20	82			160.9		RUFUS		161	11.40	8.32	12.05 ^{PM}	
	f 10.00	f 3.17	f 3.37	37			168.1		PUEBLO		168	f 11.23	f 8.15	f 11.35	
	s 10.30	s 3.30	s 3.50	77	41		173.2	D	MORAN	RN	173	s 11.14	s 8.05	s 11.15	
	s 10.45 ¹⁰⁴	f 3.40	f 4.00	35	47	W	177.9	D	SEDWICK	SK	178	f 11.05	f 7.55	f 10.45 ¹⁰³	
	s 11.20	s 4.20	s 4.30		Yard	WY	188.6	N	ALBANY	AB	189	s 10.37	f 7.30	s 10.00	
	f 12.10 ^{PM}	f 4.53	f 4.58	15			199.0		ACAMPO		199	f 10.07	f 6.58	f 8.25	
	12.35	f 5.08	f 5.10		30		203.0		BUDMATHEWS		203	f 9.55	f 6.46	8.10	
	1.00	5.22	5.24	82	16		208.1		STONE		208	9.41	6.33	7.50	
	1.15	5.32	5.34	10			211.7		CLEARFORK		212	9.31	6.23	7.35	
	1.20	s 5.40	s 5.40	17	78	W	212.8	D	LUEDERS	RD	213	s 9.28	s 6.20	f 7.30	
	f 1.50	s 6.00 ³⁸	s 6.00	80	16		219.8	D WV	AVOIA	VD Crossing	220	s 9.09	s 6.00 ³⁵	f 7.00	
	L 8.30 ^{AM}	A 2.30 ^{PM}	A 6.20 ^{PM}		Yard	OWYS	227.3	N SNW	STAMFORD	SM Crossing	227	s 8.50	L 5.40 ^{AM}	L 6.30 ^{AM}	A 3.30 ^{PM}
	f 9.10	s 7.05	s 7.30	21			236.1		TUXEDO		236	s 8.08		f 2.45	
	s 9.55	s 7.30	s 7.55	31	80	W	246.9	KCMO D	HAMLIN	HA Crossing	247	s 7.43		s 1.50	
	f 10.50	s 7.55	s 8.10	33			258.3		ROYSTON		258	s 7.13		f 1.10	
	f 11.15	s 8.10	s 8.25		9		263.5		NORTH ROBY		264	s 7.00		f 12.50	
	11.45 ^{AM}	8.25 ^{AM}			Yard	Y	269.1	D Arrive	ROTAN	Leave NA	269	6.45 ^{PM}		12.30 ^{PM}	
	105 12.9	103 12.6	35 20.1	37 21.9								36 22.4	38 22.7	104 12.6	106 13.9

No. 105 is superior to No. 106.

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. 92 is superior to No. 92.
- 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, Granger, Austin, San Antonio, Smithville, Houston, DeLeon, Cisco, Stamford and Rotan.

2-a. Third and Fourth Class trains and freight Extras will report for orders before leaving Bellmead, Granger, 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 S. P. 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 and passenger extras will register at Nogalitos by Form 68.

3-a. Trains No. 1, No. 2, No. 4, No. 7, No. 8, No. 17 and No. 18 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 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 842.6, Bellmead, and Mile 846.0, Waco, will run ahead of overdue superior trains on double track, and when receiving clear interlocking signals ahead of, 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 Track 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 Track from S. P. 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, La Grange, Houston, DeLeon, Cisco and Albany Yards, expecting to find main track occupied.

5. Maximum Speed: (Miles per hour)

Division	Passenger Trains	Regular Scheduled KFF & Mdse. Trains	Other Freight Trains
San Antonio (Between Waco and Granger)	60	30	25
San Antonio (Between Granger and Pershing)	60	30	25
San Antonio (Between San Marcos and Nogalitos)	60	30	25
Houston (Between Granger and Houston)	60	30	25
Belton Branch	40	20	15
Between Waco and Sedwick	40	20	15
Between Sedwick and Rotan	30	20	15
Cross Plains Branch	15	15	15
Reversed Direction on Double Track	35	20	20

44% Engines do not exceed 15 miles per hour between Sedwick and Stamford
Trains handling oil cars, either loaded or empty, do 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 track 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 engines, with, or without, cars, 20 miles per hour, except as otherwise restricted.

5-e. Maximum speed of southward trains through switch at north end, double track, Bellmead, 30 miles per hour.

