

**MISSOURI-KANSAS-TEXAS RAILROAD COMPANY**

**OF TEXAS**

**SAFETY**

**FIRST**

**SOUTH TEXAS DISTRICT**

**EMPLOYEES' TIME TABLE No. 17-B**

**17-B**

**Effective Sunday, June 20, 1937**

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

**17-B**

**Superseding Previous Time Table and Supplements**

**For Employes Only**

**H. W. DAVIDSON,**  
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	Time Table No. 17-B Effective 12:01 A. M. June 20, 1937		FIRST CLASS						
53 Through Freight	55 Mixed	97 Way	381 Komet	91 Way	281 Komet	71 Mde.	81 Komet			STATIONS		5 Katy Flyer	25 Katy Flyer	1 Texas Special	11 Passenger	3 Katy Limited		
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Tuesday Thursday Saturday	Daily	Daily	Daily	WYSOPT Yard	843.0	N Leave	BELLMEAD	BJ						
				6.00 AM		11.50 AM	10.30 PM			StLSW	2.5- Interlocking Device							
				6.15		12.15 PM	10.37	WPS	845.5	StLSW.T.&N.O.-I-GN	Interlocker							
				f 6.37		12.40	10.51	P	853.1	N	WACO	Leave WC	1.40	1.50	11.55	12.05	3.35	
				f 6.50		1.10	10.59	P	858.4	D	HEWITT	W	1.52	2.02	12.07 PM	f 12.18	f 3.49	
				f 7.10		1.25	11.12	P	865.2	D	LORENA		1.59	2.09	12.13	f 12.25	f 3.57	
				f 7.30		1.40	11.23	P	872.1	D	EDDY	ED	2.07	2.17	12.21	f 12.34	f 4.07	
				7.40		1.50	11.30	P	875.3	D	TROY	VO	2.15	2.25	12.29	f 12.43	f 4.17	
				7.48		2.00	11.36	P	878.2	D	SAMPSON		2.19	2.29	12.33	12.50	4.21	
				L 2.30 PM		2.20	11.39	WP	880.0	D	SCHULL		2.23	2.33	12.37	12.57	4.25	70
				2.40		2.30	11.43	P	881.1	N	TEMPLE	JN	s 2.35	s 2.45	s 12.43	s 1.00	s 4.35	
				A 2.45 PM		2.35	11.47	P	883.3	GO&SF	COBEL	Interlocker	2.37	2.47	12.45	1.02	4.38	
				f 8.25		2.46	11.54	P	887.6		ECHO		2.40	2.50	12.48	1.05	4.42	
				f 8.40		2.58	12.02	P	892.0		LITTLE RIVER		2.46	2.56	12.53	f 1.10	f 4.50	
				f 8.55		3.13	12.10	P	896.8		SPARKS		2.52	3.04	12.58	1.15	4.56	
				9.03		3.25	12.14	P	899.3	D	HOLLAND	FN	2.58	3.10	1.04	s 1.23	s 5.03	
				s 9.15		3.35	12.20	P	902.8	D	SUMMERS		3.02	3.14	1.07	1.27	5.07	
				9.30		3.44	12.25	P	906.1	D	BARTLETT	BR	3.07	s 3.22	1.11	s 1.32	s 5.13	24
				L 1.30 AM	A 10.00 AM	A 3.50 PM	A 12.30 AM	POWY	136	N	TIDWELL	G	3.11	3.26	1.15	1.36	5.20	
				f 1.55				P	41	N	GRANGER		3.15	A 3.29	1.18	A s 1.40	PM s 5.25	4
				s 2.20				P	26	D	WEIR		3.29		1.30		f 5.38	
				2.50				P	58	D	GEORGETOWN	GY	s 3.37		1.37		s 5.46	
				f 3.15				P	35	D	NELSON		3.45		1.45		5.55	
				f 3.30				P	28	D	PFLUGERVILLE	GU	3.57		1.56		f 6.07	
				A 4.00 AM				WP	953.7		SPRINKLE		4.05		2.04		6.17	
								YP	955.5		PERSHING		4.20	AM	2.18	PM	6.35	PM
										N	AUSTIN	FY	s 4.30	AM	s 2.28	PM	s 6.45	PM
											VIA I-GN		4.40	AM	2.30	PM	6.50	PM
										N	M-K-T JUNCTION	K	5.27	AM	3.15	PM	7.35	PM
								PY	984.9	I-GN	AJAX	Interlocker	5.28		3.16		7.36	
								WP	30	D	SAN MARCOS	C	s 5.34	52	3.17		s 7.40	
									20		HUNTER		5.45		3.25		7.49	
								Y	91		NEW BRAUNFELS YARD		5.57		3.36		7.59	
								WSPO	30	N	NEW BRAUNFELS	NB	s 5.58		3.37		s 8.02	
								P	52	I-GN	COMAL	Interlocker	6.10		3.46		8.10	280
								P	27		LUXELLO		6.19		3.53		f 8.18	
								P	27		FRATT		6.29		4.02		8.28	
									78		REMOUNT		6.33		4.06		8.32	
									58		BENZ		6.35		4.08		8.36	
								PS	Yard		TRAVIS YARD		6.37		4.10		8.38	
									45		HAIG		6.42		4.13		8.43	
								WPOY	Yd		NOGALITOS	YD	6.52		4.22		8.53	
								PS	Yard		SAN ANTONIO	Arrive	7.00	AM	4.30	PM	9.00	PM
											195.5							
											Average Speed Per Hour		5	25	1	11	3	
													36.2	37.9	42.1	39.5	35.6	

No. 2 is superior to all trains.

