

MISSOURI-KANSAS-TEXAS RAILROAD COMPANY

OF TEXAS

SAFETY

FIRST

SOUTH TEXAS DISTRICT

EMPLOYEES' TIME TABLE No. 17-D

17-D

Effective Sunday, February 8, 1942

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

17-D

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, Wyo and Car Capacity Sidings	Distance from St. Louis	Time Table No. 17-D Effective 12:01 A. M. February 8, 1942					FIRST CLASS				
271 Bullet Daily Except Sunday	55 Mixed Daily Except Sunday	97 Way Daily Except Sunday	381 Katy Komet Daily Except Sunday	91 Way Tuesday Thursday Saturday	281 Katy Komet Daily	71 Bullet Daily	81 Katy Komet Daily			STATIONS	5 Katy Flyer Daily	25 Katy Flyer Daily	1 Texas Special Daily	11 Passenger Daily	3 Katy Limited Daily				
				6.00 AM		2.00 PM	10.30 PM	WYSOPT Yard	843.0	N Leave	BELLMEAD	BJ							
										SLSW	2.5-Interlocking Device								
				6.15		2.10	10.37	WPS	845.5	N	WACO	Leave WO	1.40	1.50	12.25	12.35	3.35		
				f 6.37		2.28 ⁹⁰	10.51	P	853.1	D	HEWITT	W	1.52	2.02	12.40	f 12.50	s 3.49		
				f 6.50		2.39	10.59	P	858.4	D	LORENA		1.59	2.09	12.46	f 12.57	s 3.57		
				f 7.10		2.54	11.12	P	865.2	D	EDDY	ED	2.07	2.17	12.54	s 1.06	s 4.07		
				f 7.30		3.10	11.23	P	872.1	D	TROY	VO	2.15	2.25	1.01	f 1.14	f 4.17		
				7.40		3.17	11.30	P	875.3		SAMPSON		2.19	2.29	1.05	1.19	4.21		
				7.48		3.24	11.36	P	878.2		SCHULL		2.23	2.33	1.08	1.23 ⁹⁰	4.25 ⁷⁰		
	L 1.40 PM			s 7.55		3.30	11.39	WPS	880.0	N	TEMPLE	JN	s 2.35 ⁸⁰	s 2.45 ⁸⁰	s 1.13 ⁹⁰	s 1.30	s 4.35		
	1.45			8.05		3.33	11.43	P	881.1	D	COBEL	OB	2.37	2.47	1.15	1.32	4.38		
	A 1.55 PM			8.10		3.38	11.47	P	883.3		ECHO		2.40	2.50	1.18	1.35	4.42		
				f 8.25		3.48 ⁷⁰	11.54	P	887.6		LITTLE RIVER		2.46	2.56	1.24	f 1.41	f 4.50		
				f 8.40		3.57	12.02	AM	892.0		SPARKS		2.52	3.04 ⁶	1.28	1.46	4.56		
				f 8.55		4.07	12.10	P	896.8	D	HOLLAND	FN	2.58 ⁶	3.10	1.33	s 1.52	s 5.03		
				9.03		4.13	12.14	P	899.3		SUMMERS		3.02	3.14	1.37	1.56	5.07		
				s 9.15		4.20	12.20	P	902.8	D	BARYETT	BR	3.07	s 3.22 ²⁶	1.41	s 2.02	s 5.13 ²⁴		
				L 1.30 AM	A 10.00 AM	A 4.30 PM	A 12.30 AM	POWY	908.1	N	GRANGER	G	3.15 ²⁶	A 3.29 AM	1.48	A s 2.10 PM	s 5.25 ⁴		
				f 1.55				P	917.4		WEIR		3.29		2.00		f 5.38		
				s 2.20 ⁶				P	923.2	D	GEORGETOWN	GY	s 3.37		2.07		s 5.46		
				2.50				P	929.4		NELSON		3.45		2.15		5.55		
				f 3.15				P	937.8	D	PFLUGERVILLE	GU	3.57		2.25		f 6.07		
				f 3.30				P	944.4		SPRINKLE		4.05		2.32		6.17		
				A 4.00 AM				WP	953.7		PERSHING		4.20 AM		2.48 PM		6.35 PM		
								YP Yard	955.5	N	AUSTIN	FY	s 4.30 AM		s 2.58 PM		s 6.45 PM		
											VIA I-GN								
									984.9	N	M-K-T JUNCTION	K	5.27 AM		3.47 PM		7.35 PM		
								PY	985.5	I-GN	AJAX	Interlocker	5.28		3.48		7.36		
								WP	986.3	N	SAN MARCOS	O	s 5.34 ²⁷⁰		3.49		s 7.40		
								Y	990.3		HUNTER		5.45		3.56		7.49		
								P	1002.7		NEW BRAUNFELS YARD		5.57		4.07		7.59		
								WSP	1003.1	N	NEW BRAUNFELS	NB	s 5.58		4.08		s 8.02		
								P	1010.6	I-GN	COMAL	Interlocker	6.10		4.16		8.10 ²⁸⁰		
								P	1016.8		LUXELLO		6.19		4.23		f 8.18		
								P	1024.8		FRATT		6.29		4.32		8.28		
									57		BENZ		6.36 ⁹⁶		4.38		8.36		
								PS	74		TRAVIS YARD		6.38		4.40		8.38		
									44		HAG		6.43 ²⁸¹		4.43		8.43		
								WPOY Yd	1037.5	G,H&S and T&NO	NOGALITOS	YD	6.52		4.52		8.53		
								PS Yard	1038.5	T&NO	SAN ANTONIO	Interlocker	7.00 AM		5.00 PM		9.00 PM		
											195.5								
											Average Speed Per Hour								
