

**MISSOURI-KANSAS-TEXAS RAILROAD COMPANY**  
**OF TEXAS**

**SAFETY**

**FIRST**

**SOUTH TEXAS DISTRICT**

**EMPLOYEES' TIME TABLE No. 17**

**17**

**Effective Sunday, May 17, 1936**

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

**17**

**Superseding Previous Time Table and Supplements**

**For Employes Only**

**D. C. DOBBINS,**  
Superintendent

**J. H. LITTLE,**  
Superintendent of Transportation

**F. W. GRACE,**  
Vice President and General Manager

FOURTH CLASS				THIRD CLASS				Fuel, Water, Telephone, Turn Table, Track Scales, Wye and Car Capacity Sidings	Distance from St. Louis	STATIONS				FIRST CLASS			
53	55	97	381	91	281	71	81			5	25	1	3				
Way	Mixed	Way	Komet	Way	Komet	Misc.	Komet	WYSOPT Yard	843.0	N Leave	BELLMEAD	BJ					
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Tuesday Thursday Saturday	Daily Except Sunday	Daily	Daily Except Saturday			SLSW	2.5 Interlocking Device		AM	AM	AM	PM	
				6.00AM		11.50AM	10.30PM			SLSW, T.&N.O.-IGN.	Interlocker						
				AM		AM	PM			N	WACO	Leave WC	1.40	1.50	11.55	3.30	
				6.15		12.15 PM	10.37	WPS	845.5	D	HEWITT	W	1.52	2.02	12.07 PM	3.44	
				6.37		12.40	10.51	P	853.1	D	LORENA		1.59	2.09	12.13	3.51	
				6.50		1.10	10.59	P	858.4	D	EDDY	ED	2.07	2.17	12.21	4.03	
				7.10		1.25	11.12	P	865.2	D	TROY	VO	2.15	2.25	12.29	4.14	
				7.30		1.40	11.23	P	872.1	D	SAMPSON		2.19	2.29	12.33	4.19	
				7.40		1.50	11.30	P	875.3	D	SCHULL		2.23	2.33	12.37	4.23	
				7.48		2.00	11.36	P	878.2	N	TEMPLE	JN	2.35	2.45	12.43	4.31	
				7.55		2.20	11.39	WP	880.0	GC&SP	COBEL	Interlocker	2.37	2.47	12.45	4.33	
				8.05		2.30	11.43	P	881.1	D	ECHO		2.40	2.50	12.48	4.36	
				8.10		2.35	11.47	P	883.3	D	LITTLE RIVER		2.46	2.56	12.53	4.43	
				8.25		2.46	11.54	P	887.6	D	SPARKS		2.52	3.04	12.58	4.50	
				8.40		2.58	12.02	AM	892.0	D	HOLLAND	FN	2.58	3.10	1.04	5.00	
				8.55		3.13	12.10	P	896.8	D	SUMMERS		3.02	3.14	1.07	5.05	
				9.03		3.25	12.15	P	899.3	D	BARTLETT	BR	3.07	3.22	1.11	5.13	
				9.15		3.35	12.20	P	902.8	D	TIDWELL		3.11	3.26	1.15	5.18	
				9.30		3.44	12.25	P	906.1	N	GRANGER	G	3.15	3.29	1.18	5.27	
				1.30 AM		3.50 PM	12.30 AM	POWY	908.1	D	WEIR		3.29		1.30	5.49	
				1.55				P	917.4	D	GEORGETOWN	GY	3.37		1.37	5.58	
				2.20				P	923.2	D	NELSON		3.45		1.45	6.08	
				2.50				P	929.4	D	PFLUGERVILLE	GU	3.57		1.56	6.21	
				3.15				P	937.8	D	SPRINGLE		4.05		2.04	6.32	
				3.30				P	944.4	D	PERSHING		4.20		2.18	6.48	
				4.00 AM				WP	953.7	N	AUSTIN	FY	4.30		2.28	6.58	
								VP Yard	955.5	N	VIA I-GN		4.40 AM		2.30 PM	7.10 PM	
									984.9	N	M-K-T JUNCTION	K	5.27 AM		3.15 PM	7.55 PM	
									985.5	I-GN	AJAX	Interlocker	5.28		3.16	7.56	
									986.3	D	SAN MARCOS	O	5.34		3.17	8.01	
									993.3	D	HUNTER		5.45		3.25	8.10	
									1002.7	D	NEW BRAUNFELS YARD		5.57		3.36	8.22	
									1003.1	N	NEW BRAUNFELS	NB	5.58		3.37	8.26	
									1010.6	I-GN	OOMAL	Interlocker	6.10		3.46	8.36	
									1016.8	D	LUXELLO		6.19		3.54	8.47	
									1024.8	D	FRATT		6.29		4.05	8.57	
									1027.7	D	REMOUNT		6.33		4.09	9.01	
									1029.2	D	BENZ		6.35		4.11	9.03	
									1030.3	D	TRAVIS YARD		6.37		4.13	9.05	
									1032.8	D	HAIQ		6.41		4.16	9.10	
									1037.5	GH&A and T&N	NOGALITOS	Interlocker	6.50		4.23	9.20	
									1038.5	N Arrive	SAN ANTONIO	Interlocker	7.00 AM		4.30 PM	9.30 PM	