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

NORTHWARD TRAINS

SAN ANTONIO DIVISION

NORTHWARD TRAINS

FIRST CLASS					Time Table No. 17-B Effective 12:01 A. M. June 20, 1937					THIRD CLASS			FOURTH CLASS			
	26 Katy Flyer	6 Katy Flyer	4 Katy Limited	24 Katy Limited	2 Texas Special	Station Number	80 Komet	70 Through Freight	280 Komet	90 Way	380 Komet	96 Way	54 Mixed	52 Way		
	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Monday Wednesday Friday	Daily Except Saturday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		
	AM	AM	PM	PM	PM											
						<b>BELLMEAD</b> Arrive BJ	843	4.15AM	6.30PM		4.00PM					
						StLSW -2.5 Interlocking Device										
						StLSW,T.&N.O.,I-GN Interlocker										
	4.45	4.30	7.00	6.50	1.30	N Arrive <b>WACO</b> WC Double	846	3.49	6.00 PM	3.48						
						Track										
	4.33	4.08	6.47	6.35	1.17	D HEWITT W)	853	3.35	5.37	f 3.29						
	4.27	4.00	6.40	6.28	1.10 71	D LORENA	858	3.26	5.22	f 3.04						
	4.19	3.51	6.30	6.17	1.02	D EDDY ED	865	3.14	5.03	f 2.40						
						D TROY VO	872	3.02	4.44	f 2.20						
	4.11	3.42	6.22	6.06	12.54	D SAMPSON	875	2.56	4.35	2.10						
	4.07	3.38	6.17	6.02	12.50 11	D SCHULL	878	2.50	4.25 3	2.00 71						
	4.03	3.34	6.13	5.58	12.46	N TEMPLE JN	880	2.45 25	4.12	s 1.55			A 9.40 AM			
	s 4.00	s 3.30	s 6.10	s 5.55	s 12.43 1	GC&SF COBEL Interlocker	881	2.35 5	4.08	1.45			9.35			
	3.55	3.22	6.04	5.49	12.38	D ECHO	883	2.23	4.03	1.35			L 9.30 AM			
	3.52	3.18	5.59	5.45	12.35	D ECHO	883	2.19	4.03	1.35						
	3.46	3.10	5.54	5.38	12.30	D LITTLE RIVER	888	2.12	3.48	f 1.25						
	3.40	3.04 25	5.48	5.31	12.25	D SPARKS	892	2.05	3.30	1.15 11						
	3.34	2.58 5	5.42	5.25	12.19	D HOLLAND FN	897	1.57	3.13 71	f 12.58 1						
	3.28	2.53	5.38	5.19	12.16 90	D SUMMERS	899	1.52	3.03	12.16 2						
	3.22 25	2.48	s 5.34	s 5.13 3	12.12	D BARTLETT BR	903	1.46	2.50	s 11.57						
	3.18	2.43	5.28	5.08	12.08	D TWELL	906	1.40	2.37	11.50						
	L 3.15 AM	2.40	s 5.25 3	L 5.05 PM	12.05 PM	N GRANGER G	908	L 1.36 AM	L 2.30 PM	L 11.45 AM	A 10.30 PM					
		2.28	f 5.08		11.53	U 9				f 9.55						
		s 2.20 381	s 4.58		11.45	D GEORGETOWN GY	U 15			s 9.30						
		2.10	4.45		11.37	N NELSON	U 21			8.53						
		1.58	s 4.32		11.27	D PFLUGERVILLE GU	U 30			f 8.25						
		1.45	f 4.19		11.18	D SPRINKLE	U 36			f 7.59						
		1.30 AM	4.05 PM		11.05 AM	D PERSHING				L 7.30 PM						
		s 1.20	s 3.55		s 10.55 AM	N AUSTIN FY	U 47									
		s 1.10 AM	s 3.50 PM			VIA I-GN										
		12.20 AM	2.58 PM		10.10 AM	N M-K-T JUNCTION K				PM				AM		
		12.16 53	2.55		10.09	I-GN AJAX Interlocker	M 52		A 8.50				A 5.50			
		s 12.14	s 2.52		10.08	D SAN MARCOS C	M 53		8.48				5.34 5			
		12.04 AM	2.40		9.59	HUNTER	M 60		8.37			AM	1.15 53			
		11.52	2.27		9.47	NEW BRAUNFELS YARD			8.23			A 9.30	12.51			
		11.51	s 2.25		9.46	N NEW BRAUNFELS NB	M 69		8.22			9.20	12.48			
		11.41	f 2.14 97		9.37	I-GN COMAL Interlocker	M 77		8.10 3			f 9.02	12.30			
		11.33	f 2.05		9.30	LUXELLO	M 83		7.49			f 8.48	12.13 AM			
		11.22	1.56		9.20	FRATT	M 91		7.29			f 8.30	11.53			
		11.18	1.52		9.16	REMOUNT	M 94		7.23			8.23	11.45			
		11.16	1.49		9.14	BENZ	M 96		7.20			8.19	11.41			
		11.14	1.47		9.12	TRAVIS YARD	M 97		7.17			8.16	11.37			
		11.10	1.42		9.09	HAIG	M100		7.12			8.10	11.30			
		11.03	1.34		9.03	GH&SA and T&NO -4.7 Interlocker	M103		7.00			8.00	11.15 PM			
		11.00 PM	1.30 PM		9.00 AM	T&NO NOGALITOS Leave YD	M104									
						Leave SAN ANTONIO										
	26	6	4	24	2	195.5	80	70	280	90	380	96	54	52		
	41.7	35.1	35.1	35.8	42.9	Average Speed Per Hour	24.6	16.3	28.4	15.3	15.2	23.2	19.8	8.2		

No. 54 and No. 55, when two 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.)