271 12.3	55 13.2	97 17.5	381 18.2	91 16.3	281 22.3	71 26.0	81 32.5					5 36.2	25 37.9	1 42.1	11 39.5	3 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-D Effective 12:01 A. M. February 8, 1942					THIRD CLASS			FOURTH CLASS				
	26 Katy Flyer	6 Katy Flyer	4 Katy Limited	24 Katy Limited	2 Texas Special	Station	80 Katy Komet	70 Through Freight	280 Katy Komet	90 Way	380 Katy Komet	96 Way	54 Mixed	270 Through Freight			
	Daily	Daily	Daily	Daily	Daily	Number	Daily	Daily	Daily	Monday Wednesday Friday	Daily Except Saturday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday			
	AM	AM	PM	PM	PM		AM	PM	AM	PM							
						N BELLMEAD Arrive BJ	843	4.15AM	6.30PM		3.10PM						
						SLSW-2.5-Interlocking Device											
						SLSW.T.&N.O.-I-GN Interlocker											
	4.45	4.30	7.00	6.50	1.00	N Arrive WACO WO	846	3.49	6.00		2.45						
						D HEWITT W	853	3.35	5.37		f 2.28 71						
	4.33	4.08	6.47	f 6.35	12.40	D LORENA	858	3.26	5.22		f 2.00						
	4.27	4.00	6.40	f 6.28	12.33	D EDDY ED	865	3.14	5.03		f 1.53						
	4.19	3.51	6.30	f 6.17	12.25	D TROY VO	872	3.02	4.44		f 1.39						
	4.11	3.42	6.22	f 6.06	12.17	D SAMPSON	875	2.56	4.35		1.30						
	4.07	3.38	6.17	f 6.02	12.13	D SCHULL	878	2.50	4.25 3		1.23 11						
	4.03	3.34	6.13	5.58	12.10	N TEMPLE JN	880	2.45 25	4.12		s 1.13 1		A 7.45 AM				
	s 4.00	s 3.30	s 6.10	s 5.55	s 12.06	D COBEL OB	881	2.23	4.08		12.40		7.35				
	3.55	3.22	6.04	5.49	12.02 PM	D ECHO	883	2.19	4.03		12.30		L 7.30 AM				
	3.52	3.18	5.59	5.45	11.59	D LITTLE RIVER	888	2.12	3.48 71		f 12.20						
	3.46	3.10	5.54	f 5.38	11.54	D SPARKS	892	2.05	3.30		f 12.10						
	3.40	3.04 25	5.48	5.31	11.49	D HOLLAND FN	897	1.57	3.13		f 12.02 PM						
	3.34	2.58 s	5.42	s 5.25	11.44	D SUMMERS	899	1.52	3.03		11.53						
	3.28	2.53	5.38	5.19	11.41	D BARTLETT BR	903	1.46	2.50		s 11.47						
	3.22 25	2.48	s 5.34	s 5.13 3	11.37	N GRANGER G	908	L 1.36 AM	L 2.30 PM		L 11.31 2	A 10.30 PM					
	L 3.15 AM	2.40	s 5.25 3	L 5.05 PM	11.31 90	D WEIR	U 9				f 9.55						
		2.28	s 5.08		11.19	D GEORGETOWN GY	U 15				s 9.30						
		s 2.20 381	s 4.58		11.12	D NELSON	U 21				8.53						
		2.10	4.45		11.04	D PFLUGERVILLE GU	U 30				f 8.25						
		1.58	s 4.32		10.54	D SPRINKLE	U 36				f 7.59						
		1.45	f 4.19		10.45	D PERSHING					L 7.30 PM						
		1.30 AM	4.05 PM		10.32 AM	N AUSTIN FY	U 47										
		1.20	s 3.55		10.22 AM	N VIA I-GN											
		s 1.10 AM	s 3.50 PM			N M-K-T JUNCTION K											
		12.20 AM	3.00 PM		9.40 AM	I-GN AJAX Interlocker	M 52			A 8.50			A 6.01				
		12.16 271	2.55		9.39	N SAN MARCOS O	M 53			8.48			5.34 s				
		s 12.14	2.52		9.38	N HUNTER	M 60			8.37		AM	2.30 281	1.59			
		12.04 AM	2.40		9.29	N NEW BRAUNFELS YARD				8.23		A 8.10	1.40 271				
		11.52	2.27		9.17	N NEW BRAUNFELS NB	M 69			8.22		s 8.00	1.30				
		11.51	s 2.25		9.16	I-GN COMAL Interlocker	M 77			8.10 3		f 7.18	1.12				
		11.41	f 2.14		9.07	N LUXELLO	M 83			7.49		f 7.05	12.59				
		11.33	f 2.05		9.00	N FRAT	M 91			7.29		f 6.50	12.39				
		11.22	1.56		8.50	N BENZ	M 96			7.20		f 6.38 s	12.28				
		11.16	1.49		8.44	N TRAVIS YARD	M 97			7.17		6.28 281	12.23				
		11.14	1.47		8.42	N HAIG	M 100			7.12		6.15	12.23				
		11.10	1.42 97		8.39	N NOGALITOS Interlocker	M 103			7.00		6.10	12.17				
		11.03	1.34		8.33	T&NO and T&NO-4.7-Interlocker	M 104			7.00		6.00	12.01				
		11.00 PM	1.30 PM		8.30 AM	T&NO Leave SAN ANTONIO Interlocker						AM	AM				
	26	6	4	24	2	195.5	80	70	280	90	380	96	54	270			
	41.7	35.1	35.1	35.8	42.9	Average Speed Per Hour	24.6	16.3	28.4	17.8	15.2	16.1	19.8	8.7			