195.5 Average Speed Per Hour

No. 2 is superior to all trains.

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



SOUTHWARD TRAINS

HOUSTON DIVISION

NORTHWARD TRAINS

FOURTH CLASS			THIRD CLASS		FIRST CLASS		Fuel, Water, Telephone Track Scales, Turn Table, Wye and Car Capacity Sidings	Distance from St. Louis	Time Table No. 17 Effective 12:01 A. M. May 17, 1936	Station Numbers	FIRST CLASS		THIRD CLASS		FOURTH CLASS	
91 Way	71 Mdse.	81 Komet	23 Katy Limited	25 Katy Flyer	24 Katy Limited	26 Katy Flyer					70 Steamer Stock	80 Komet	90 Way			
Tuesday Thursday Saturday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily Except Saturday	Monday Wednesday Friday			
AM 10.10	PM 3.50	AM 12.30	PM 5.37	AM 3.29	Yard 186 WYPO	903.1	N Leave	GRANGER	Arrive G	908	PM 4.50	AM 3.15	AM 9.00	AM 1.36	AM 11.35	
10.30	4.10	12.41	5.46	3.38	P 80	916.2		HOXIE		916	4.40	3.04	8.35	1.23	11.00	
10.59	4.34 <sup>24</sup>	12.47	5.52	3.46	PYS 181	918.9	N LGN	TAYLOR	JG Interlocker	919	4.34 <sup>71</sup>	2.58	8.25	1.17	10.50	
11.14	4.51	12.56	6.02	3.53	P 107	923.9		CHASE		924	4.26	2.48	8.10	1.09	9.55	
11.23	4.59	1.04 <sup>80</sup>	6.07	3.57	P 44	928.7	D T&NO	COUPLAND	OD Interlocker	927	4.21	2.44	8.03	1.04 <sup>81</sup>	9.45	
			6.20	4.09	PY	934.8	N	ELGIN	J	935	4.09	2.34				
12.01 <sup>PM</sup>	5.20	1.17	6.21	4.10	PW 125	935.0		ELGIN YARD			4.07	2.33	7.37	12.51	9.20	
12.48	5.39	1.30	6.32	4.20	P 72	943.6		SAYERS		944	3.56	2.23	7.12	12.39	8.30	
12.58	5.47	1.36	6.37	4.25	P 87	947.0		GLENHAM		947	3.52	2.18	7.02	12.33	8.10	
1.03	5.53	1.39	6.40	4.28	P 108	948.9		PHELAN		949	3.49	2.16	6.58	12.30	7.55	
1.30	6.10	1.47	6.48	4.36	P 72	953.8	D	BASTROP	BA	954	3.42	2.09	6.42	12.22	7.40	
1.45	6.25	2.04 <sup>25</sup>	6.56	4.43	P 103	958.4		HILL'S PRAIRIE		958	3.35	2.04 <sup>81</sup>	6.30	12.14	7.00	
2.01	6.40	2.10	7.03	4.48	P 70	962.4		UPTON		962	3.30	1.58	6.20	12.07	6.50	
2.15	6.50	2.20	7.09	4.53	P 48	966.0		FAWCETT		968	3.25	1.52	6.10	12.01 <sup>AM</sup>	6.40	
2.30 <sup>PM</sup>	7.00	2.30	7.15	4.58	OWPSTY Yard	969.4	N	SMITHVILLE	SM	969	3.20	1.45	6.00	11.54	6.30 <sup>AM</sup>	
	8.12	2.50	7.27	5.10 <sup>70</sup>	P 77	974.0	T&NO	KIRTLLEY	Interlocker	974	3.06	1.37	5.10 <sup>25</sup>	11.37		