No. 2 is superior to all trains.

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



WESTWARD TRAINS

SAN MARCOS DIVISION

EASTWARD TRAINS

FOURTH CLASS				THIRD CLASS		Fuel, Water, Telephone, Turn Table, Scales, Wye, Car Capacity Sidings	Distance from Smithville	Time Table No. 17-B Effective 12:01 A. M. June 20, 1937		Station Numbers	THIRD CLASS		FOURTH CLASS	
53 Mixed Daily Except Saturday				281 Komet Daily				STATIONS			280 Komet Daily		52 Mixed Daily Except Sunday	
		PM 9.30		AM 2.35	OWPSTY Yard P			N Leave	SMITHVILLE	Arrive SM	969	PM 10.40		AM 9.10
		f 9.45		2.47	P 43	5.5			TOGO		M 5	10.29		f 8.50
		f 9.59		2.57	P 38	10.2			ROSANKY		M 10	10.21		f 8.35
		f 10.13 <sup>280</sup>		3.06	P 38	14.3			JORDAN		M 15	10.13 <sup>53</sup>		f 8.20
		f 10.26		3.20	P 34	20.3			RED ROCK		M 21	10.01		f 8.01
		f 10.45		3.38	P 60	28.4		D	DALE	D	M 29	9.45		f 7.31
		s 11.20		3.55	P 100	36.4		D	LOCKHART	CO	M 37	9.29		s 7.05
		f 11.45		4.15	P 35	43.5			MAXWELL	MZ	M 44	9.13		f 6.20
		f 11.59		4.30	P 41	46.8			REEDVILLE	RD	M 47	9.03		f 6.06
		12.16 <sup>AM</sup>		4.45 <sup>AM</sup>	PY	51.5		Arrive	AJAX	Leave	M 52	8.50 <sup>PM</sup>		5.50 <sup>AM</sup>
		53 18.0		281 23.8					51.5 Average Speed Per Hour			280 28.1		52 15.5

WESTWARD TRAINS

BELTON BRANCH

EASTWARD TRAINS

FOURTH CLASS				Fuel, Telephone, Car Capacity Sidings	Distance from St. Louis	Time Table No. 17-B Effective 12:01 A. M. June 20, 1937		Station Numbers	FOURTH CLASS				
55 Mixed Daily Ex. Sunday						STATIONS			54 Mixed Daily Ex. Sunday				
		2.45 <sup>PM</sup>		P	883.3	Leave	ECHO	Arrive	883	9.30 <sup>AM</sup>			
		3.15 <sup>PM</sup>		Yard OP	890.0	D Arrive	BELTON	Leave MY	L 7	9.00 <sup>AM</sup>			
		55 13.4								54 13.4			
		Average Speed Per Hour					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	0	0	36	1	4
11	0	0	37	1	4
12	0	0	38	1	4
13	0	0	39	1	4
14	0	0	40	1	4
15	0	0	41	1	4
16	0	0	42	1	4
17	0	0	43	1	4
18	0	0	44	1	4
19	0	0	45	1	4
20	0	0	46	1	4
21	0	0	47	1	4
22	0	0	48	1	4
23	0	0	49	1	4
24	0	0	50	1	4
25	0	0	51	1	4
26	0	0	52	1	4
27	0	0	53	1	4
28	0	0	54	1	4
29	0	0	55	1	4
30	0	0	56	1	4
31	0	0	57	1	4
32	0	0	58	1	4
33	0	0	59	1	4
34	0	0	60	1	4
35	0	0	61	1	4
36	0	0	62	1	4
37	0	0	63	1	4
38	0	0	64	1	4
39	0	0	65	1	4
40	0	0	66	1	4
41	0	0	67	1	4
42	0	0	68	1	4
43	0	0	69	1	4
44	0	0	70	1	4
45	0	0	71	1	4
46	0	0	72	1	4
47	0	0	73	1	4
48	0	0	74	1	4
49	0	0	75	1	4
50	0	0	76	1	4
51	0	0	77	1	4
52	0	0	78	1	4
53	0	0	79	1	4
54	0	0	80	1	4
55	0	0	81	1	4
56	0	0	82	1	4
57	0	0	83	1	4
58	0	0	84	1	4
59	0	0	85	1	4
60	0	0	86	1	4
61	0	0	87	1	4
62	0	0	88	1	4
63	0	0	89	1	4
64	0	0	90	1	4
65	0	0	91	1	4
66	0	0	92	1	4
67	0	0	93	1	4
68	0	0	94	1	4
69	0	0	95	1	4
70	0	0	96	1	4
71	0	0	97	1	4
72	0	0	98	1	4
73	0	0	99	1	4
74	0	0	100	1	4

Train Register for ECHO located Temple.

