

MISSOURI-KANSAS-TEXAS RAILROAD COMPANY

OF TEXAS

SOUTH TEXAS DISTRICT

EMPLOYEES' TIME TABLE No. 10

Effective Sunday, November 4, 1928

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

Superseding Previous Time Tables and Supplements

For Employes Only

D. C. DOBBINS,
Superintendent

O. W. CAMPBELL,
Superintendent Transportation

F. W. GRACE,
General Superintendent

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

FOURTH CLASS				THIRD CLASS			Fuel, Water, Telephone, Turn Table, Track Scales, Wye and Car Capacity	Distance from St. Louis	Time Table No. 10 Effective 12:01 A. M. November 4, 1928								FIRST CLASS				SECOND CLASS		
53 Mixed Daily Except Sunday	85 Way Monday Wednesday Friday	93 Way Daily Except Sunday	91 Way Monday Wednesday Friday	271 Merchandise Daily	71 Merchandise Daily	73 K. F. F. Daily			STATIONS	5 Flyer Daily	19 11 O'clock Katy Daily	9 11 O'clock Katy Daily	3 Limited Daily	23 Passenger Daily	1 Texas Special Daily	29 Alamo Special Daily							
			7.30AM AM		12.20PM PM	5.30AM AM	BELLMEAD WYSOPT Yard																
			8.00		12.45	5.50	WACO W		12.25	1.50	1.55	11.50	11.55	4.00									
		f 8.30			1.05	6.15	HEWITT W		12.40	2.02	2.08	12.03 PM	12.09 PM	4.15									
		s 9.00			1.20 74	6.35	LORENA RN		12.47	2.08	2.16	12.10 90	12.17 90	4.23									
		s 9.30			1.46 2	6.55	EDDY ED		12.56	2.17	2.26	12.18	12.27	4.32									
		s 10.01			2.10	7.15	TROY VO		1.05	2.26	2.36	12.26 74	12.37 74	4.43									
		10.15			2.20	7.25	SAMPSON W		1.11	2.31	2.40	12.30	12.42	4.48									
		10.28			2.28	7.34	SCHULL W		1.15	2.35 6	2.44	12.34	12.46	4.52									
L 3.20 PM		s 10.35			2.35	7.40	TEMPLE JN		1.25	s 2.40	s 2.51	s 12.43	s 12.53	s 4.58									
3.25		10.40			2.45	7.43	COBEL Interlocker		1.30	2.42	2.56	12.46	12.57	5.02 70									
A 3.35 PM		10.55			2.52	7.50	ECHO W		1.34	2.45	2.59	12.50	1.00	5.05									
		f 11.15 74			3.05	8.05	LITTLE RIVER RI		1.40	2.51	3.05	12.56	f 1.12 2	5.11									
		f 11.45			3.17	8.20	SPARKS W		1.47 6	2.57	3.11	1.07 2	f 1.20	5.17									
		s 12.15 PM			3.30	8.32 90	HOLLAND FN		f 1.55	3.03	3.19 10	1.15	s 1.27	5.23									
		12.25			3.43 70	8.40	SUMMERS W		2.00	3.06	3.24	1.20	1.31	5.26									
		s 12.54 2			4.00	8.55	BARTLETT BR		s 2.08	3.11 10	3.30	1.26	s 1.37	5.30									
		1.10			4.10	9.10	TIDWELL W		2.14	3.16	3.36	1.32	1.42	5.34 24									
	L 3.00 AM 10	A 1.15 PM			A 4.35 PM	A 9.20 AM	GRANGER G		s 2.25	A 3.20 AM	3.40 20	s 1.40	A 1.48 PM	5.37									
	s 3.30						WEIR W		2.45 10		3.55	f 1.53		5.53 4									
	s 4.04 9						GEORGETOWN GY		s 2.55		4.04 93	s 2.05		6.03									
	4.25						NELSON W		3.07		4.14	2.17		6.13									
	s 4.45						PFLUGERVILLE GU		f 3.23		4.28	f 2.30		6.25									
	f 5.00						SPRINKLE W		f 3.37		4.38	2.41		6.35									
	A 5.30 AM						PERSHING W		3.55 AM		4.55 AM	2.55 PM		6.50 PM									
							AUSTIN DI		s 4.05	s 5.10 AM	s 3.05	s 7.00											
							VIA I-GN		4.15 AM		3.15 PM	7.10 PM											
							M-K-T JUNCTION K		5.05 AM		6.00 AM	4.20 PM		8.00 PM									
	10.50 AM				12.55 23 AM		AJAX Interlocker		5.06		6.01	4.22		8.01	L 4.55 AM								
	s 11.05				1.05		SAN MARCOS O		s 5.20		6.03	s 4.30		8.04	A 5.00 AM								
	11.30				1.25		HUNTER W		f 5.30		6.13	4.41		8.15									
	1159				1.55 274		NEW BRAUNFELS YARD W		5.43		6.26	4.53		8.29									
	s 12.10 PM				2.15		NEW BRAUNFELS NB		s 5.47		6.27	s 4.55		8.30									
	12.35				2.40		OOMAL Interlocker		6.00		6.37	5.05		8.40									
	f 1.00				3.05		LUXELLO NA		f 6.09		6.45	5.14		8.49									
	f 1.25				3.30		FRATT W		6.21		6.55	5.25		9.01									
	1.35				3.40		REMOUNT W		6.26		6.59	5.29		9.06									
	1.40				3.45		BENZ W		6.30		7.02	5.32		9.08									
	1.45				3.50		TRAVIS YARD W		6.32		7.05	5.34		9.10									
	1.55				4.05		HAG W		6.37		7.10	5.39		9.15 6									
	2.18 4				4.30		NOGALITOS YD		6.50		7.20	5.48		9.25									
	PM				AM		SAN ANTONIO YD		7.00 AM		7.30 AM	5.55 PM		9.35 PM									
53 18.2	85 15.0	93 18.2	91 11.3	271 14.5	71 15.8	73 17.0		195.5 Average Speed Per Hour	5 29.3	19 41.7	9 34.6	3 31.7	23 33.2	1 34.6	29 9.6								