	8.24	3.00	7.33	5.16	PY 125	978.3	N	WEST POINT	WP	978	2.59	1.30	4.39	11.30		
	8.36	3.10	7.41	5.22	P 108	982.9		PLUM		982	2.52	1.23	4.28	11.23		
			7.51	5.30	P	988.2		LA GRANGE		988	2.40	1.14				
	8.58	3.24	7.52	5.31	P 91	989.0		LA GRANGE YARD	RA		2.39	1.13	4.15	11.13		
	9.18	3.33	8.00	5.38	P 67	994.2		HALSTED		994	2.30	1.06	4.06	11.05		
	9.45	3.52 <sup>70</sup>	8.10	5.48	P 125	1002.1	D	FAYETTEVILLE	VY	1002	2.18	12.56	3.52 <sup>81</sup>	10.53		
	10.06	4.05	8.17	5.55	P 89	1007.1		PISEK		1007	2.09	12.49	3.20	10.45		
	10.35 <sup>80</sup>	4.20	8.27	6.04	PY 125	1013.6	D	NEW ULM	UM	1014	2.00	12.40	3.06	10.35 <sup>71</sup>		
	11.14	4.44	8.41	6.19	P 114	1024.0	D	OAT SPRING	OS	1024	1.44	12.26	2.44	10.19		
	11.32	4.56	8.51	6.27	P 70	1030.0		LADIG		1029	1.33	12.18	2.31	10.10		
	12.11 <sup>20 AM</sup>	5.10	9.03	6.35	WPY 120	1035.0	N GC&SP	SEALY	Interlocker	1035	1.25	12.11 <sup>71</sup>	2.22	10.02		
	12.53	5.25	9.15	6.45	P 59	1041.9		MCDOWELL		1042	1.14	12.02 <sup>AM</sup>	2.07	9.51		
	1.10	5.37	9.25	6.54	P 104	1047.8	D	BROOKSHIRE	BK	1048	1.05	11.54	1.54	9.43		
	1.23	5.46	9.34 <sup>80</sup>	7.01	P 67	1052.1		DORSON		1052	12.58	11.48	1.45	9.34 <sup>23</sup>		
	1.37 <sup>70</sup>	5.55	9.40	7.07	WP 97	1056.0	D	KATY	RS	1056	12.52	11.43	1.37 <sup>71</sup>	9.18		
	1.50	6.06	9.47	7.14	P 104	1060.4		DELHI		1061	12.44	11.37	1.27	9.11		
	2.04	6.17	9.55	7.22	P 162	1066.5		ADDICKS		1066	12.34	11.29	1.14	9.02		
	2.20	6.28	10.04	7.31	P 126	1072.9		HILLENDAHL	Interlocker	1078	12.24	11.21	12.59	8.52		
	2.38	6.40	10.14	7.40	P 141	1079.5	T&NO	EUREKA	Interlocking device	1079	12.15	11.13	12.45	8.42		
	2.45	6.45	10.20	7.45		1081.1	T&NO	HOUSTON HEIGHTS		1081	12.10	11.09	12.40	8.38		
	2.53	6.50	10.25	7.50		1082.5		SPRING STREET		1083	12.05	11.03	12.35	8.34		
	3.00 <sup>AM</sup> 4.30 <sup>AM</sup>	7.15 <sup>AM</sup>	10.30 <sup>PM</sup>	7.55 <sup>AM</sup> 8.10 <sup>AM</sup>	OWPST Yard	1083.9	N Arrive	HOUSTON	Leave HU	1084	12.01 <sup>PM</sup>	11.00 <sup>PM</sup> 8.30 <sup>PM</sup>	12.30 <sup>AM</sup> 8.00 <sup>PM</sup>	8.30 <sup>PM</sup>		
	8.00 <sup>AM</sup>			9.35 <sup>AM</sup>		1134.0		GALVESTON		1134		8.00 <sup>PM</sup>	6.15 <sup>PM</sup>			
91 14.2	71 15.7	81 26.0	23 36.0	25 39.7				285.9 Average Speed Per Hour			24 36.5	26 41.4	70 20.7	80 34.5	90 12.1	