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.)

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-D Effective 12:01 A. M. February 8, 1942		Station Numbers	THIRD CLASS		FOURTH CLASS		
		271 Bullet Mixed Daily Except Saturday			281 Katy Komet Daily								280 Katy Komet Daily		270 Through Mixed Daily Except Sunday
		PM 9.30			AM 3.00	OWPSTY Yard P		N Leave	SMITHVILLE	Arrive SM	969	PM 10.40		AM 9.10	
		f 9.45			3.12	P 42	5.5		TOGO		M 5	10.29		f 8.53	
		f 9.59			3.21	P 35	10.2		ROSANKY		M 10	10.21		f 8.42	
		f 10.13 ²⁸⁰			3.30	P 37	14.3		JORDAN		M 15	10.13 ²⁷¹		f 8.32	
		f 10.26			3.40	P 33	20.3		RED ROCK		M 21	10.01		f 8.10	
		f 10.45			3.56	P 31	28.4		DALE		M 29	9.45		f 7.50	
		s 11.20			4.14	P 60	36.4	D	LOOKHART	CO	M 37	9.29		s 7.30	
		f 11.45			4.30	P 33	43.5		MAXWELL		M 44	9.13		f 6.45	
		f 11.59			4.40	P 39	46.8		REEDVILLE		M 47	9.03		f 6.25	
		12.16 AM			4.55 AM	PY	51.5	Arrive	AJAX	Leave	M 52	8.50 PM		6.01 AM	
		271 18.6			281 26.9				51.5 Average Speed Per Hour			280 28.1		270 16.3	

WESTWARD TRAINS

BELTON BRANCH

EASTWARD TRAINS

FOURTH CLASS				Fuel, Telephone, Car Capacity Sidings	Distance from St. Louis	Time Table No. 17-D Effective 12:01 A. M. February 8, 1942		Station Numbers	FOURTH CLASS					
		55 Mixed Daily Ex. Sunday									54 Mixed Daily Ex. Sunday			
		1.55 PM		P	883.3	Leave	ECHO	Arrive	883	7.30 AM				
		2.25 PM		Yard OP	890.0	D Arrive	BELTON	Leave MY	L 7	7.00 AM				
		55 13.4								54 13.4				

SPEED TABLE

Speed Per Hour	Time		Speed Per Hour	Time	
	1 Mile			1 Mile	
Miles	M	S	Miles	M	S
10	1	0	10	1	0
11	1	1	11	1	0
12	1	2	12	1	0
13	1	3	13	1	0
14	1	4	14	1	0
15	1	5	15	1	0
16	1	6	16	1	0
17	1	7	17	1	0
18	1	8	18	1	0
19	1	9	19	1	0
20	1	10	20	1	0
21	1	11	21	1	0
22	1	12	22	1	0
23	1	13	23	1	0
24	1	14	24	1	0
25	1	15	25	1	0
26	1	16	26	1	0
27	1	17	27	1	0
28	1	18	28	1	0
29	1	19	29	1	0
30	1	20	30	1	0

Train Register for ECHO located Temple.