No. 52 and No. 53, when one hour 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.)

No. 2 is superior to all trains. No. 1 is superior to all trains except No. 2. No. 9 is superior to No. 5 between San Marcos and San Antonio. No. 93 is superior to No. 92.

NORTHWARD TRAINS

SAN ANTONIO DIVISION

NORTHWARD TRAINS

SECOND CLASS								FIRST CLASS								THIRD CLASS		FOURTH CLASS				
	28 Alamo Special	20 11 O'clock Katy	10 11 O'clock Katy	6 Flyer	4 Limited	24 Passenger	2 Texas Special							74 Stock	274 Stock	70 K. F. P.	90 Way	92 Way	84 Way	52 Mixed		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Tuesday Thursday Saturday	Daily Except Sunday	Tuesday Thursday Saturday	Daily Except Sunday			
		AM	AM	AM	PM	PM	PM															
		5.10	4.50	3.35	7.35	7.25	2.20															
		4.56	4.35	3.21	7.20	7.10	2.05															
		4.50	4.27	3.11	7.12	7.01	1.57															
		4.41	4.17	2.59	7.04	6.50	1.46															
		4.33	4.08	2.47	6.56	6.39	1.36															
		4.29	4.02	2.40	6.52	6.34	1.32															
		4.25	3.58	2.35	6.48	6.30	1.28															
		4.22	3.55	2.27	6.45	6.25	1.25															
		4.15	3.45	2.09	6.38	6.20	1.20															
		4.12	3.42	2.05	6.35	6.17	1.17															
		4.07	3.35	1.58	6.30	6.09	1.12															
		4.01	3.27	1.47	6.25	6.01	1.07															
		3.54	3.19	1.37	6.19	5.53	1.01															
		3.51	3.15	1.33	6.16	5.48	12.58															
		3.47	3.11	1.28	6.12	5.42	12.54															
		3.42	3.03	1.20	6.08	5.34	12.48															
		L 3.40	3.00	1.15	6.05	5.25	12.45															
		2.45	12.56	5.53			12.30															
		2.34	12.45	5.45			12.21															
		2.23	12.31	5.36			12.12															
		2.08	12.18	5.26			12.01															
		1.56	12.06	5.18			11.53															
		1.40	11.50	5.05			11.40															
		1.30	11.40	4.55			11.30															
			11.30	4.45			11.25															
		12.45	10.40	3.40			10.35															
		12.42	10.35	3.38			10.30															
		12.40	10.33	3.37			10.29															
		12.24	10.19	3.25			10.18															
		12.09	10.03	3.11			10.03															
		12.08	10.02	3.10			10.02															
		11.58	9.50	3.03			9.52															
		11.49	9.40	2.50			9.44															
		11.38	9.27	2.39			9.33															
		11.34	9.24	2.35			9.29															
		11.32	9.22	2.32			9.27															
		11.30	9.20	2.30			9.24															
		11.25	9.15	2.26			9.20															
		11.18	9.03	2.18			9.13															
		11.15	9.00	2.15			9.10															
		28 9.6	20 41.7	10 34.6	6 29.3	4 36.2	24 31.3	2 37.4														