WESTWARD TRAINS

DELEON DIVISION

EASTWARD TRAINS

FOURTH CLASS		FIRST CLASS		Car Capacity Sidings	Capacity Other Tracks	Fuel, Water, Wye, Scales, Turn Table	Distance from Waco	Time Table No. 17-B Effective 12:01 A. M. June 20, 1937			Station Numbers	FIRST CLASS		FOURTH CLASS	
93 Way Daily Except Sunday		35 Passenger Daily						STATIONS				36 Passenger Daily		92 Way Daily Except Monday	
								N Leave	WACO	Arrive WC	846	PM 9.40			
							1.0	St. L. S. W. Interlocking Device							
							1.0	T. & N. O. - I - GN - St. L. S. W. Interlocker	EAST WACO			PM 9.32			
							2.8	N Leave	BELLMHEAD	Arrive BJ	843	VIA EAST WACO		4.00	
							3.6		CAPHEAD		4			3.55	
							5.3	Tex. Electric R R		Crossing	6	9.19		3.45	
							13.1		ROSS		13	f 9.05		f 3.20	
							16.4		WIGGINS		17	f 8.57		f 3.05	
							24.2		AQUILLA		24	s 8.43		f 2.45	
							34.0	D	WHITNEY	WN	34	s 8.24		f 2.10	
							40.0		NELA		40	f 8.12		1.50	
							45.7		STEINER		46	f 8.02		f 1.35	
							51.0		GRAVEL PIT		52	7.51		1.15	
							54.5	GC&SF	MORGAN	Interlocker MN	55	s 7.46		f 1.05	
							63.3	D	WALNUT SPRINGS	JS	64	s 7.27		f 12.35	
							73.9		IREDELL		74	s 7.08		f 12.05 PM	
							84.8	D	HICO	HN	85	s 6.48		s 11.30	
							92.0		CLAIRETTE		93	f 6.33		f 10.57	
							97.1		ALEXANDER		98	f 6.23		f 10.40	
							106.5	D	DUBLIN	DU	107	s 6.05		s 10.10	
							110.5		MT. AIRY		111	5.55		9.37 <sup>35</sup>	
							114.8		COMYN		115	f 5.48		f 9.15	
							119.7	D Arrive	DELEON	Leave DN	120	5.40 PM		9.00 AM	
							119.7	Average Speed Per Hour				36 29.9		92 16.7	

No. 35 is superior to No. 36.

WESTWARD TRAINS

CROSS PLAINS BRANCH

EASTWARD TRAINS

THIRD CLASS		Passing Tracks Car Capacity	Car Capacity Other Tracks	Fuel, Water, Turn Table, Wye, Track Scales	Distance from Waco	Time Table No. 17-B Effective 12:01 A. M. June 20, 1937			Station Number	THIRD CLASS	
51 Mixed Monday Wednesday Friday						STATIONS				50 Mixed Monday Wednesday Friday	
								120			PM 4.00
								B 129			f 3.15
								B 136			s 2.45
								B 147			s 1.55
								B 155			s 1.20
								B 160			1.00 PM
								Average Speed Per Hour			50 13.4

No. 51 is superior to No. 50.

WESTWARD TRAINS

STAMFORD DIVISION

EASTWARD TRAINS

FOURTH CLASS		FIRST CLASS		Car Capacity Sidings	Other Tracks Car Capacity	Fuel, Water, Wye, Turn Table, Scales	Distance from Waco	Time Table No. 17-B Effective 12:01 A. M. June 20, 1937			Station Numbers	FIRST CLASS		FOURTH CLASS	
57 Mixed Daily Except Sunday	93 Way Daily Except Sunday		35 Passenger Daily					36 Passenger Daily	92 Way Daily Except Monday	56 Mixed Daily Except Sunday		STATIONS			
	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	43	8		125.2	D	RUCKER		125	f 5.25		f 7.40	
	f 8.35		s 10.20	74	127	W	130.5	D	GORMAN	GF	131	s 5.15		f 7.23	
	f 9.05		s 10.40	48	22		140.8	D	CARBON	Z	141	s 4.55		f 6.52	
	f 9.18		f 10.50	59	19	Y	144.9		MANGUM		145	f 4.45		f 6.35	
			s 11.10					N	OISCO	ON	155	s 4.25		s 6.00	
	s 11.15 <sup>35</sup>		s 11.15 <sup>93</sup>	30	220	WYS	154.7	T&P	RUFUS	Interlocker	161	s 4.15			
	11.35		11.25	82			160.9		PUEBLO		168	f 3.46		4.58	
	f 11.55		f 11.39	37			168.1		MORAN	RN	173	s 3.37		f 4.32	
	f 12.20 <sup>PM</sup>		s 11.49	77	41		173.2	D	SEDWICK		178	f 3.28		f 4.15	
	f 12.35		f 11.59	35	47		177.9	D	ALBANY	AB	189	s 3.08		f 3.55	
	s 1.20		s 12.19 <sup>PM</sup>		Yard	Y	188.6	D	ACAMPO		199	f 2.48		s 3.25	
	f 1.54		f 12.48	15			199.0		BUDMATTHEWS		203	f 2.39		f 2.35	
	2.06		12.57	82	16		203.0		STONE		208	2.29 <sup>93</sup>		2.20	
	2.29 <sup>36</sup>		s 1.06	17	78	W	208.1	D	LUEBERS	RD	213	s 2.19		2.05	
	f 3.11		s 1.19	80	16		219.8	D	AVOCA		220	s 2.07		f 1.50	
	f 3.30							WV	Crossing					f 1.25	
	L 4.30 <sup>PM</sup>	AM 4.00 <sup>PM</sup>	A 1.35 <sup>PM</sup>		Yard	OWYS	227.3	D	STAMFORD	DF	227	L 1.55 <sup>PM</sup>		L 1.00 <sup>AM</sup>	
	f 5.10			21			236.1	D	TUXEDO	Crossing	236			A 11.30 <sup>PM</sup>	
	s 5.55			31	80	W	246.9	D	HAMLIN	Crossing	247			f 10.45	
	f 6.50			33			258.3	D	ROYSTON		258			s 9.50	
	f 7.15				9		263.5	D	NORTH ROBY	RO	264			f 9.10	
	7.45 <sup>PM</sup>				Yard	Y	269.1	D	ROTAN	Leave NA	269			f 8.50	
	57 12.9	93 13.4	35 30.0				149.4							8.30 <sup>PM</sup>	
							Average Speed Per Hour					36 29.3		92 15.4	56 13.9