WESTWARD TRAINS

SAN MARCOS DIVISION

EASTWARD TRAINS

THIRD CLASS				Fuel Water, Telephone, Turn Table, Scales, Wyo. Car Capacity Sidings	Distance from Smithville	Time Table No. 17		Station Numbers	THIRD CLASS				
53 Mixed		281 Komet				Effective 12:01 A. M. May 17, 1936			52 Mixed		280 Komet		
Daily Except Saturday		Daily Except Sunday				STATIONS		Daily Except Sunday		Daily Except Saturday			
PM 9.30	AM 2.35	OWPSTY	Yard P			N Leave	SMITHVILLE	Arrive SM	969	AM 9.10	PM 10.40		
f 9.45	2.46	P	43	5.5			TOGO		M 5	f 8.50	10.29		
f 9.59	2.54	P	38	10.2			ROSANKY		M 10	f 8.35	10.21		
f 10.13 <sup>280</sup>	3.02	P	38	14.3			JORDAN		M 15	f 8.20	10.13 <sup>53</sup>		
f 10.26	3.14	P	34	20.3			RED ROOK		M 21	f 8.01	10.01		
f 10.45	3.30	P	60	28.4		D	DALE	D	M 29	f 7.31	9.45		
s 11.10	3.46	P	100	36.4		D	LOOKHART	OO	M 37	s 7.05	9.29		
f 11.30	4.00	P	35	43.5			MAXWELL	MZ	M 44	f 6.20	9.13		
f 11.45	4.08	P	41	46.8			REEDVILLE	RD	M 47	f 6.06	9.03		
12.01 AM	4.20 AM	PY		51.5		Arrive	AJAX	Leave	M 52	5.50 AM	8.50 PM		
53	281									52	280		
20.5	29.4									15.5	28.1		
						51.5							
						Average Speed Per Hour							

WESTWARD TRAINS

BELTON BRANCH

EASTWARD TRAINS

FOURTH CLASS				Fuel Telephone Car Capacity Sidings	Distance from St. Louis	Time Table No. 17		Station Numbers	FOURTH CLASS				
55 Mixed		54 Mixed				Effective 12:01 A. M. May 17, 1936			54 Mixed		Daily Ex. Sunday		
Daily Ex. Sunday						STATIONS		Daily Ex. Sunday					
2.45 PM		P		883.3		Leave	ECHO	Arrive	883	9.30 AM			
3.15 PM		Yard OP		890.0		D Arrive	BELTON	Leave MY	L 7	9.00 AM			
55										54			
13.4										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			

Train register for ECHO located Temple.

Train register for AJAX located San Marcos.

WESTWARD TRAINS

DELEON DIVISION

EASTWARD TRAINS

FOURTH CLASS		FIRST CLASS		Car Capacity Sidings	Capacity Other Trucks	Fuel, Water, Wye, Scales, Turn Table	Distance from Waco	Time Table No. 17 Effective 12:01 A. M. May 17, 1936		Station Numbers	FIRST CLASS		FOURTH CLASS		
93 Way	35 Passenger	36 Passenger	92 Way					Stations	36 Daily		92 Daily Except Monday				
Daily Except Sunday	Daily	AM 6.00	PM	Yard	WS			N Leave	WACO	Arrive WC	846	PM 9.40			
AM	VIA CAPHEAD	Yard		Yard		1.0		St.L.S.W. Interlocking Device				PM 9.32			
		AM 6.07		Yard	OWST	2.8		T.&N.O.-LGN-St.L.S.W. Interlocker	EAST WACO			VIA EAST WACO		4.00	
12.01	f 6.10					3.6		N Leave	BELLMEAD	Arrive BJ	843				
12.05	f 6.16					5.3		0.8	CAPHEAD		4			3.55	
12.17	f 6.30	52				13.1		Texas Electric R R	2.3	Crossing	6	f 9.19		3.45	
f 12.40	f 6.38	52				16.4			BEM		13	f 9.05		f 3.20	
f 12.55	f 6.53	45	30			24.2			ROSS		17	f 8.57		f 3.05	
f 1.20	f 7.13	43	59	W		34.0			WIGGINS		24	f 8.43		f 2.45	
f 1.55	f 7.23	10				40.0		D	AQUILLA		34	f 8.24		f 2.10	
2.15	f 7.33	50				45.7			WHITNEY	WN	40	f 8.12		1.50	
f 2.31	f 7.43	27				51.0			NELA		46	f 8.02		f 1.35	
2.50	f 7.49	51	52			54.5		GC&SP	GRAVEL PIT	Interlocker	52	7.51		1.15	
f 3.00	f 8.07	62	170	W		63.3		N	MORGAN	MN	55	f 7.46		f 1.05	
f 3.30	f 8.27	45	34			73.9		D	WALNUT SPRINGS	JS	64	f 7.27		f 12.35	
f 4.05	f 8.47	46	105	W		84.8			IRDELL		74	f 7.08		f 12.05 PM	
f 4.47	f 9.00	47				92.0		D	HICO	HN	85	f 6.48		f 11.30	
f 5.20	f 9.10	32				97.1			CLAIBETTE		93	f 6.33		f 10.57	
f 5.38	f 9.30	50	160	SW		105.5			ALEXANDER		98	f 6.23		f 10.40	
s 6.10	9.37 <sup>92</sup>	46				110.5		D	DUBLIN	DU	107	f 6.05		f 10.10	
6.22	f 9.45	45	43			114.8			MT. AIRY		111	f 5.55		9.37 <sup>35</sup>	
f 6.35	9.55 <sup>AM</sup>	Yard	OYW			119.7		D Arrive	COMYN		115	f 5.48		f 9.15	
7.00 <sup>AM</sup>									DELEON	Leave DN	120	5.40 <sup>PM</sup>		9.00 <sup>AM</sup>	
93 16.7	35 30.6							119.7				36 29.9		92 16.7	
							Average Speed Per Hour								