Time Table No. 10
Effective 12:01 A. M.
November 4, 1928

STATIONS

BELLMEAD Arrive BJ Crossing
-2.5-
WACO Interlocker WC
HEWITT W
LOBENA RN
EDDY ED
TROY VO
SAMPSON
SCHULL
TEMPLE JN
COBEL Interlocker
ECHO
LITTLE RIVER RI
SPARKS
HOLLAND FN
SUMMERS
BARTLETT BR
TIDWELL
GRANGER G
WEIR U 9
GEORGETOWN GY U 15
NELSON U 21
PFLUGERVILLE GU U 30
SPRINKLE U 36
PERSHING
AUSTIN DI U 47
VIA I-GN
M-K-T JUNCTION K Interlocker
AJAX M 52
SAN MARCOS O M 53
HUNTER M 60
NEW BRAUNFELS YARD
NEW BRAUNFELS NB M 69
COMAL M 77
LUXELLO NA M 83
FRATT M 91
REMOUNT M 94
BENZ M 96
TRAVIS YARD M 97
HAIG M 100
NOGALITOS Interlocker Leave YD M 103
SAN ANTONIO Interlocker Leave M 104

No. 52 and No. 53, when one hour, 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.

Average Speed Per Hour

SOUTHWARD TRAINS

HOUSTON DIVISION

NORTHWARD TRAINS

FOURTH CLASS			THIRD CLASS		FIRST CLASS			Fuel, Water, Telephone Track Scales, Turn Table, Wye and Car Capacity, Passing Tracks	Distance from St. Louis	Time Table No. 10 Effective 12:01 A. M. November 4, 1928	Station Numbers	FIRST CLASS			THIRD CLASS		FOURTH CLASS				
99 Way	97 Way	95 Way	71 Merchandise	73 K. F. P.	23 Passenger	19 11 O'clock Katy	15 Alamo Special					24 Passenger	20 11 O'clock Katy	16 Alamo Special	74 Stock	70 K. F. P.	94 Way	96 Way	98 Way		
Monday Wednesday Friday	Tuesday Thursday Saturday	Tuesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	Yard WYPO 136	908.1	N Leave	GRANGER	Arrive G	908	5.25	3.40	9.30	3.15	12.30			
		AM 7.30	PM 4.35	AM 9.30 ⁷⁴	PM 1.48	AM 3.20								PM 5.10 ⁷¹	AM 3.30 ¹⁹	AM 9.12	PM 2.65	AM 12.01	PM		
		7.50	5.10 ²⁴	10.05	1.59	3.30 ²⁰		P 80	915.2		HOXIE		915	5.10 ⁷¹	3.30 ¹⁹	9.12	2.65	12.01	PM		
		8.25	5.25	10.20	2.10	3.38		PYS 181	918.9	N	TAYLOR	JG	919	5.01	3.20	9.05	2.40	11.40			
		8.45 ⁷⁴	5.40	10.35	2.20 ⁷⁰	3.46		P 107	923.9	L-GN	CHASE	Interlocker	924	4.50	3.11	8.45 ⁹⁵	2.20 ²³	11.15			
		9.00	5.50	11.01 ⁹⁴	2.25	3.50		P 44	926.7	D	COUPLAND	CD	927	4.45	3.07	8.35	1.50	11.01 ⁷³			
					2.40	4.02		PY	934.8	SP	ELGIN	Interlocker	935	4.30	2.56						
		9.40	6.15	11.45	2.41	4.03		PW 125	935.0	N	ELGIN YARD		940	4.23	2.55	8.20	1.12	10.20			
		10.00	6.27	12.12	2.49	4.10		P 15	939.9		OAR DUFF		940	4.16	2.48	8.05	12.50	10.00			
		10.25	6.37	12.31 ⁷⁰	2.55	4.15		P 72	943.6		SAYERS		944	4.09	2.43	7.53	12.31 ⁷³	9.25			
		10.45	6.48	12.46	3.02	4.20		P 37	947.0		GLENHAM		947	4.03	2.37	7.40	12.11	9.00			
		10.55	6.55	12.56	3.07	4.23		PY 103	948.9	D	PHELAN	MA	949	4.00	2.34	7.35	12.05	8.50			
		11.15	7.15	1.15	3.20	4.32		PW 72	953.8	D	BASTROP	BA	954	3.53	2.26	7.20	11.50	8.00			
		11.35 ⁷⁰	7.33	1.40	3.28	4.40		P 103	958.4		HILLS PRAIRIE		958	3.44	2.20	7.05	11.35 ⁹⁵	7.45			
		11.57	7.48	2.01	3.37 ²⁴	4.46		P 70	962.4		UPTON		962	3.37 ²³	2.15	6.52	11.22	7.30			