No. 35 is superior to No. 36.

No. 57 is superior to No. 56.

SPECIAL INSTRUCTIONS

- Northward and Eastward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.
  - No. 2 is superior to all trains.
  - No. 1 is superior to all trains except No. 2.
  - No. 35 is superior to No. 36.
  - No. 51 is superior to No. 50.
  - No. 57 is superior to No. 56.
- Other first class trains will clear the time of No. 1 and No. 2 at least 5 minutes.
  - Third and Fourth class trains, extra trains, and yard engines, will clear the time of first class trains, at least 10 minutes.
  - No. 54 and No. 55 when two 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 82 and 220).
- First class trains and passenger extras will report for orders before leaving Waco, Austin, San Antonio, Smithville, Houston, DeLeon, Cisco, Stamford and Rotan.
  - Third and fourth class trains and freight extras will report for orders before leaving Bellmead, Austin, Nogalitos, Smithville, Houston, DeLeon, Cisco, Stamford and Rotan.
  - No. 381 and Houston division third and fourth class trains and freight extras will report for orders before leaving Granger.
  - Southward trains will report to T. & N. O. Dispatcher by telephone from Pershing.
  - 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.
  - Third and fourth class trains and freight extras will register at Nogalitos.
  - Trains No. 1, No. 2, No. 5, No. 6, No. 25 and No. 26 will register at Granger "by slip."
  - Trains No. 1, No. 2 and No. 5 will register at M-K-T, Jct. "by slip."
  - 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.
- Double track extends between Mile \$43.0 Bellmead, and Mile \$44.5. Single track extends over Brazos River Bridge between Mile \$44.6 and \$44.9. Double track extends between Mile \$44.9, Waco and Mile \$53.1, Hewitt. On double track, double track rules will govern, except between Mile \$44.9 and Mile \$46.0, 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 \$43.0 Bellmead, and Mile \$46.0, 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 \$43.0, Bellmead, and Mile \$46.0, 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.
    - No. 35 will use main track from Waco station to Caphead and be governed by automatic block signals from Mile \$43.5 to Caphead. Check North Texas District register and avoid delaying overdue first class trains; obtain orders against such opposing trains, when overdue.
    - No. 36 will use main track from T. & N. O. crossing (Mile \$44.6) North of Brazos River Bridge to Waco station.
    - 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 Youakum 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 outer switches of yard DeLeon; between outer switches of yard Cisco and Albany, expecting to find main track occupied. Maximum speed 5 miles per hour over crossing just east of Station Albany also first street crossing west and first street crossing east passenger station Gorman. Approach Mangum expecting to find main track occupied by E. W. F. & G. trains.
    - 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.
- Track at Hunter has connection at north end only.
  - Abbreviations.
 

W—Water	Y—Wye	D—Day Telegraph Office only
O—Oil	P—Telephone	N—Day and Night Telegraph Office
T—Turntable	S—Regular Stop	NO—Night Telegraph Office only
S—Track Scales	f—Flag Stop	†—Stop for meals
  - Maximum Speed: (Miles per hour)
 

Division	Passenger Trains	Regular Scheduled KFF & Mds. Trains	Other Freight Trains
San Antonio (Between Waco and Hewitt).....	50	30	25
San Antonio (Between Hewitt and Granger).....	40	30	25
San Antonio (Between Granger and Pershing).....	50	30	25
San Antonio (Between San Marcos and Travis Yard).....	50	30	25
Houston (Between Granger and M.P. 925).....	50	30	25
Houston (Between M.P. 925 and Smithville).....	50	30	25
Houston (Between Smithville and La Grange).....	50	30	25
Houston (Between La Grange and Cat Spring).....	50	30	25
Houston (Between Cat Spring and Brookshire).....	50	30	25
Houston (Between Brookshire and Eureka).....	40	30	25
San Marcos (Between M.P. 42 and Ajax).....	35	25	18
San Marcos (Between Smithville and M.P. 42).....	40	25	25
Belton Branch.....	15	15	15
Texas Central (Between Waco and Stamford).....	35	25	25
Texas Central (Between Stamford and Rotan).....	25	25	25
Cross Plains Branch.....	25	20	20
Reversed Direction on Double Track.....	35	20	20
  - Permissible speed Komets 40 miles per hour, except between Smithville and M.P. 42, 35 miles per hour and 25 miles per hour M.P. 42 to Ajax.
    - 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.
    - 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, 20 and freight trains, 15 miles per hour except north end double track Bellmead, south end double track, and through passing track switches West Point, Elgin yard, and turn out to San Antonio Division main line Granger, passenger trains 30, and freight trains 20 miles per hour.