WESTWARD TRAINS

CROSS PLAINS BRANCH

EASTWARD TRAINS

THIRD CLASS		Passing Tracks Car Capacity	Car Capacity Other Trucks	Fuel, Water, Turn Table, Wye, Truck Scales	Distance from Waco	Time Table No. 17 Effective 12:01 A. M. May 17, 1936		Station Number	THIRD CLASS		
51 Mixed	50 Mixed					Stations	50 Monday Wednesday Friday				
Monday Wednesday Friday	Monday Wednesday Friday					D Leave	DELEON	Arrive DN	120	PM 4.00	
AM 9.15		Yard	OYW		119.7				B 129	f 3.15	
f 9.55		16			129.3				B 136	f 2.45	
s 10.25		32	48		136.0				B 147	f 1.55	
s 11.20		50	58		147.3	D	RISEING STAR	RS	B 155	f 1.20	
s 11.50		22	70		155.2	D	PIONEER	ON	B 160	f 1.00 <sup>PM</sup>	
12.15 <sup>PM</sup>		Yard	Y		159.9	D Arrive	CROSS PLAINS	Leave CR		1.00 <sup>PM</sup>	
51 13.4	50 13.4					40.2				50 13.4	
					Average Speed Per Hour						

No. 51 is superior to No. 50.

WESTWARD TRAINS

STAMFORD DIVISION

EASTWARD TRAINS

FOURTH CLASS				FIRST CLASS				Car Capacity Siding	Other Tracks Car Capacity	Fuel, Water, Wye, Turn Table, Scales	Distance from Waco	Time Table No. 17 Effective 12:01 A. M. May 17, 1936			Station Numbers	FIRST CLASS		FOURTH CLASS	
57	93	35		36	92	56	36					92	56						
Mixed	Way	Passenger												Passenger		Way	Mixed		
Daily Except Sunday	Daily Except Sunday	Daily		Daily	Daily Except Monday	Daily Except Sunday	Daily	Daily Except Monday	Daily Except Sunday										
	AM 8.00 <sup>92</sup>		AM 10.00					Yard	OYW	119.7	D Leave	DELEON	Arrive DN	120	PM 5.35		AM 8.00 <sup>93</sup>		
	f 8.15		f 10.10	48	8					125.2		BUOKER		125	f 6.25		f 7.40		
	f 8.35		= 10.20	74	127	W				130.5	D	GORMAN	GF	131	= 5.15		f 7.23		
	f 9.05		= 10.40	48	22					140.8	D	OARBON	Z	141	f 4.55		f 6.52		
	f 9.18		= 10.50	59	19	Y				144.9		MANGUM		145	f 4.45		f 6.35		
	= 11.15 <sup>35</sup>		= 11.10	80	220	WYS				154.7	N	OISCO	ON	155	= 4.25		= 6.00		
	11.35		= 11.25	82						160.9	T&P	RUFUS	Interlocker	161	4.00		4.58		
	f 11.55		f 11.39	37						168.1		PUEBLO		168	f 3.46		f 4.32		
	f 12.20 PM		= 11.49	77	41					173.2	D	MORAN	RN	173	= 3.37		f 4.15		
	f 12.35		f 11.59	35	47					177.9		SEDWICK		178	f 3.28		f 3.55		
	= 1.30		= 12.19 PM		Yard	Y				188.6	D	ALBANY	AB	189	= 3.08		= 3.25		
	f 2.00		f 12.40	15						199.0		ACAPO		199	f 2.48		f 2.35		
	2.15		f 12.48	30						203.0		BUDMATTHEWS		203	f 2.41		2.20		
	2.33 <sup>36</sup>		12.57	82	18					208.1		STONE		208	2.33 <sup>93</sup>		2.05		
	f 3.05		= 1.06	17	78	W				212.3	D	LUEDERS	RD	213	= 2.24		f 1.50		
	f 3.20		= 1.19	80	16					219.8	WV	AVOIA	Crossing	220	= 2.09		f 1.25		
	L 4.30 PM	L 4.00 PM	A 1.35 PM		Yard	OWYS				227.3	D	STAMFORD	DF	227	L 1.55 PM		L 1.00 AM	A 11.30 PM	
	f 5.10			21						236.1	D	TUXEDO	Crossing	236			f 10.45		
	= 5.55			31	80	W				246.9	P&SF	HAMLIN	Crossing	247			= 9.50		
	f 6.50			33						258.3	D	ROYSTON		258			f 9.10		
	f 7.15				9					263.5	D	NORTH ROBY	RO	264			f 8.50		
	7.45 PM				Yard	Y				269.1	D	ROTAN	Leave NA	269			8.30 PM		
57	93		35							149.4				36			92	56	
12.9	13.4		30.0							Average Speed Per Hour				29.8			15.4	13.9	