		12.46	8.02	2.15	3.45	4.51		P 48	966.0		FAWCETT		966	3.30	2.10	6.40	11.11	7.15			
L 6.00 AM		A 1.00 PM	8.15 8.45	A 2.30 PM	3.50 3.55	A 4.59 L 6.05	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		A 1.30 PM
f 6.15			9.03		4.03	5.13	3.20	P 77	974.0	SA&AP	KIRTLY	Interlocker	974	3.07	1.51	2.43	10.17			f 1.00	
s 8.00			9.18		4.12	5.20	f 3.29	YP 125	978.3	N	WEST POINT	WP	978	2.57	1.44	f 2.33	10.05			s 12.30 PM	
f 8.25			9.33		4.21	5.27	3.37	P 108	982.4		PLUM		982	2.45	1.37	2.25	9.50			f 11.25	
					4.33		3.50	PW	988.2		LA GRANGE		988	2.32		s 2.11					
s 9.30 ⁷⁰			9.57		4.34	5.38	3.51	P 91	988.5	D	LA GRANGE YARD	RA	994	2.26	1.27	2.10	9.30 ⁹⁹			s 11.00	
f 10.05			10.17		4.46	5.46	4.00	P 87	994.2		HALSTED		994	2.16	1.19	2.00	9.10			f 9.55	
s 10.40			10.55		4.58	5.58	s 4.14	P 125	1001.5	D	FAYETTEVILLE	VY	1002	2.02	1.07	s 1.47	8.45			s 9.25	
f 11.05			11.10		5.10	6.07	4.25	P 89	1007.1		PISEK		1007	1.48	1.36	8.28			f 8.50		
f 11.30 AM	L 8.10 AM ⁷⁰		11.43		5.20	6.17	s 4.37	YP 69	1013.6	N	NEW ULM	UM	1014	1.37	12.47	s 1.25	8.10 ⁹⁷	A 2.30 PM	L 8.30 AM		
	8.30		12.02 AM		5.28	6.24	4.45	P 95	1017.5		HIXON		1018	1.27	12.40	1.17	7.55			2.00	
	s 9.00		12.31 ²⁰		5.40	6.33	f 4.56	P 114	1024.0	D	OAT SPRING	OS	1024	1.15	12.31 ⁷¹	f 1.05	7.30			s 1.40	
	9.20		12.55 ¹⁶		5.48	6.40	5.07	P 70	1029.0		LADIG		1029	1.06	12.23	12.55 ⁷¹	7.15			1.20	
s 10.30			1.15		5.59	6.50 ⁷⁰	s 5.18	WYPO 120	1035.0	N	SEALY	SY	1035	12.56 ⁹⁶	12.15	12.45	6.50 ¹⁹			12.56 ²⁴ PM	
	11.00		1.33		6.10	7.01	5.32	P 59	1041.9	GC&SF	MODOWELL	Crossing	1042	12.42	12.04 AM	12.32	6.10			11.30	
s 12.34 ²⁴ PM			1.55		6.20	7.10	s 5.45 ⁷⁰	P 104	1047.8	D	BROOKSHIRE	BK	1048	12.34 ⁹⁷	11.55	12.24	5.45 ¹⁵			11.00	
12.55			2.08		6.27	7.16	5.53	P 67	1052.1		DORSON		1052	12.25	11.49	12.15	5.30			10.25	
s 1.20			2.20		6.35	7.21	s 6.00	WP 97	1055.8	D	KATY	RS	1056	12.19	11.43	12.10 AM	5.17			10.10	
1.40			2.38		6.43	7.28	6.10	P 104	1060.4		DELHI		1061	12.11	11.37	11.59	5.03			9.50	
f 2.00			2.57		6.53	7.37	6.21	P 162	1066.5		ADDICKS		1066	12.02 PM	11.29	11.49	4.47			f 9.30	
2.20			3.22		7.04	7.45	6.33	P 126	1072.9		HILLENDAHL		1073	11.53	11.21	11.38	4.31			9.10	
2.40			3.45		7.15	7.55	6.45	P 141	1079.1	SP	EUREKA	Interlocker	1079	11.44	11.13	11.28	4.15			8.50	
					7.20	7.59	f 6.50	P	1081.1	N	HOUSTON HEIGHTS	KA	1081	11.40	11.09	11.24					
			3.54		7.25	8.03	6.55	P Yard	1082.5	SP	SPRING STREET	Crossing	1083	11.35	11.05	11.20	4.05			8.35	
			4.00 ⁷⁰		7.30	8.10	7.00	PSWTO Yard	1083.9	N	HOUSTON	Leave HU	1084	11.30	11.00 10.30 PM	11.15	4.00 ⁷¹ 8.30 AM			8.30	
			9.30 AM		10.00 AM				1134.0		GALVESTON		1134		8.40 PM		12.01 AM				
99 8.2	97 10.3	95 11.1	71 13.4	73 12.8	23 80.8	19 86.4	15 29.9			225.9 Average Speed Per Hour			24 29.7	20 36.4	16 31.2	74 20.4	70 14.8	94 11.1	96 11.7	98 8.8	