WESTWARD TRAINS

DELEON DIVISION

EASTWARD TRAINS

FOURTH CLASS		FIRST CLASS		Fuel, Water, Wye, Scales, Turn Table Car Capacity Sidings	Distance from Waco	Time Table No. 17-D Effective 12:01 A. M. February 8, 1942		Station Numbers	FIRST CLASS		FOURTH CLASS	
93 Way Dally Except Sunday		35 Passenger Dally				STATIONS			36 Passenger Dally		92 Way Dally Except Monday	
		AM	AM	Yard WS		N Leave	WACO	Arrive WC	846	PM 10.10		
		AM	VIA CAPHEAD	Yard	1.0	St.L.S.W	Interlocking Device			PM 9.59		
		AM	AM	Yard OWST	2.8	T.&N.O.-I-GN-St.L.S.W	Interlocker			VIA EAST WACO		4.00
		12.01	f 6.27		3.6	EAST WACO						3.55
		12.05	6.30		5.3	N Leave	BELLMEAD	Arrive BJ	843			4.00
		12.17	6.36		8	Tex. Electric R.R.	CAPHEAD	Crossing	4			3.55
		f 12.40	f 6.50		13.1		BEM		6	9.53		3.45
		f 12.55	f 6.58		16.4		ROSS		13	f 9.39		f 3.20
		f 1.20	s 7.13		24.2		WIGGINS		17	f 9.33		f 3.05
		f 1.55	s 7.33	W 48	34.0		AQUILLA		24	s 9.20		f 2.45
		2.15	f 7.43		40.0	D	WHITNEY	WN	34	s 9.02		f 2.10
		f 2.31	f 7.53		45.7		NELA		40	f 8.50		1.50
		f 3.00	s 8.09		54.5	GO&SF	STEINER	Interlocker	46	f 8.40		f 1.35
		f 3.30	s 8.27	W 60	63.3	N	MORGAN	MN	55	s 8.24		f 1.05
		f 4.05	s 8.47		73.9	D	WALNUT SPRINGS	JS	64	s 8.05		f 12.35
		f 4.47	s 9.07	W 49	84.8		IREDELL		74	s 7.44		f 12.05 PM
		f 5.20	f 9.20		92.0	D	HICO	HN	85	s 7.25		s 11.30
		f 5.38	f 9.30		97.1		CLAIRETTE		93	f 7.09		f 10.57
		s 6.10	s 9.50	SW 52	106.5	GO&SF	ALEXANDER	Crossing	98	f 6.59		f 10.40
		6.22	9.57	44	110.5	D	DUBLIN	DU	107	s 6.40		s 9.50 35
		f 6.35	f 10.05	4	114.8		MT. AIRY		111	6.30		9.30
		7.00 AM	10.15 AM	OYW Yard	119.7	D Arrive	COMYN		115	f 6.23		f 9.15
							DELEON	Leave DN	120	6.15 PM		9.00 AM
		93 16.7	35 30.6				119.7 Average Speed Per Hour			36 30.6		92 16.7

No. 35 is superior to No. 36.

WESTWARD TRAINS

CROSS PLAINS BRANCH

EASTWARD TRAINS

FOURTH CLASS		Fuel, Water, Wye, Scales, Turn Table Car Capacity Sidings	Distance from Deleon	Time Table No. 17-D Effective 12:01 A. M. February 8, 1942		Station Number	FOURTH CLASS	
51 Mixed Monday Wednesday Friday				STATIONS			50 Mixed Monday Wednesday Friday	
		AM	Yard OYW	D Leave	DELEON	Arrive DN	120	PM 5.00
		f 10.55	16		DUSTER		B 129	f 4.25
		s 11.22	18		SIPE SPRINGS		B 136	s 3.55
		s 12.30 PM	50	D	RISING STAR	RS	B 147	s 3.05
		s 12.59	20		PIONEER		B 155	s 2.30
		1.30 PM	Y Yard	D Arrive	CROSS PLAINS	Leave OP	B 160	2.00 PM
		51 12.7			40.2 Average Speed Per Hour			50 13.4

No. 51 is superior to No. 50.

WESTWARD TRAINS

STAMFORD DIVISION

EASTWARD TRAINS

7

FOURTH CLASS			FIRST CLASS			Fuel, Water, Wye, Turn Table, Scales, Car Capacity Sidings	Distance from Waco	Time Table No. 17-D Effective 12:01 A. M. February 8, 1942			Station Numbers	FIRST CLASS		FOURTH CLASS	
57	93	35	STATIONS					36	92	56					
Mixed	Way	Passenger						Passenger	Way	Mixed					
Daily Except Sunday	Daily Except Sunday	Daily				Daily	Daily Except Monday	Daily Except Sunday							
	AM 8.00 92	AM 10.15	Yard OYW	119.7	D Leave	DELEON	Arrive DN	120	PM 6.15	AM 8.00 93					
	f 8.15	f 10.30	43	125.2		RUOKER		125	f 5.57	f 7.40					
	f 8.35	s 10.40	57	130.5	D	GORMAN	GF	131	s 5.48	f 7.23					
	f 9.05	s 11.00	46	140.8	D	CARBON	Z	141	s 5.28	f 6.52					
	f 9.18	f 11.10	Y 57	144.9		MANGUM		145	f 5.18	f 6.35					
	s 11.15	s 11.30	Yard WYS	154.7	N	CISCO	ON	155	s 5.00	s 6.00					
	11.35	12.01 PM	48	160.9	T&P	RUFUS	Interlocker	161	4.28	4.58					
	f 11.55	f 12.15	36	168.1		PUEBLO		168	f 4.13	f 4.32					
	f 12.20 PM	s 12.25	72	173.2	D	MORAN	RN	173	s 4.03	f 4.15					
	f 12.35 35	f 12.35 93	26	177.9		SEDWICK		178	f 3.53	f 3.55					
	s 1.15	s 12.55	Y Yard	188.6	D	ALBANY	AB	189	s 3.33	s 3.25					
	f 1.40	f 1.16	15	199.0		ACAMPO		199	f 3.11	f 2.35					
	1.55	f 1.24	22	203.0		BUDMATTHEWS		203	f 3.03	2.20					
	2.15	1.33	48	208.1		STONE		208	2.53	2.05					
	f 2.44 36	s 1.42	W 17	212.8	D	LUEDERS	RD	213	s 2.44 93	f 1.50					
	f 3.10	s 1.53	57	219.8	D	AVOOA	VO	220	s 2.32	f 1.25					
	L 4.30 PM	A 2.10 PM	Yard OWYS	227.3	D	STAMFORD	DF	227	L 2.20 PM	L 1.00 AM	A 11.30 PM				
	f 5.10		14	236.1	SNW	TUXEDO	Crossing	236			f 10.45				
	s 5.55		W 31	246.9	P&SF	HAMLIN	Crossing	247			s 9.50				
	f 6.50		20	258.3	D	ROYSTON	HA	258			f 9.10				
	f 7.15			263.5	D	NORTH ROBY	RO	264			f 8.50				
	7.45 PM		Y Yard	269.1	D	ROTAN	Leave NA	269			8.30 PM				
	57 12.9	93 13.4	35 27.5								92 15.4	56 13.9			
				149.4	Average Speed Per Hour				36 27.5						