No. 35 is superior to No. 36.

No. 57 is superior to No. 56.

**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. 35 is superior to No. 36 between DeLeon and Stamford.
- No. 51 is superior to No. 56.
- No. 57 is superior to No. 56.

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. 54 and No. 55 when 20 hours, or more, behind either their scheduled arriving, or leaving time, lose both rights and schedule between Temple and Echo, and can thereafter proceed only as authorized by train order. (See Rules 52 and 220.)

2. First 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, Austin, Nogalitos, Smithville, Houston, DeLeon, Cisco, Stamford and Rotan.

2-b. No. 381 and Houston division third and fourth class trains and freight extras will report for orders before leaving Granger.

2-c. Southward trains will report to T. & N. O. Dispatcher by telephone from Pershing.

2-d. Nos. 54 and 55 will register at Temple and get clearance from dispatcher before leaving Echo and Temple. Nos. 54 and 55 will report to dispatcher upon arrival, and before departure, at Echo.

2-e. Third and fourth class trains and freight extras will register at Nogalitos.

3. Trains No. 1, No. 2, No. 5, No. 6, No. 25 and No. 26 will register at Granger "by slip." Trains No. 1, No. 3 and No. 5 will register at M-K-T. Jct. "by slip."

3-a. 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 at restricted speed 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 will use main track from Waco station to Caphead and be governed by automatic block signals from Mile 843.5 to Caphead. Check North Texas District register and avoid delaying overdue first class trains; obtain orders against such opposing trains, when overdue.

4-b. No. 36 will use main track from T. & N. O. crossing (Mile 844.6) North of Brazos River Bridge to Waco station.

4-c. All trains run at restricted speed between outer switches Granger not protected by block signals; at and between Ajax and San Marcos; at and between Youkum Bend, Nogalitos, San Antonio; at and approaching San Marcos Division Jct. Switches and passenger station Smithville; at and between Spring St. and passenger station Houston; at and between Cross Plains Jct. switches, and between outer switches of yard De Leon; between outer switches of yard Cisco and Albany, expecting to find main track occupied.

4-d. Trains will not exceed 18 miles per hour over street crossings between Eureka and Spring Street, and in the street between switches at Spring Street.

4-e. Track at Hunter has connection at north end only.

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

5. Maximum Speed: (Miles per hour)

Division	Passenger Trains	Regular & Mica. Trains	Scheduled KFF	Other Freight Trains
San Antonio (Between Waco and Hewitt)	50	30	25	25
San Antonio (Between Hewitt and Granger)	50	30	25	25
San Antonio (Between Granger and Pershing)	50	30	25	25
San Antonio (Between San Marcos and Nogalitos)	55	30	25	25
Houston (Between Granger and M.P. 925)	50	30	25	25
Houston (Between M.P. 925 and Smithville)	60	30	25	25
Houston (Between Smithville and Houston)	50	30	25	25
San Marcos (Between M.P. 42 and Ajax)	35	20	15	15
San Marcos (Between Smithville and M.P. 42)	40	20	15	15
Bolton Branch	15	15	15	15
Texas Central (Between Waco and Stamford)	35	20	15	15
Texas Central (Between Stamford and Rotan)	25	20	15	15
Cross Plains Branch	18	15	15	15
Reversed Direction on Double Track	35	20	15	15

Trains handling oil cars, loaded, must not exceed 25 miles per hour at any point on San Antonio and Houston Divisions and 20 miles per hour on DeLeon and Stamford Divisions, 20 miles per hour San Marcos Division, Smithville to M.P. 42.

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





13. Engine Whistle Signal Code:

At Waco H&T&C 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 Power & Light Track	_____
Compress or T.P.L. 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. T. & N. O. 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.

15. 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, will not clear man on top or side of engine or car.