5-c. Maximum speed of freight engines on passenger trains, 45 miles per hour. 5-d. Maximum speed of switch engines, with, or without cars, 20 miles per hour, except as otherwise restricted.

Table with 2 columns: Name, City Limits, and Maximum speed through City Limits as prescribed by ordinances. Includes stations like Waco, Temple, Granger, Georgetown, Austin, San Marcos, New Braunfels, San Antonio, Taylor, Elgin.

5-f. Maximum speed over Cotton Belt crossing Bellmead, 20 miles per hour. 5-g. Maximum speed of trains through double track turnouts T. & N. O. and SA&AP crossing Waco, 15 miles per hour.

5-h. Maximum speed approaching and passing over T. & N. O. Crossing M.P. 1080.8 South of Eureka, 15 miles per hour and look out for T. & N. O. trains.

5-i. At Granger; The following described tracks will be designated as: "Lake Siding," the north switch emerging from the west side of San Antonio main track near signal 907.1, extending southward, ending in the San Antonio Division main track just north of bridge signal 908.3.

"East Siding," the north switch emerging from east side of San Antonio Division main track just south of water tank, extending southward, ending in the Houston Division main track just north of bridge signal 908.3.

"South Siding," the north switch emerging from San Antonio Division main track at bridge signal 908.3, extending southward on west side of Houston Division main track, ending in the Houston Division main track at Mile 908.8.

6. Trains scheduled at Granger are effective at siding north of the station; Hewitt, at end of double track; Temple, at siding extending just south of the passenger station generally known as the Middle siding which intersects main track through cross-over just north of the water tank. Bartlett, south siding (south of station). Albany, track known as old team in front of passenger station. Taylor (north siding).

At Granger, the time of first class trains will apply at the platform where traffic is received and discharged. Extract from Northern District Time Table Special Instructions—"At Bellmead schedules are effective at north end of double track."

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

6-b. Interlocker home signal for northward trains governing T. & N. O. crossing just north of Brazos River Bridge, Waco, is on left hand side of track.

6-c. Automatic block signals in Service: From Mile 841.9 to Mile 842.9, southward traffic, and from Mile 843.8, 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 905.4 Houston Division.

From Mile 1027.7 to Mile 1024.8 San Antonio Division. From Mile 987.3 to Mile 1035.6 Houston Division.

From Mile 1074.5 to Mile 1083.6 Houston Division. Movements between Southward Signal 1080.1 (South Switch Eureka) and Northward Signal 1083.4 (North Switch Houston Yard) will be governed by signal indications superseding time table and train order superiority.

6-d. At West Point, a southward train holding main track to meet a train must not pass a point indicated by white battery box on east side of main track, until northward train has passed block signal located near south switch.

6-e. At Tidwell, a southward train holding main track to meet a train, must not pass a point indicated by a sign on east side of main track, until northward train has passed block signal near south switch.

6-f. Two arm signal west side of main track, which is on left side for Northward trains, at T. & N. O. crossing just north of Houston Heights, must be observed regardless of other signal indications, before moving over crossing. When signal indicates "STOP," stop must be made clear of the crossing.

7. Normal position switch, 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. At Hewitt, switch at end double track is mechanically controlled by operator, interlocking rules govern.

7-h. At Bellmead, switch at north end of double track 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.

7-i. At Cabel, the passing track switch at south end is electrically controlled by operator in Temple depot; interlocking rules govern. Telephone in booth at switch for communicating with operator.

7-j. At Granger, the Houston Division switch at San Antonio main line Junction is electrically controlled by operator in depot; interlocking rules govern. When home signals are inoperative, "call on" light located on signal booth at switch permits movement through switch, after getting operator's attention and then observing that switch points are properly set. The push button located on booth for attracting operator's attention.

7-k. At Elgin, the passing track switches are electrically controlled by towerman in interlocker tower; interlocking rules govern. When home signals are inoperative, "call on" light located on two arm home signal mast permits movement through switch after communicating with towerman and then observing that switch points are properly set. Telephone in booth at switch for communicating with towerman.

7-l. At West Point, south switch of passing track is electrically controlled by towerman; interlocking rules govern. When home signals are inoperative, "call-on" light located on two arm home signal mast, permits movement through switch

after communicating with towerman, and then observing that switch points are properly set. Telephone in booth at south switch for communicating with towerman. 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:

Table with 4 columns: Name, MP Location, End Connected to Main Track, and Car Capacity. Divided into San Antonio Division, Houston Division, San Marcos Division, Belton Branch, De Leon Division, Stamford Division, and Cross Plains Branch.

8-b. Water Stations not shown on schedule page: MP Location. Includes Circleville, Cummings Creek, Sipe Springs.

8-c. Yards protected by yard limit boards: Bellmead to Waco, inclusive; Schull-Temple-Cobel, inclusive; Granger; Iglehart-Pershing; Ajax to San Marcos, inclusive; Lockhart; Bem; Dublin; M.P. 1027.4 to San Antonio, inclusive; Taylor; Cisco; Stamford.