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

Waco (Pass. trains) 18 miles per hour	Elgin	6 miles per hour
Waco (Frt. trains) 12 miles per hour	Bastrop	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

5-l. Maximum locomotives which can be operated over certain bridges at restricted speed:

San Marcos Division—Engines larger than 30% freight and 26% passenger shall not exceed 15 miles per hour over bridge M-50.5.

Houston Division—All engines shall not exceed 15 miles per hour over bridge 1084.0.

6. Train's schedules at Sealy are effective at passing track north of the station; Hewitt, at end of double track; Temple, at passing track extending just south of the passenger station (generally known as the "Middle Passing Track") which intersects main track through cross-over just north of the water tank.

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 S. P. crossing at Eureka is located on left hand side of track.

6-c. Interlocker home signal for northward trains governing S. P. 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 847.4, northward traffic to Mile 909.6, San Antonio Division, and to Mile 908.4, Houston Division.

From Mile 1032.9 to Mile 1034.6, San Antonio Division.

6-e. At Schull, whenever it is necessary for a southward train to hold main track 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 track, 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 track 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 track switch at Nogalitos is for outward passenger trains.

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

7-f. Normal position of switch, north end of double track, Bellmead, is for southward trains.

7-g. Switch at end, double track, Hewitt, is mechanically controlled by operator in Hewitt telegraph office, interlocking rules governing.

7-h. Switch at north end of double track, Bellmead, is electrically controlled by operator in Bellmead telegraph office, interlocking rules governing. When home signals are inoperative, call-on light located on top of instrument case at switch permits movement through switch after communicating with operator and then observing that switch points are properly set. Phone in booth at switch for communicating with operator.

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:

Name	San Antonio Division 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	U946.6	Both	20
Iglehart	U953.5	South	20
Grueue	M999.7	Both	22
Solms	M1006.6	North	27
Salado	M1027.7	Both	28
Anthony	M1034.8	Both	23

Name	Houston Division	Car Capacity
Circleville	913.7	10
Calvin	946.0	10
Belto Mine Spur	949.7	10
Fuelsdale	950.9	10
Leevan	977.3	58
Hatters	1003.6	10
San Felipe	1038.3	10
Enos	1043.0	10
Rogersville	1043.6	20
Barker	1063.9	20

Name	San Marcos Division	Car Capacity
Williman	M83.5	5
Bateman	M23.6	19
Miears	M24.6	6
Humble Oil Loading Rack	M29.4	30
Sun Oil Loading Rack	M30.3	29
Larremore	M40.1	10
Bianco Spur	M50.2	10

Name	De Leon Division	Car Capacity
Caphead (Jct.)	841.9	10
Independent Torpedo Co.	117.1	Eng. & Caboose only

Name	Stamford Division	Car Capacity
Prairie Oil & Gas	131.9	Eng. & Caboose only
Illinois Torpedo Co.	155.4	Eng. & Caboose only
Texas Co.	174.5	Eng. & Caboose only
Kay	190.7	15
Pen	192.0	12
Coghill	193.1	10
East Steel Creek	224.1	10
Plasterco Junction	250.5	10
Sand Spur	260.7	10

Name	Cross Plains Branch	Car Capacity
Diaco	B-139.1	5
Mon-Turntable Spur	B-140.0	5
Invincible Spur	B-149.5	11
Potter	B-151.3	13
Peerless Carbon Co.	B-153.2	10
Western Carbon Co.	B-153.2	18
Phillips Petroleum Co.	B-153.5	16

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

Name	Houston Division	MP Location
Circleville	Houston Division	913.7
Cummings Creek	Houston Division	1005.6
Aquilla	DeLeon Division	20.8
East Steel Creek	DeLeon Division	43.9
South Hubbard Creek	Stamford Division	179.4
Slpe Springs	Cross Plains Branch	138.8

8-c. Yards protected by yard limit boards:

Bellmead to Waco, inclusive	LaGrange
Temple	New Ulm
Granger	Sealy
Iglehart to Austin, inclusive	Eureka to Houston, inclusive
Ajax to San Marcos, inclusive	Lockhart
New Braunfels	Bem
Travis Yard to San Antonio, inclusive	DeLeon
Taylor	Cisco
Elgin	Albany to Pen
Smithville	Stamford
	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
Waco—Engineers Rest Room	Houston—Roundhouse
Temple—Telegraph Office	DeLeon—Telegraph Office
Granger—Telegraph Office	DeLeon—Round House
New Braunfels—Depot	Stamford—Telegraph Office
Nogalitos—Yard Office	Stamford—Round House
Nogalitos—Round House	Rotan—Depot
San Antonio—Passenger Station	