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. 51 is superior to No. 50. No. 1 is superior to all trains except No. 2. No. 57 is superior to No. 56. No. 35 is superior to No. 36.

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 ten (10) minutes, except between and including:—Hewitt and Granger

Inferior trains will clear superior trains sufficiently in advance of their time to avoid delay by automatic block signal indications.

1-d. No. 54 and No. 55 within 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).

2. First class trains and passenger extras will report for orders before leaving Waco, Austin, San Antonio, Smithville, Houston, DeLeon, Cisco and Stamford.

2-a. Third and fourth class trains and freight extras will report for orders before leaving Bellmead, Austin, Nogalitos, Smithville, Houston, DeLeon, Cisco and Stamford.

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&NO Dispatcher by telephone at Pershing, and northward trains will report to T&NO Dispatcher time of arrival 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. 3, No. 4, No. 5, and No. 6, and passenger extras, will register at M-K-T Jct., "by slip." Except when displaying signals. All Houston Division trains register Granger by slip, except passenger trains displaying signals.

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-b. No. 35 will use main track from Waco 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-b. No. 36 use either northward, or southward, main track from T&NO crossing (Mile 844.6) North of Brazos River Bridge to Waco Station, backing up. If track is lined by interlocker at Brazos River Bridge for northward track, No. 36 will back down northward track to switch leading into ice track, and use ice track to station, leaving switch properly lined for northward main.

4-c. 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.

4-d. All trains and engines move at restricted speed at or between the following points, expecting to find the main track occupied:

Between outer switches Granger not protected by block signals.

At and between Ajax and San Marcos.

At and between Yoakum Bend, Nogalitos, and San Antonio.

At and approaching San Marcos Division Junction Switches and passenger station Smithville.

At and between Spring Street and passenger station Houston.

At and between Cross Plains Junction switches and outer switches of yard DeLeon.

Between outer switches of yard Cisco.

Between outer switches Albany.

Approach Mangum expecting to find main track occupied by E.W.F.&G. trains.

4-e. Track at Sprinkle has connection at south end only.

Track at Hunter has connection at north end only.

4-f. 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

5. Maximum Speed: (Miles per hour)

Table with 4 columns: Station, Passenger Trains, Komets, Other Freight Trains. Lists various stations like San Antonio, Houston, Temple, etc., with their respective maximum speeds.

Except passenger trains will not exceed thirty (30) miles per hour, and freight trains eighteen (18) miles per hour, Bem to M.P. 17, and twenty-five (25) miles per hour for passenger trains, and fifteen (15) miles per hour for freight trains, M.P. 17 to M.P. 21.

Trains handling loaded oil cars must not exceed 35 miles per hour at any point on San Antonio and Houston Divisions, 25 miles per hour between Bellmead and Stamford, 20 miles per hour between Stamford and Rotan, 30 miles per hour San Marcos Division Smithville to M.P. 42, 20 miles per hour San Marcos Division M.P. 42 to Ajax.

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

5-b. Maximum speed 5 miles per hour over street crossing just east of Station Albany also first street crossing west and first street crossing east passenger station Gorman.

5-c. 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, Houston.

5-d. 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 Hewitt, and through passing track switches West Point, Elgin Yard, and turn out to San Antonio Division main track Granger, passenger trains 30, and freight trains 20 miles per hour.

5-e. Maximum speed of switch engines, with, or without, cars, 20 miles per hour, except as otherwise restricted.

Maximum speed freight engines on passenger trains, 700 class, 50 miles per hour, others 45 miles per hour.

Maximum speed all trains and engines between Brazos River and Waco Passenger Station, 15 miles per hour.