8-d. Bulletin Books are located at: Bellmead-Yard Office; Bellmead-Round House; Waco-Telegraph Office; Waco-Engineers Rest Room; Granger-Telegraph Office; Nogalitos-Yard Office; Nogalitos-Round House; San Antonio-Passenger Station; Smithville-Telegraph Office; Smithville-Round House; Houston-Telegraph Office; Houston-Round House; DeLeon-Telegraph Office; Stamford-Telegraph Office; Stamford-Round House.

8-e. Standard Clocks are located at: Bellmead-Telegraph Office; Waco-Telegraph Office; Temple-Telegraph Office; Granger-Telegraph Office; Nogalitos-Yard Office; Nogalitos-Round House; San Antonio-Passenger Station; Smithville-Telegraph Office; Houston-Telegraph Office; DeLeon-Telegraph Office; Stamford-Telegraph Office.

9. Watch Inspectors: American Railroad Time Service Company, 720 Olive St., St. Louis.

Table listing Watch Inspectors: Koen & Son, Joe; Stocking, B. R.; Hampton, H.; Houston Watch Co.; Humble, O. B.; Gildemeister & Son; Doby's, R. H.; Armstrong, T. A.; Galveston; L. D. Zalenevitz; Granger; Houston; San Antonio; San Antonio; Stamford; Waco.

10. Flag Stops not shown on Schedule page for revenue passengers only, except when otherwise stated: Station, For trains, Station, For trains. Includes Bruceville, San Felipe.

10-a. Nos. 5 and 25 at any station to discharge from Kansas City, also from stations St. Louis to South Mound, inclusive.

10-b. Nos. 6 and 26 at any station to receive for Kansas City, also for stations South Mound to St. Louis, inclusive.

10-c. No. 3 at any station to discharge (including drovers' tickets) from St. Louis or Kansas City.

10-d. No. 1 at Georgetown, San Marcos and New Braunfels to discharge from Dallas or Fort Worth and north.

10-e. No. 2 at New Braunfels, San Marcos and Georgetown to receive for Dallas and north regular stops for No. 2.

10-f. No. 4 at any station Granger to Waco to discharge from any station San Antonio to Weir, inclusive.

10-g. No. 6 at New Braunfels to receive for Waco and north regular stops for Nos. 6 and 26.

10-h. No. 11 at any station between Waco and Houston to discharge from north of Waco.

PERMISSIVE STOPS ON OTHER DISTRICTS Northern District No. 26 at Erie to discharge from south of Waco.

Southern District No. 4 at Vinita (Frisco depot) to discharge from south of Waco. No. 6 at any station to discharge from South of Waco.

North Texas District Nos. 4, 24 at any station north of Dallas and Fort Worth to discharge from north of Waco.

No. 24 at any station between Hillsboro and Fort Worth to discharge from south of Waco.

No. 26 at Keller, Roanoke, Argyle, Aubrey, Tioga, Collinsville to discharge from south of Waco.

11. TONNAGE RATINGS

Table with 12 columns: From, To, Adjustment Tons, Rating Tons, No. Cars, Rating Tons, No. Cars, Rating Tons, No. Cars, Rating Tons, No. Cars, Rating Tons, No. Cars. Includes stations like Bellmead, Hewitt, Eddy, Smithville, Granger, San Antonio, Houston, New Braunfels, Austin, San Marcos, Stamford, Cisco, Acampo, Carbon, Stamford, Rotan, Tuxedo, Rotan, DeLeon, Cross Plains, Delcon.

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 for trains of varying length



12. Engine Whistle 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 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 \_\_\_\_\_

13. 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, 13-a, 13-b, 13-c and 13-d.

13-a. T. & N. O. time table and rules govern between Pershing and Austin.

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

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

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

14. 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	1083.3	20.8	144.8	L-887.8
M-1033.7	1083.9	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. & N. W. Ry. transfer track, North Roby. Guys and trolley wire over Texas Electric Railway Company connection with cut-off track near Bem.

- 14-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.
  - Searly—Oil Mill track.
  - Taylor—Oil Mill track.
  - Over bridge on spur track off house track San Marcos.

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

	Weight of Car and Contents	Weight of Freight
Carload perishable moving under ice.....	45 tons	16 tons
Carload perishables in refrigerators not under ice.....	42 tons	16 tons
Refrigerators loaded with LCL merchandise.....	35 tons	7 tons
Other cars loaded with LCL merchandise.....	27 tons	7 tons
Live stock without bedding.....	35 tons	15 tons
Live stock—bedded car.....	37 tons	15 tons
Live Poultry.....	36 tons	10 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 250 to 723, inclusive, and 100011 to 100063, Incl..... 18 tons

Cabooses 751 to 785, 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 stencilled 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

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

Mile Post	Passenger		Freight
	San Antonio Division	Houston Division	
985.3	30	15	25
985.6	30	15	25
1003.6	20	20	25
1034.1	30	25	25
1037.7	20	15	25
918.8	25	25	25
921.0	45	30	25
927.6	50	30	25
928.1	45	30	25
938.0	50	30	25
941.4	45	30	25
942.4	45	30	25
943.0	45	30	25
946.6	45	30	25
950.1	50	30	25
950.6	45	30	25
951.7	45	30	25
952.2	45	30	25
963.0	45	30	25
963.6	45	30	25
963.9	45	30	25
968.2	45	30	25
968.5	45	30	25
968.7	45	30	25
971.9	45	30	25
974.7	45	30	25
975.4	45	30	25
975.5	45	30	25
975.8	45	30	25
976.2	45	30	25
976.5	45	30	25
989.1	40	25	25
990.2	45	30	25
990.5	45	30	25
992.0	45	30	25
992.3	50	30	25
995.1	45	30	25
996.1	45	30	25
996.8	45	30	25
997.2	45	30	25
998.9	45	30	25
999.4	45	30	25
1006.6	45	30	25
1011.4	45	30	25
1012.3	45	30	25
1013.0	45	30	25
1035.5	40	25	25
1081.4	35	20	25
1082.2	35	20	25
1083.3	25	15	25
1083.6	20	15	25
1084.0	20	15	25
1084.1	20	15	25
1084.2	20	15	25

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

17.