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	Moran—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	Duncan, E. C., Cisco
Stocking, B. R., Belton	Center & Son, B., Galveston
Hampton, H., DeLeon	Peacock, T. J., Houston
Houston Watch Co., 1st Floor Southern Pacific Bldg.	
Roth, V. E., New Braunfels	
Humble, O. B., 1801 1/2 South Flores St., San Antonio	
Gildemeister & Son, Chas., 516 E. Houston Street, San Antonio	
Harshbarger, C. E., DeLeon	
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, 5, 6 and 24	San Felipe	23 and 24
Burkland	3 and 6	Enos	23 and 24
Dessau	3 and 6	Barker	23 and 24
Grueue	3 and 6	Bateman	23 and 29
Solms	3 and 6	Larremore	23 and 29
Circleville	23 and 24	Elm Mott	37 and 38
Calvin	23 and 24	Coghill	31 and 33

10-a. No. 23 will stop on flag at following stations for revenue passengers destined to stations on Houston Division:

Lorena	Eddy	Troy	Holland
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10-b. No. 1 and No. 2 stop at Georgetown for receiving and discharging passengers to and from San Antonio, Waco, and scheduled stops north of Waco, and stop at New Braunfels and San Marcos for passengers to and from Waco and scheduled stops north of Waco.

10-c. No. 13 will stop between Waco and Ft. Worth to discharge Pullman Passengers.

10-d. No. 8 will stop between Waco and Dallas to discharge Pullman passengers from Houston and Galveston.

10-e. No. 8 will stop on flag at New Braunfels for revenue passengers destined to stations on the San Marcos and Houston Divisions.

11. Abbreviations:

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

12. EMPLOYEES HOSPITAL ASSOCIATION.
DR. E. F. YANCEY, Medical Director, Sedalia, Missouri.

- LOCAL SURGEONS.
- LITTLE RIVER—
Dr. H. B. Granberry, Oculist.
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.
- BARTLETT—
Dr. R. S. Sutton.
- 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.
Dr. J. H. Burleson, Oculist.
Dr. T. J. Walthall, Nose and Throat Specialist.
Dr. W. H. Hargis.
Dr. W. M. Basset.
Dr. J. W. Kenney.
- 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. Bynum.
- 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. Hamble.
- HICO—
Dr. J. D. Currie.
- IREDELL—
Dr. A. N. Pike.
- KATY—
Dr. J. M. Stewart.
- LA GRANGE—
Dr. R. H. Knolle.
- MORGAN—
Dr. L. E. Maples.
- MORAN—
Dr. W. A. Burns.
- NEW BRAUNFELS—
Dr. A. J. Hinman.
- PFLUGERVILLE—
Dr. August Kuhn.
- RISING STAR—
Dr. Tom Patterson.
- ROTAN—
Dr. W. W. Callan.
- STAMFORD—
Dr. E. P. Bunkley, Oculist.
Dr. Dallas Southard.
- SAN ANTONIO—
Dr. W. B. Russ, Division Surgeon-Examiner.
Dr. J. H. Burleson, Oculist.
Dr. T. J. Walthall, Nose and Throat Specialist.
Dr. W. H. Hargis.
Dr. W. M. Basset.
Dr. J. W. Kenney.
- SMITHVILLE—
Dr. W. R. Curham, Division Surgeon-Examiner.
Dr. J. H. E. Powell, Division Surgeon-Examiner.
- SAN MARCOS—
Dr. T. Kinney.
- SEALY—
Dr. O. F. Howe.
- TAYLOR—
Dr. R. E. Bledsoe.
Dr. Edmond Doak.
- TEMPLE—
Dr. J. G. Jenkins.
Dr. J. S. McColvey.
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. J. O. Hall, Oral Surgeon.
- WALNUT SPRINGS—
Dr. W. C. 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)	_____
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	_____

14. S. P. 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 and structures having horizontal clearance of less than 15 feet and vertical clearance of less than 22 feet above top of rail, and will not clear man on top or side of engine or car. Side walls and overhead door plate of the Bedford-Carriage Stone building at Cisco through which spur track extends will not clear a man on top or side of car. Employees are cautioned to stay off of cars while being handled into or through this building.

San Antonio Division	Houston Division	DeLeon Division	Stamford Division
Bridge No.	Bridge No.	Bridge No.	Bridge No.
M-992.2	1083.5	20.8	144.8
M-1033.7		97.6	168.8
M-1034.0			179.1
M-1034.1			184.5
M-1034.2			189.9
M-1034.4			211.5
M-1034.5			220.5
M-1034.6			

Overhead Highway Bridge, Cisco Yard

Trolley wires over R. and N. W. Ry. transfer track, North Roby.