WESTWARD TRAINS

SAN MARCOS DIVISION

EASTWARD TRAINS

FOURTH CLASS		THIRD CLASS		FIRST CLASS		Fuel Water, Turn Table, Scales, Wyo. Car Capacity Passing Tracks	Distance from Smithville	Time Table No. 10 Effective 12:01 A. M. November 4, 1928		Station Numbers	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
85 Way		271 Merchandise		29 Alamo 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	OWYT Yard P			N Leave	SMITHVILLE	Arrive SM	969	AM 2.55		AM 5.45		PM 2.30
f 7.20		9.55		f 3.15	P 43	5.1			TOGO		M 5	f 2.45		5.25		f 2.10
s 7.40		10.20		f 3.25	P 38	10.2			ROSANKY		M 10	f 2.36		5.05		s 1.50
f 8.05		10.35		f 3.34	P 38	14.3			JORDAN		M 15	f 2.27		4.50		f 1.31
s 8.20		11.00		s 3.46	P 34	20.3			RED ROCK		M 21	s 2.15		4.30		s 1.10
s 8.45		11.30		s 4.02	P 274	28.4		D	DALE	D	M 29	s 1.55		4.02		s 12.36
s 9.45		12.01 AM		s 4.22	WP 39	36.4		D	LOOKHART	CO	M 37	s 1.22		3.35		s 12.01 PM
s 10.15		12.25		f 4.36	P 35	43.5		D	MAXWELL	MZ	M 44	f 1.11		3.15		s 11.34
s 10.30		12.40		f 4.44	P 41	46.8		D	REEDVILLE	RD	M 47	f 1.05		3.00		s 11.25
10.50 AM		12.55 AM 28		4.55 AM	YP	51.5		Arrive	AJAX	Leave	M 52	12.55 AM 271		2.45 AM		11.00 AM
85 13.4		271 15.1		29 27.8					51.5 Average Speed Per Hour			28 25.8		274 17.2		84 14.7

WESTWARD TRAINS

BELTON BRANCH

EASTWARD TRAINS

FOURTH CLASS		Car Capacity Passing Tracks	Distance from St. Louis	Time Table No. 10 Effective 12:01 A. M. November 4, 1928		Station Numbers	FOURTH CLASS		SPEED TABLE					
	55 Mixed							54 Mixed			Speed Per Hour	Time	Speed Per Hour	Time
	Daily Ex. Sunday			STATIONS			Daily Ex. Sunday		Miles	M	S	Miles	M.	S.
	3.35 PM	P	883.3	Leave	ECHO	Arrive	883	9.30 AM						
	4.05 PM	Yard OP	890.0	D Arrive	BELTON	Leave MY	L 7	9.00 AM						
	55 13.4				6.7 Average Speed Per Hour			54 13.4						