Maximum speed trains handling mixed freight and passenger equipment same as freight trains.

5-f. Maximum speed over T&P crossing Cisco 20 miles per hour.

5-g. Maximum speed over Cotton Belt crossing Bellmead, 20 miles per hour.

5-h. Maximum speed of trains through double track turnouts T. & N. O. and SA&AP crossing Waco, 15 miles per hour.

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

Table with 2 columns: Station, Maximum speed. Lists stations like Waco, Temple, Granger, Georgetown, Austin, San Marcos, New Braunfels, San Antonio, Taylor, Elgin with their respective speed limits.

6. Unless otherwise specified, time table, or train order, restrictions, will apply: Granger at Junction Switch of Houston and San Antonio Divisions.

Hewitt at end of double track.

Temple at siding extending just south of passenger station, generally known as the middle siding, which intersects main track through crossover just north of water tank.

Bartlett at south siding (south of station)

Taylor at north siding (north of station)

Sealy at north siding (north of station)

Albany at track known as old team opposite passenger station.

6-a. 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 at bridge signal 908.1, extending southward on west side of Houston 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 908.1, extending southward on west side of Houston Division main track, ending in the Houston Division main track at Mile 908.8.

6-b. 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.

6-c. Extract from North Texas District Time Table Special Instructions—"At Bellmead schedule are effective at north end of double track."

6-d. At Schull, 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. Automatic block Signals in Service: From Mile 841.9 to Mile 842.9, southward traffic, and to Mile 843.6, northward traffic.

From Mile 846.3, southward traffic, and from Mile 847.4, northward traffic to Mile 909.5, San Antonio Division, and to Mile 908.4, Houston Division.

From Mile 1027.7 to Mile 1034.8 San Antonio Division.

From Mile 987.3 to Mile 1023.6 Houston Division.

From Mile 1077.7 to Mile 1083.6 Houston Division.

6-f. 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-g. 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.

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 switch leading from San Marcos Division to Smithville Yard is for San Marcos 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 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 Cobel, 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 south switch for communicating with towerman.

8. Car capacities of tracks are exclusive of engine and caboose and based on average of 48 feet per car.

8-a. Stations, tracks and spurs not shown on schedule page:

Table for San Antonio Division showing Name, MP Location, End Connected to Main Track, and Car Capacity. Lists stations like Harlan Cross, Bruceville, Iglehart, etc.

Table for Houston Division showing Name, MP Location, End Connected to Main Track, and Car Capacity. Lists stations like Circleville, Leevan, Klinek, etc.

Table for San Marcos Division showing Name, MP Location, End Connected to Main Track, and Car Capacity. Lists stations like Willimann, Mears.

Table for Belton Branch showing Name, MP Location, End Connected to Main Track, and Car Capacity. Lists stations like Hobbs.

Table for De Leon Division showing Name, MP Location, End Connected to Main Track, and Car Capacity. Lists stations like Humble Oil Spur.

Table for Stamford Division showing Name, MP Location, End Connected to Main Track, and Car Capacity. Lists stations like Texas Co., Pen, Plasterco, Reynolds.

Table for Cross Plains Branch showing Name, MP Location, End Connected to Main Track, and Car Capacity. Lists stations like Mon-Tex, Potters, Phillips.

Table for Water Stations not shown on schedule page: MP Location. Lists stations like Circleville, Cummings Creek.

8-c. Yards protected by yard limit boards:

Table listing yards protected by yard limit boards: Bellmead to Waco, Schulz-Temple-Cobel, Granger, Iglehart-Pershing, etc.

8-d. Bulletin Books are located at:

Table listing locations of Bulletin Books: Bellmead-Yard Office, Bellmead-Round House, Waco-Telegraph Office, etc.

8-e. Standard Clocks are located at:

Table listing locations of Standard Clocks: Bellmead-Telegraph Office, Waco-Telegraph Office, Temple-Telegraph Office, etc.

9. Watch Inspectors:

Table listing Watch Inspectors: American Railroad Time Service Company, Koen & Son, Joe, Stokley, E. R., Hampton, H., etc.

10. Flag Stops not shown on Schedule page for revenue passengers only, except when otherwise stated:

Table listing Flag Stops: Station, For trains, Barker, Bruceville, etc.

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 Kansas City and beyond.

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.

North Texas District

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

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

11. The following main line bridges and structures will not clear man on side of car as the horizontal clearance between points 4 feet and 16 feet above top of rail is less than 7 feet 4 1/2 inches.

Table listing bridges and structures: Houston, G. H. & H. RR., San Antonio, San Antonio, DeLeon, DeLeon, DeLeon, DeLeon, DeLeon, All, All.

11. (Continued)

The following main line bridges and structures will not clear man on top of car as they do not have a vertical clearance of 21 feet 6 inches.