Guys and trolley wire over Texas Electric Railway Company connection with cut-off track near Bern.

19. The engine whistle must be sounded at all whistling posts and approaching every public crossing from a point 80 rods (1320 ft.) from the crossing and, except where crossing watchmen are on duty, when automobiles or other vehicles are seen approaching the track or when view is obscured so engineers cannot see approaches to crossing the signals will be sounded so as to permit the whistle signal (Rule 14 L) to be sounded a second time beginning 600 feet from the crossing, the last sound to continue until the engine passes over the crossing.

20. 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:

Kind	Auto	Box	Coal	Flat	LPT	Rfgr.	Stock	Tank	Ballast	Cinder	Cab.
Tons...	22	20	20	18	26	26	20	22	21	19	18

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TONNAGE RATINGS

Locomotives		61% Booster	61%	54%	44% Booster	44%	41%	30%					
From	To	Adjustment Tons	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	
Bellmead	Smithville	6	2550	77	2200	67	1900	58	1675	51	1000	30	
Bellmead	Smithville	7	3000	91	2550	77	2250	68	1875	57	1150	35	
Eddy	Smithville	7	3300	100	2750	83	2450	74	2100	64	1300	39	
Smithville	Bellmead	5	2550	77	2200	67	1900	58	1675	51	1000	30	
Granger	Bellmead	6	2780	84	2400	73	2065	62	1825	55	1100	33	
Smithville	Houston	6	2800	85	2500	76	2100	64	1800	54	1050	32	
Smithville	LaGrange	7	4200	127	3700	112	3200	97	2900	88	1850	56	
New Ulm	Houston	10	5000	151	4500	136	4200	127	3600	109	2100	64	
Houston	Smithville	6	2800	85	2500	76	2000	61	1800	54	1050	32	
Houston	New Ulm	9	4800	145	4300	130	3500	106	3000	91	1900	58	
LaGrange	Smithville	8	4600	140	4200	127	3500	106	3000	91	1900	58	
Smithville	San Marcos	5					1800	54	1520	46	1015	31	
San Marcos	Smithville	5					1800	54	1520	46	1015	31	
San Marcos	San Antonio	5	2350	71	2000	61	1800	54	1520	46	1015	31	
San Antonio	San Marcos	5	2350	71	2000	61	1800	54	1520	46	1015	31	
Granger	Austin	5	2350	71	2000	61	1800	54	1520	46	1015	31	
Austin	Granger	5	2350	71	2000	61	1800	54	1520	46	1015	31	
Austin	San Marcos	5	2000	61	1800	54	1500	45	1300	39	815	25	
San Marcos	Austin	5	2300	70	2000	61	1700	51	1550	47	980	30	
Bellmead	DeLeon	5					1900	58	1500	45	1350	41	
Comyn	DeLeon	5					2225	67	1750	53	1600	48	
DeLeon	Bellmead	5					1900	58	1500	45	1350	41	
DeLeon	Comyn	5					2225	67	1750	53	1600	48	
Dublin	Steiner	5					2225	67	1750	53	1600	48	
Tokio	Bellmead	10					3800	115	3000	91	2700	82	
DeLeon	Albany	5					1900	58	1500	45	1350	41	
Albany	Stamford	4					1350	41	1150	35	1000	30	
Albany	Coghill	5					2225	67	1750	53	1600	48	
Acampo	Stamford	10					3200	97	2500	76	2200	67	
Stamford	Cisco	5					1900	58	1500	45	1350	41	
Cisco	DeLeon	5					2000	61	1600	48	1450	44	
Acampo	Albany	10					3800	115	3000	91	2700	82	
Carbon	DeLeon	7					2350	71	1850	56	1650	50	
Stamford	Rotan	6					2100	64	1650	50	1500	45	
Tuxedo	Hamlin	7					2475	75	1950	59	1800	54	
Rotan	Stamford	6					3800	115	3000	91	2850	86	
DeLeon	Cross Plains	5								1350	41	950	29
Cross Plains	DeLeon	5								1350	41	950	29

Ratings are for trains containing the number of cars listed. For each additional car deduct from rating, or for each car less, add to rating the amount shown in adjustment column, to give correct rating of trains of varying length.

E. V. JOHNSON,
H. W. DAVIDSON,
B. A. McDONALD,
Trainmasters.

A. H. ROTHMEYER,
F. RUTLEDGE
Road Foremen of Engines.

B. G. WHITLOW,
Chief Dispatcher.

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

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