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	38	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	Time Table No. 10 Effective 12:01 A. M. November 4, 1928		Station Numbers	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
101	61		35	37			36					38			62	102				
Way	Through		Passenger	Passenger			Passenger	Passenger							Passenger	Passenger		Through	Way	
Mondays Wednesdays Fridays	Daily		Daily	Daily			Daily	Daily							Daily	Daily		Daily	Tuesdays Thursdays Saturdays	
			PM 8.20	AM 8.00					Yard	WS				846	AM 6.30	PM 3.40				
			VIA CAPHEAD						Yard		1.0				AM 6.20	PM 3.26		AM	PM	
	AM	PM							Yard	OWST	2.8			843	VIA EAST WACO				7.00 ¹⁰¹	4.20
	7.00 ⁶²	9.30	PM 8.28	AM 8.08							3.6			4					6.50	4.15
	7.05	9.35		8.30	8.10						5.9			6	6.06 AM	3.15 PM			6.40	4.00
	7.15	9.50		8.35	8.15						13.1			18	5.51	3.00			6.15	3.30
	f 7.35	10.20		8.50	s 8.30		52				17.0			17	f 5.41	f 2.51			6.00	f 3.15
	f 7.45	10.30		f 8.57	f 8.37		52				24.2			24	s 5.25	s 2.35			5.35	s 2.50
	s 8.10	11.00		s 9.11	s 8.50		45	30			34.4			D 34	s 5.02	s 2.14 ¹⁰²			5.05	s 2.14 ³⁸
	s 8.40	11.35		s 9.33	s 9.11		43	59			40.4			D 40	f 4.45	f 1.59			4.48	
				9.46	f 9.23			10			45.7			46	f 4.33 ⁶²	s 1.49			4.33 ³⁶	f 1.05
	f 9.34 ³⁷	12.05 AM		f 9.59	s 9.34 ¹⁰¹		50				51.9			52	4.20	1.37			4.08	12.35
	9.55	12.30		10.10	9.46		27				54.5			GC&SP 55	s 4.15	s 1.31			4.00	s 12.20 PM
	s 10.10	12.55		s 10.17	s 9.53		51	52			63.9			N 64	s 3.55	s 1.11			3.30	s 11.40
	s 10.50	1.25		s 10.39	s 10.15		62	170	WOY		73.9			D 74	s 3.35	s 12.51			3.00	s 10.35 ³⁷
	s 11.25	1.55		s 11.00	s 10.35 ¹⁰²		45	34			85.2			D 85	s 3.15	s 12.30 ¹⁰¹ PM			2.30 ⁶¹	s 9.50
	s 12.10 PM ³⁸	2.30 ⁶²		s 11.24	s 11.20		46	105	SW		92.5			D 93	s 2.55 ⁶¹	s 11.56			1.40	f 9.15
	f 12.55	2.55 ³⁶		s 11.40	s 11.34		47				97.7			98	s 2.40	s 11.45 ³⁷			1.10	f 8.55
	f 1.34	3.20		s 11.53	s 11.45 ³⁸			32			106.5			SL&SW&FW&R 107	s 2.15	s 11.25			12.22 AM ³⁵	s 8.20
	s 2.20	4.00		s 12.22 AM ⁶²	s 12.10 PM		50	160	SW		110.5			D 111	2.03	11.14			11.50	7.30
	2.40	4.20		12.32	12.18		46				114.8			115	f 1.53	s 11.05			11.20	f 7.15
	f 3.00	4.40		f 12.42	s 12.27		45	43			119.7			N 120	1.40 AM	10.55 AM			11.00 PM	7.00 AM
	3.20 PM	5.00 AM		12.55 AM	12.37 PM			Yard	OYW											
	101	61		35	37										36	38			62	102
	14.0	15.6		26.1	25.9										24.8	25.2			14.6	12.5

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	Time Table No. 10 Effective 12:01 A. M. November 4, 1928		Station Number	THIRD CLASS	
	51										50	
	Mixed										Mixed	
	Daily										Daily	
	PM 2.00			Yard	OYW	119.7		N Leave	120		PM 9.40	
	f 2.50		16			129.3			B 129		f 9.00	
	s 3.20		82	48		186.0			B 136		s 8.20	
	s 4.15		50	58		147.3		D	B 147		s 7.25	
	s 4.55		22	79		155.2		D	B 155		s 6.50	
	5.20 PM			Yard	Y	159.9		D Arrive	B 160		6.30 PM	
	51										50	
	12.1										12.7	

No. 51 is superior to No. 50.