San Antonio Division	Houston Division	DeLeon Division	Stamford Division	Belton Branch
Bridge No.	Bridge No.	Bridge No.	Bridge No.	Bridge No.
M-992.2	1033.3	20.8	144.8	L-587.8
M-1033.7	1038.9	65.9	184.5	
M-1034.0	Main St.	81.7	Overhead Highway	
M-1034.1	Viaduct	82.2	Bridge, Cisco Yard	
M-1034.2	Houston	88.1		
M-1034.4		97.6		
M-1034.5				
M-1034.6				

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.

- 15-a. Following tracks not safe for 800 class engines:
  - Glenham—Mine tracks.
  - Calvin—Mine tracks.
  - Temple—No. 1, No. 2; and No. 3 tracks.
  - Georgetown—IGN Transfer track.
  - Smithville—River track.
  - La Grange—Compress tracks 1, 2, and 3.
  - Sealy—OH Mill track.
  - Taylor—OH Mill Track.

16. When actual weight of load not obtainable, use following tonnage figures:

	Weight of Car	Weight of Contents	Weight of Freight
Carload perishable moving under ice	45 tons	16 tons	18 tons
Carload perishables in refrigerators not under ice	42 tons	16 tons	18 tons
Refrigerators loaded with LCL merchandise	35 tons	7 tons	10 tons
Other cars loaded with LCL merchandise	27 tons	7 tons	10 tons
Live stock without bedding	35 tons	15 tons	18 tons
Live stock—bedded car	37 tons	15 tons	18 tons
Live Poultry	38 tons	10 tons	15 tons
When actual weights obtained on perishable loads in refrigerators add 3 tons for ice when moving under refrigeration.			
For loaded or empty stock cars containing bedding add 2 tons to light weight of car.			
Actual weight of cabooses, as shown below, will be used in every instance:			
Cabooses 350 to 722, inclusive, and 100011 to 100063, incl.	18 tons		
Cabooses 751 to 795, inclusive	21 tons		
Cabooses 796 to 820, inclusive	25 tons		
Use following tonnage figures for light weights of system coal cars in the series shown, and on foreign cars of similar types:			
40,000 series—hopper bottom	28 tons		
40,500 series—hopper bottom	31 tons		
41,000 series—flat bottom	24 tons		
When stenciled tare weights are secured by actual check, the actual tonnage			

figures should be shown on wheel reports and reports endorsed accordingly, in order that Car Accountant will not use arbitrary figures shown below:

When actual tare weights are not obtained, use tonnage figures below for empty cars:

Kind	Auto	Box	Coal	Flat	LPT	Rfgr.	Stock	Tank	Ballast	Cinder
Tons...	26	22	20, except as above	18	26	26	Clean - 20 Bedded-22	21	21	19

17. Maximum Permissible Speed on Curves not Protected by Slow Boards

Mile Post	Passenger	Freight
<b>San Antonio Division</b>		
985.3	30	15
985.6	30	15
1003.6	20	20
1034.1	30	25
1037.7	20	15
<b>Houston Division</b>		
913.8	25	25
921.0	45	30
927.6	50	30
928.1	45	30
933.0	50	30
941.4	45	30
942.4	45	30
943.0	45	30
946.6	45	30
950.1	50	30
950.6	45	30
951.7	45	30
952.2	45	30
962.0	45	30
962.6	45	30
963.9	45	30
968.2	45	30
968.5	45	20
968.7	45	20
971.9	45	30
974.7	45	30
975.4	45	30
975.5	45	30
976.8	45	30
976.2	45	30
976.5	45	30
989.1	40	25
990.2	45	30
990.5	45	30
992.0	45	30
992.3	50	30
995.1	45	30
996.1	45	30
996.8	45	30
997.2	45	30
998.9	45	30
999.4	45	30
1006.6	45	30
1011.4	45	30
1012.3	45	30
1013.0	45	30
1035.5	40	25
1081.4	35	20
1082.2	35	20
1083.3	25	15
1083.6	25	15
1083.6	20	15
1084.0	20	15
1084.1	20	15
1084.2	20	15

Permissible speeds must be reduced when track conditions are not suitable for maximum specified.