EMPLOYEES HOSPITAL ASSOCIATION. DR. R. S. YANCEY, Chief Surgeon, Dallas, Texas LOCAL SURGEONS.

- AUSTIN—**
  - Dr. H. E. Granberry
  - Dr. A. F. Beverly
- ALBANY—**
  - Dr. Gregg Murrie
- BASTROP—**
  - Dr. T. B. Taylor
  - Dr. J. Gordon Bryson
- BELTON—**
  - Dr. M. P. McElhannon
- BARTLETT—**
  - Dr. R. S. Sutton
- CISCO—**
  - Dr. E. L. Graham
- CARBON—**
  - Dr. T. G. Jackson
- CROSS PLAINS—**
  - Dr. I. M. Howard
- DE LEON—**
  - Dr. H. H. Inzer
  - Dr. J. T. Plemmons
- DUBLIN—**
  - Dr. O. O. Gain
- ELGIN—**
  - Dr. G. T. King
- GEORGETOWN—**
  - Dr. Albert J. Rice
- GALVESTON—**
  - Dr. Edward Randall, Sr. Consulting Surgeon
  - Dr. A. O. Singleton
  - Dr. Edward Randall, Jr.
- GRANGER—**
  - Dr. Chas. C. Foster
- GORMAN—**
  - Dr. M. L. Stubblefield
- HAMLIN—**
  - Dr. J. T. Bynum
- HOUSTON—**
  - Dr. E. M. Arnold, Oculist
  - Dr. Frank Barnes, Division Surgeon
  - Dr. J. Peyton Barnes
  - Dr. Chas. S. Gates
  - Dr. J. W. Thorn, Div. Surg.-Examiner
  - Dr. E. W. Bertner
  - Dr. J. P. Arnold, Oral Surgeon
- HOLLAND—**
  - Dr. C. H. Hamblen
- HICO—**
  - Dr. C. M. Hall
- IREDELL—**
  - Dr. A. N. Pike
- LA GRANGE—**
  - Dr. O. J. Knolle
- LOCKHART—**
  - Dr. A. A. Ross
  - Dr. A. A. Ross, Jr.
- MORGAN—**
  - Dr. C. C. Cate
- NEW BRAUNFELS—**
  - Dr. M. C. Hagler
  - Dr. A. J. Hinman
- ROTAN—**
  - Dr. W. L. Allen
- STAMFORD—**
  - Dr. E. P. Bunkley
  - Dr. Dallas Southard
- SAN ANTONIO—**
  - Dr. W. B. Russ, Div. Surg.-Examiner
  - Dr. W. H. Hargis, Div. Surg.-Examiner
  - Dr. J. H. Burleson, Oculist
  - Dr. T. J. Walthall, Nose and Throat Specialist
  - Dr. J. L. Mitchell, Local Surgeon
  - Dr. J. W. Kenney
  - Dr. R. G. McCorkle, Consulting T. B. Specialist
  - Dr. James P. Hollers, Oral Surgeon
- SMITHVILLE—**
  - Dr. W. R. Curham, Div. Surg.-Examiner
  - Dr. J. H. E. Powell, Div. Surg.-Examiner
  - Dr. Martin Hoch, Div. Surg.-Examiner
  - Dr. T. J. Smith, Oral Surgeon
- SAN MARCOS—**
  - Dr. T. Kinney
  - Dr. L. L. Edwards
- SEALY—**
  - Dr. F. W. Hover
- TAYLOR—**
  - Dr. E. W. Stromberg
  - Dr. Edmond Doak
- TEMPLE—**
  - Dr. J. G. Jenkins
  - Dr. J. S. McCelvey
  - Dr. L. R. Talley
  - Dr. A. H. Alsup
  - Dr. B. P. Woodson, Oculist
- WACO—**
  - Dr. I. E. Colgin, Div. Surg.-Examiner
  - Dr. K. H. Aynesworth, Consulting Surgeon
  - Dr. W. E. Colgin, Ear, Eye, Nose, Throat Specialist
  - Dr. J. O. Hall, Oral Surgeon
  - Dr. E. A. Milam
  - Dr. R. E. Bullard
  - Dr. John L. Burgess, Specialist
- WALNUT SPRINGS—**
  - Dr. J. A. Murray, Division Surgeon-Examiner
- WHITNEY—**
  - Dr. W. F. Treat

J. I. POOLE, Trainmaster.

A. H. ROTHMEYER, Road Foreman of Engines.

B. G. WHITLOW, Chief Dispatcher, Bellmead.

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

E. S. WALSH, A. D. LANCASTER, J. G. SCHMIDT, R. B. GEORGE, H. C. PAGEL, Dispatchers.

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

**SOUTH TEXAS  
DISTRICT**

**TIME TABLE  
No. 17-B**

**Effective  
June 20,  
1937**