WESTWARD TRAINS

STAMFORD DIVISION

EASTWARD TRAINS

7

FOURTH CLASS				FIRST CLASS		Passing Track Capacity	Other Tracks Car Capacity	Oil, Water, Wye, Turn Table, Scales	Distance from Waco	Time Table No. 10 Effective 12:01 A. M. November 4, 1928	Station Numbers	FIRST CLASS		FOURTH CLASS		
105	103	35	37	36	38							104	106			
Way	Way	Passenger	Passenger	Passenger	Passenger	Way	Way	Passenger	Passenger	Passenger	Passenger	Way	Way			
Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday			
	AM 6.00	AM 1.00	PM 12.45			Yard	OYW	119.7	N Leave	DELEON	Arrive DN	120	AM 1.25	AM 10.50	PM 4.00	
	f 6.25	f 1.12 ³⁶	f 12.55			43	8	125.2		RUOKER		125	f 1.12 ³⁵	f 10.37	f 3.45	
	s 6.55	s 1.27	s 1.08			74	127	130.5	D	GORMAN	GF	131	s 12.58	s 10.27	s 3.30	
	f 7.40	f 1.50	f 1.30			48	22	140.8	D	OARBON	Z	141	f 12.35	f 10.05	f 3.00	
	f 8.00	f 2.00	f 1.38			59	19	144.9		MANGUM		145	s 12.25	s 9.56	f 2.40	
	s 9.35 ³⁸	s 2.25	s 2.05 ¹⁰⁴			30	220	155.2	N T&P	CISCO	ON Crossing	155	s 12.05 ^{AM}	s 9.35 ¹⁰³	s 2.05 ³⁷	
	9.55	3.12	2.30			82		160.9		RUFUS		161	11.42	9.12	12.45	
	f 10.30	f 3.28	f 2.45			37		168.1		PUEBLO		168	f 11.26	f 8.58	f 12.20 ^{PM}	
	s 11.05	s 3.43	s 2.55			77	41	173.2	D	MORAN	RN	173	s 11.16	s 8.46	s 11.55	
	f 11.35 ¹⁰⁴	f 3.53	f 3.05			35	47	177.9	D	SEDWICK	SK	178	f 11.06	f 8.35	f 11.35 ¹⁰³	
	s 12.10 ^{PM}	s 4.15	s 3.35				Yard	188.6	D	ALBANY	AB	189	s 10.36	s 8.10	s 10.45	
	f 1.00	f 4.45	f 4.00			15		199.0		ACAMPO		199	10.16	f 7.49	f 9.55	
	1.15	4.55	f 4.10			30		203.0		BUDMATTHEWS		203	f 10.07	f 7.39	9.35	
	1.30	5.10	4.25			82	16	208.1		STONE		208	9.53	7.28	9.05	
	s 1.60	s 5.20	s 4.35			17	78	212.8	D	LUEBERS	RD	213	s 9.40	s 7.17	s 8.50	
	f 2.15	f 5.37	f 4.53			80	16	219.8	D WV	AVOOC	VD Crossing	220	s 9.22	s 7.01	f 8.25	
	L 8.30 ^{AM}	L 2.45 ^{PM}	L 5.55	L 6.45 ³⁸	L 5.10 ^{PM}			227.3	N SNW	STAMFORD	DF Crossing	227	s 9.05	L 6.45 ³⁵	L 8.00 ^{AM}	L 3.30 ^{PM}
	f 9.10	f 7.05	f 7.05	f 7.05	f 7.05	21		236.1		TUXEDO		236	s 8.25		f 2.45	
	s 9.55	s 7.30	s 7.30	s 7.30	s 7.30	31	80	246.9	D KCMO	HAMLIN	HA Crossing	247	s 7.58		s 1.50	
	f 10.50	f 7.55	f 7.55	f 7.55	f 7.55	33		258.3		ROYSTON		258	s 7.28		f 1.10	
	f 11.15	f 8.10	f 8.10	f 8.10	f 8.10		9	263.5		NORTH ROBY		264	s 7.15		f 12.50	
	11.45 ^{AM}	8.30 ^{AM}	8.30 ^{AM}	8.30 ^{AM}	8.30 ^{AM}		Yard	269.1	D Arrive	ROTAN	Leave NA	269	7.00 ^{PM}		12.30 ^{PM}	
	105 12.9	103 12.3	35 19.9	37 24.4									36 23.5	38 26.4	104 13.5	106 13.9
										149.4 Average Speed Per Hour						

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. 5 is superior to No. 5 between San Marcos and San Antonio.
No. 93 is superior to No. 92.
No. 105 is superior to No. 106.
No. 51 is superior to No. 50.

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 one hour, 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.)

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 trains and freight Extras will report for orders before leaving Bellmead, Granger, Austin, Nogalitos, Smithville, Houston, DeLeon, Cisco, Stamford and Rotan.

2-b. Southward trains will report to S. P. Dispatcher at Austin by telephone from Pershing.

2-c. No. 52 and 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.

2-d. Third and fourth class trains and freight extras will register at Nogalitos. 3. Trains No. 1, No. 2, No. 4, No. 9, No. 10, No. 19 and No. 20 will register at Granger by Form 68. Trains No. 1, No. 3, No. 5 and No. 9 will register at M-K-T Jct. by Form 68.

3-a. Eastward First Class trains and passenger extras will register at Bem.

3-b. 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 843.0 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 843.0 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 843.0, 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 Mile 843.6 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.

4-e. All trains move under control between North Yard Limit Board Eureka and Houston expecting to find main track occupied.

4-f. Abbreviations:

W—Water
O—Oil
T—Turntable
S—Track Scales
Y—Wye
P—Telephone

D—Day Telegraph Office only
N—Day and Night Telegraph Office
NO—Night Telegraph Office only
f—Stop for meals
s—Regular Stop
f—Flag Stop

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. Small figures shown at Bellmead, Waco, Austin, Houston and Galveston indicate the advertised leaving and arriving time only. See Special instructions—4, 4-a, 4-c, 14-a, 14-b, 14-c and 14-d.

14-a. S. P. time table and rules govern between Pershing and Austin.

14-b. I-G. N. time table and rules govern between Austin and M-K-T Junction.

14-c. 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	1088.5	20.8	144.8
M-1032.7		97.6	179.1
M-1034.0			184.5
M-1034.1			189.9
M-1034.2			211.5
M-1034.4			220.5
M-1034.5			
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 Bem.