Houston	1083.5	Overpass—T&NO
Houston	1084.1	Overpass—Main St. Viaduct
G. H. & H. RR.	43.57	Lift Bridge Galveston Causeway, Texas
San Antonio	M-948.0	Highway overpass
San Antonio	M-992.2	Overpass, I-GN
San Antonio	M-992.2	Overpass—Highway
San Antonio	M-1031.6	Overpass—Sou. Pacific
San Antonio	M-1033.7	Highway overpass
San Antonio	M-1034.0	Highway overpass
San Antonio	M-1034.1	Highway overpass
San Antonio	M-1034.2	Highway overpass
San Antonio	M-1034.4	Highway overpass
San Antonio	M-1034.5	Highway overpass
San Antonio	M-1034.6	Highway overpass
Belton Br.	L-887.8	Bridge No. L-887.8

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.

12. Attention is called to the fact that engines, cars and loads on open top cars are of various heights and widths and that there are also other bridges and structures over main and other tracks in approaching and passing which it is dangerous to stand erect on top of a covered car or high load on open top car; also that it is dangerous to be on the side of a car while passing through bridges, buildings, platforms and other structures alongside main and other tracks.

13. TONNAGE RATINGS

		64% Booster		64%		57%		47%		32%	
From	To	Adjustment Tons	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons
Bellmead	Smithville	6	2750	69	2350	59	2100	53	1775	44	1240
Bellmead	Hewitt	7	3000	75	2550	64	2250	56	1975	47	1310
Hewitt	Eddy	7	3150	79	2675	67	2360	59	1985	50	1400
Eddy	Smithville	7	3465	87	2855	72	2570	64	2225	56	1390
Smithville	Bellmead	6	2700	68	2310	58	2050	51	1775	44	1150
Granger	Bellmead	6	2920	73	2520	63	2270	57	1935	48	1280
Smithville	Houston	6	3000	75	2625	66	2360	59	1910	48	1330
Smithville	Houston	10	4450	117	3855	97	3500	83	3075	77	2000
New Ulm	Houston	12	5250	131	4725	118	4410	110	3815	95	2360
Houston	Smithville	6	3000	76	2625	66	2360	59	1910	48	1330
Houston	New Ulm	10	5040	126	4515	113	4050	101	3240	81	2240
LaGrange	Smithville	10	5040	126	4515	113	4050	101	3240	81	2240
Smithville	San Antonio	5	2600	66	2200	55	2000	80	1655	42	1280
Lockhart	San Marcos	5	3000	75	2500	62	2270	57	1890	47	1455
San Marcos	New Braunfels	5	2300	70	2335	58	2120	53	1755	44	1380
San Antonio	Smithville	5	2455	62	2100	53	1910	48	1590	40	1225
New Braunfels	Smithville	5	2900	73	2500	62	2270	57	1890	47	1455
Granger	Austin	5	2465	62	2100	53	1910	48	1590	40	1225
Austin	Granger	5	2465	62	2100	53	1910	48	1590	40	1225
Austin	San Marcos	5	2290	67	1850	47	1700	43	1375	34	960
San Marcos	Austin	5	2465	62	2100	53	1910	48	1590	40	1225
Bellmead	DeLeon	5	2000	59	1850	46	1280	32	960	24	720
Comyn	DeLeon	5	2000	59	1850	46	1280	32	960	24	720
DeLeon	Comyn	5	2350	69	1850	46	1280	32	960	24	720
Dublin	Steiner	5	3810	95	3180	80	2220	56	1820	46	1280
Toblo	Bellmead	10	2000	60	1800	40	1120	28	880	22	680
Albany	Albany	5	1520	38	1220	31	860	22	680	22	680
Albany	Stamford	4	2350	59	1850	46	1280	32	960	24	720
Albany	Coghlin	10	3200	80	2650	66	1850	46	1280	32	960
Stamford	Stamford	5	2000	50	1600	40	1120	28	880	22	680
Stamford	Cisco	5	2100	53	1700	43	1200	30	900	24	720
Cisco	DeLeon	5	3640	96	3180	80	2170	54	1820	46	1280
Acampo	Albany	10	2370	69	1950	49	1520	39	1120	28	880
Carbon	DeLeon	7	1750	44	1230	31	880	22	680	22	680
Stamford	Rotan	8	2065	52	1650	39	1120	28	880	22	680
Tuxedo	Hamlin	7	2150	80	2200	55	1910	48	1590	40	1225
Rotan	Stamford	5	1010	25	810	25	810	25	810	25	810
DeLeon	Cross Plains	5	1010	25	810	25	810	25	810	25	810
Cross Plains	DeLeon	5	1010	25	810	25	810	25	810	25	810

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

14. 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
Carload perishables in refrigerators not under ice	42 tons
Refrigerators loaded with LCL merchandise	35 tons
Other cars loaded with LCL merchandise	27 tons
Live stock without bedding	35 tons
Live stock—bedded car	37 tons
Live Poultry	39 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.

Use following tonnage for Caboose:

Caboose 350 to 723, inclusive, and 100011 to 100063, Incl.	18 tons
Caboose 751 to 755, inclusive	21 tons
Caboose 796 to 840, 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
40,551-40,700—ballast	31 tons
41,000 series—flat bottom	30 tons
43,000 series—flat bottom	24 tons
47,000 series—stock	21 tons
Other system coal cars	20 tons
60,001-60,100 auto (40'6")	26 tons
61,001-61,025 auto (50'6")	30 tons
62,001-62,100 auto (50'6")	30 tons
63,001-63,025 auto (50'6")	31 tons

When stenciled tare weights are secured by actual check, the actual tonnage figures should be shown on wheel reports and reports endorsed accordingly.