TONNAGE RATINGS

Locomotives		64% Booster		64%		57%		47%		32%		
From	To	Adjustment Tons	Rating Cars	No. Cars	Rating Cars	No. Cars	Rating Cars	No. Cars	Rating Cars	No. Cars		
Bellmead.....	Smithville.....	6	2750	69	2350	69	2100	53	1775	44	1240	31
Bellmead.....	Howitt.....	7	3000	75	2550	64	2250	56	1675	47	1310	33
Howitt.....	Eddy.....	7	3150	79	2675	67	2360	59	1850	50	1400	35
Eddy.....	Smithville.....	7	3465	87	2885	72	2570	64	2225	56	1390	35
Smithville.....	Bellmead.....	6	2700	68	2310	58	2050	51	1775	44	1150	29
Granger.....	Bellmead.....	6	2920	73	2520	63	2270	67	1935	48	1290	32
Smithville.....	Houston.....	6	3000	75	2625	66	2360	59	1910	48	1330	33
Smithville.....	LaGrange.....	10	4480	117	3885	97	3500	88	3075	77	2000	50
New Ulm.....	Houston.....	12	6250	131	4725	118	4410	110	3815	95	2360	60
Houston.....	Smithville.....	6	3000	75	2625	66	2360	59	1910	48	1330	33
Houston.....	New Ulm.....	10	6040	128	4515	113	4050	101	3240	81	2240	58
LaGrange.....	Smithville.....	10	6000	125	4410	110	3970	99	3180	80	2220	58
Smithville.....	San Antonio.....	5	2650	66	2200	55	2000	50	1655	42	1260	32
Lockhart.....	San Marcos.....	5	3000	75	2500	62	2270	57	1890	47	1455	36
San Marcos.....	New Braunfels.....	5	2800	70	2335	68	2120	53	1765	44	1360	34
San Antonio.....	Smithville.....	5	2465	62	2100	53	1910	48	1590	40	1225	31
New Braunfels.....	Smithville.....	5	2300	73	2520	62	2270	57	1890	47	1455	36
Granger.....	Austin.....	5	2465	62	2100	53	1910	48	1590	40	1225	31
Austin.....	Granger.....	5	2465	62	2100	53	1910	48	1590	40	1225	31
Austin.....	San Marcos.....	5	2290	57	1890	47	1700	43	1375	34	960	24
San Marcos.....	Austin.....	5	2465	62	2100	53	1910	48	1590	40	1225	31
Bellmead.....	DeLeon.....	5	.....	.....	.....	.....	2000	50	1600	40	1120	28
Comyn.....	DeLeon.....	5	.....	.....	.....	.....	2350	59	1850	48	1280	32
DeLeon.....	Bellmead.....	5	.....	.....	.....	.....	2500	60	1900	40	1120	28
DeLeon.....	Comyn.....	5	.....	.....	.....	.....	2350	59	1850	48	1280	32
Dublin.....	Stainer.....	5	.....	.....	.....	.....	2300	58	1850	46	1280	32
Tokio.....	Bellmead.....	10	.....	.....	.....	.....	3810	95	3180	80	2220	58
DeLeon.....	Albany.....	5	.....	.....	.....	.....	2500	50	1600	40	1120	28
Albany.....	Stamford.....	4	.....	.....	.....	.....	1920	38	1220	31	850	22
Albany.....	Coghlin.....	5	.....	.....	.....	.....	2350	59	1850	46	1280	32
Acampo.....	Stamford.....	10	.....	.....	.....	.....	3200	80	2650	66	1850	46
Stamford.....	Cisco.....	5	.....	.....	.....	.....	2300	50	1600	40	1120	28
Cisco.....	DeLeon.....	5	.....	.....	.....	.....	2100	53	1700	43	1200	30
Acampo.....	Albany.....	10	.....	.....	.....	.....	3840	96	3180	80	2170	54
Carbon.....	DeLeon.....	7	.....	.....	.....	.....	2370	59	1950	49	1520	39
Stamford.....	Rotan.....	5	.....	.....	.....	.....	.....	.....	1750	44	1230	31
Tuxedo.....	Hamill.....	7	.....	.....	.....	.....	.....	.....	2065	52	1550	39
Rotan.....	Stamford.....	10	.....	.....	.....	.....	.....	.....	3180	80	2290	55
DeLeon.....	Cross Plains.....	5	.....	.....	.....	.....	.....	.....	.....	.....	1010	25
Cross Plains.....	DeLeon.....	5	.....	.....	.....	.....	.....	.....	.....	.....	1010	25

Rating 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 for trains of varying length.

H. W. DAVIDSON,  
Trainmaster.

W. H. McCUNE,  
Road Foreman of Engines.

B. G. WHITLOW,  
Chief Dispatcher,  
Bellmead.

C. A. BIRGE,  
Chief Dispatcher,  
Smithville.

E. S. WALSH, C. D. TOWNSLEY,  
J. G. SCHMIDT, A. D. LANCASTER,  
W. M. HOE,  
Dispatchers.

Road Foreman of Engines has the same authority as Trainmaster while on line of Road.

**SOUTH TEXAS  
DISTRICT**

**TIME TABLE  
No. 17**

**Effective  
May 17,  
1936**