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 enginemen 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

TONNAGE RATINGS

Locomotives		64% Booster		64%		57%		47% Booster		47%		32%		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	Rating Tons	No. Cars	Rating Tons	No. Cars	
Bellmead	Smithville	6	2675	80	2310	70	2000	60	1775	54	1070	32	1000	30			
Bellmead	Hewitt	7	3000	91	2550	77	2250	68	1875	57	1150	35	1150	35	Excess Rate		
Hewitt	Smithville	7	3150	95	2675	80	2360	71	1985	60	1230	37	1150	35	Excess Rate		
Eddy	Smithville	7	3465	104	2885	87	2570	77	2225	67	1390	41	1300	39	Excess Rate		
Smithville	Bellmead	6	2675	80	2310	70	2000	60	1775	54	1070	32	1000	30			
Granger	Bellmead	6	2920	88	2520	76	2170	65	1935	58	1175	35	1100	33	Excess Rate		
Smithville	Houston	6	2940	88	2625	79	2205	66	1910	57	1125	34	1050	32			
Smithville	LaGrange	7	4410	132	3885	117	3360	101	3075	92	1980	60	1850	56	Excess Rate		
New Ulm	Houston	10	5250	150	4725	140	4410	132	3815	115	2245	67	2100	64	Excess Rate		
Houston	Smithville	6	2940	88	2625	79	2205	66	1910	57	1125	34	1050	32			
Houston	New Ulm	9	5040	150	4515	135	3675	110	3180	96	2030	61	1900	58	Excess Rate		
LaGrange	Smithville	8	4830	145	4410	132	3675	110	3180	96	2030	61	1900	58	Excess Rate		
Smithville	San Marcos	5					1890	57	1610	48	1085	33	1015	31			
San Marcos	Smithville	5					1890	57	1610	48	1085	33	1015	31			
San Marcos	San Antonio	5	2465	74	2100	63	1890	57	1610	48	1085	33	1015	31			
San Antonio	San Marcos	5	2465	74	2100	63	1890	57	1610	48	1085	33	1015	31			
Granger	Austin	5	2465	74	2100	63	1890	57	1610	48	1085	33	1015	31			
Austin	Granger	5	2465	74	2100	63	1890	57	1610	48	1085	33	1015	31			
Austin	San Marcos	5	2100	63	1890	57	1575	47	1375	41	875	26	815	25			
San Marcos	Austin	5	2415	73	2100	63	1890	57	1640	49	1085	33	1015	31			
Bellmead	DeLeon	5					1925	58	1640	49	1085	33	1015	31			
Comyn	DeLeon	5					2240	68	1850	56	1280	39	1200	36	Excess Rate		
DeLeon	Bellmead	5					1925	58	1640	49	1085	33	1015	31			
DeLeon	Comyn	5					2240	68	1850	56	1280	39	1200	36	Excess Rate		
Dublin	Steiner	5					2150	58	1850	56	1280	39	1200	36	Excess Rate		
Tokio	Bellmead	10					3810	115	3180	96	2030	60	1900	58	Excess Rate		
DeLeon	Albany	5					1925	58	1640	49	1085	33	1015	31			
Albany	Stamford	4					1400	42	1220	37	750	23	700	21			
Albany	Coghill	5					2240	68	1850	56	1280	39	1200	36	Excess Rate		
Acampo	Stamford	10					3200	97	2650	80	1500	45	1400	42	Excess Rate		
Stamford	Cisco	5					1925	58	1640	49	1085	33	1015	31			
Cisco	DeLeon	5					2200	62	1850	51	1070	32	1000	30			
Acampo	Albany	10					3840	115	3180	96	2030	60	1900	58	Excess Rate		
Carbon	DeLeon	7					2370	72	1960	59	1335	40	1250	38	Excess Rate		
Stamford	Rotan	6					2225	67	1750	53	1230	37	1150	35			
Tuxedo	Hamlin	7					2625	79	2065	62	1550	47	1450	44	Excess Rate		
Rotan	Stamford	10					4000	120	3180	96	2140	64	2000	61			
DeLeon	Cross Plains	5									1010	30	950	29			
Cross Plains	DeLeon	5									1010	30	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.

H. W. DAVIDSON,
B. A. McDONALD,
J. A. BARNARD,
Trainmasters.

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

B. G. WHITLOW,
Chief Dispatcher,
Waco.

C. A. BIRGE, Jr.
Chief Dispatcher,
Smithville.

F. S. LEWIS,
E. S. WALSH,
J. G. SCHMIDT,

C. D. TOWNSLEY,
A. S. LEE,
W. M. HOOE,
M. A. JONES,
Dispatchers.

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