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

Kind	Auto	Box	Flat	LPT	Rfr.	Stock	Tank	Ballast	Cinder
Tons	Evans 27	22	18	26	26	Clean - 20 Bedded-22	21	21	19

15. Engine Whistle 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	-----

16. 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-b, 4-c, 16-a, 16-b, 16-c and 16-d.

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

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

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

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

17. Following tracks not safe for 800 or 900 class engines:

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

18. EMPLOYEES HOSPITAL ASSOCIATION.

- DR. R. S. YANCEY, Chief Surgeon, Dallas, Texas
LOCAL SURGEONS.
- AUSTIN**—
Dr. H. B. Granberry
Dr. A. F. Beverly
- ALBANY**—
Dr. Gregg Murrie
- BASTROP**—
Dr. T. B. Taylor
- BELTON**—
Dr. M. P. McElhannon
- BARTLETT**—
Dr. R. S. Sutton
- CISCO**—
Dr. Wm. P. Lee
- CARBON**—
Dr. T. G. Jackson
- CROSS PLAINS**—
Dr. J. R. Dill
- DE LEON**—
Dr. H. H. Inzer
Dr. A. M. Reynolds
- ELGIN**—
Dr. G. T. King
- GEORGETOWN**—
Dr. Albert J. Rice
Dr. D. H. Cooper
- GALVESTON**—
Dr. Edward Randall, Sr. Consulting Surgeon
Dr. A. O. Singleton
Dr. Edward Randall, Jr.
- GORMAN**—
Dr. M. L. Stubblefield
- HAMLIN**—
Dr. G. D. Thurman
- HOUSTON**—
Dr. E. M. Arnold, Oculist
Dr. Herbert Harris, Oculist
Dr. Frank Barnes, Division Surgeon
Dr. J. Peyton Barnes
Dr. Chas. S. Gates
Dr. S. W. Thorn
Dr. Frank Barnes, Division Surgeon
Dr. L. W. Moore, Oral Surgeon
- HOLLAND**—
Dr. C. H. Hamblen
- HICO**—
Dr. C. M. Hall
- IREDELL**—
Dr. A. N. Pike
- LA GRANGE**—
Dr. L. D. Boelsche
- LOCKHART**—
Dr. A. A. Ross
Dr. A. A. Ross, Jr.
- MORGAN**—
Dr. C. C. Cate
- NEW BRAUNFELS**—
Dr. M. C. Hagler
- ROTAN**—
Dr. W. L. Allen
- RISING STAR**—
Dr. J. L. Dill
- 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. Thomas W. Folbre, Oculist and Aurist
Dr. Stirling E. Russ
Dr. Kent N. Hunt
Dr. R. E. Brown, Jr.
Dr. R. G. McCorkle, Consulting T. B. Specialist
Dr. James F. Hollers, Oral Surgeon
- SMITHVILLE**—
Dr. Martin Hoch, Div. Surg.-Examiner
Dr. T. J. Smith, Oral Surgeon
Dr. J. D. Stephens, Div. Surg.
- SAN MARCOS**—
Dr. L. L. Edwards
Dr. R. F. Sowell
- SEALY**—
Dr. F. W. Hoyer
- TAYLOR**—
Dr. E. W. Stromberg
Dr. Edmond Doak
- TEMPLE**—
Dr. E. McCelvey
Dr. L. R. Talley
Dr. A. H. Alsup
Dr. B. P. Woodson, Oculist
- WACO**—
Dr. I. E. Colgin, Consulting Surgeon
Dr. K. H. Aynesworth, Consulting Surgeon
Dr. J. O. Hall, Oral Surgeon
Dr. R. E. Bullard, Division Surgeon
Dr. John L. Burgess, Specialist
Dr. S. J. Harlow, Oral Surgeon
Dr. Frank Connally, Division Surgeon
Dr. J. E. Lattimore, Division Surgeon
Dr. W. C. Bideltsch, Consulting Physician
- WALNUT SPRINGS**—
Dr. J. A. Murray, Division Surgeon-Examiner
- WHITNEY**—
Dr. W. F. Treat
- Maximum Permissible Speed on Curves not Protected by Slow Boards
- | Mile Post | Maximum Speed |
|-----------|---------------|
| 1081.4 | 35 |
| 1082.2 | 35 |
| 1083.3 | 25 |
| 1083.6 | 20 |
| 1084.0 | 20 |
| 1084.1 | 20 |
| 1084.2 | 20 |
- Permissible speeds must be reduced when track conditions are not suitable for maximum specified.

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, H. C. PAGEL
J. G. SCHMIDT, J. E. FULMER
W. N. PORCHE
Dispatchers.

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

**SOUTH TEXAS
DISTRICT**

**TIME TABLE
No. 17-D**

**Effective
February 8,
1942**