

**MISSOURI-KANSAS-TEXAS RAILROAD COMPANY**

**OF TEXAS**

**SAFETY**

**FIRST**

**SOUTH TEXAS DISTRICT**

**EMPLOYEES' TIME TABLE No. 18**

**18**

**Effective Sunday, June 21, 1942**

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

**18**

**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. 18 Effective 12:01 A. M. June 21, 1942		FIRST CLASS				
55 Mixed	97 Way	381 Katy Komet	91 Way	281 Katy Komet	271 Bullet	71 Bullet	81 Katy Komet			5 Katy Flyer	25 Katy Flyer	1 Texas Special	11 Passenger	3 Katy Limited		
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Tuesday Thursday Saturday	Daily	Daily Except Sunday	Daily	Daily	WYSOPT Yard	843.0	STATIONS		Daily	Daily	Daily	Daily	Daily
			6.00AM AM			2.00PM PM	10.30PM PM			N Leave BELLMEAD BJ						
								WPS	845.5	StLSW 2.5-Interlocking Device						
			6.15			2.10	10.37			StLSW T.&N.O., I-GN Interlocker						
			f 6.37			2.28 <sup>90</sup>	10.51	P	853.1	N WACO Leave WO Double Track 7.0	2.10	2.15	1.10	1.20	4.00	
			f 6.50			2.39	10.59	P	858.4	N HEWITT W	2.23	2.29	1.22	f 1.32	f 4.13	
			f 7.10			2.54	11.12	P	865.2	N LORENA 5.3	2.31	2.37	1.29	f 1.40	f 4.21	
			f 7.30			3.10	11.23	P	872.1	D EDDY ED	2.40	2.47	1.37	s 1.49	f 4.30	
			7.40			3.17	11.30	P	875.3	D TROY VO	2.48 <sup>80</sup>	2.57 <sup>80</sup>	1.45	f 1.58 <sup>90</sup>	f 4.39	
			7.48			3.24	11.36	P	878.2	D SAMPSON 3.2	2.53	3.04 <sup>6</sup>	1.50 <sup>90</sup>	2.04	4.44 <sup>70</sup>	
L 1.00 <sup>90</sup> PM			s 7.55			3.30	11.39	WPS	880.0	N SCHULL 2.0	2.57 <sup>6</sup>	3.09	1.54	2.08	4.47	
1.05			8.05			3.33	11.43	P	881.1	N GO&SF TEMPLE 1.1 Interlocker JN	s 3.07	s 3.20	s 2.02	s 2.15	s 4.55	
A 1.15 PM			8.10			3.38	11.47	P	883.3	N COBEL 1.3	3.09	3.26 <sup>26</sup>	2.04	2.17	4.57	
			f 8.25			3.48 <sup>70</sup>	11.54	P	887.6	N ECHO 4.3	3.12	3.29	2.07	2.21	5.00	
			f 8.40			4.07	12.02 AM	P	892.0	N LITTLE RIVER 4.4	3.18 <sup>26</sup>	3.35	2.12	f 2.26	f 5.06 <sup>24</sup>	
			f 8.55			4.13	12.10	P	896.8	D SPARKS 4.8	3.24	3.41	2.17	2.32	5.13 <sup>4</sup>	
			9.03			4.20	12.14	P	899.3	D HOLLAND FN	3.29	3.47	2.22	s 2.39	s 5.20	
			s 9.15			4.20	12.20	P	902.8	D SUMMERS 3.5	3.32	3.51	2.25	2.44	5.24	
			L 1.30 AM	A 10.00 AM		A 4.33 <sup>24</sup> PM	A 12.30 AM	POWY	908.1	D BARTLETT 5.3 BR	3.36	s 3.56	2.29	s 2.49 <sup>70</sup>	s 5.29	
			f 1.53 <sup>6</sup>					P	917.4	N GRANGER 5.3 G	3.45	A 4.05 AM	2.37 <sup>70</sup>	A 2.59 PM	s 5.40	
			s 2.20					WP	923.2	N WEIR 5.8	3.58		2.50		f 5.54	
			2.50					P	929.4	D GEORGETOWN 6.2 GY	s 4.07		2.57		s 6.05	
			f 3.15					P	937.8	D NELSON 6.4	4.16		3.05		6.16	
			f 3.30					P	944.4	D PFLUGERVILLE 6.6 GU	4.27		3.15		f 6.31	
			A 4.00 AM					WP	953.7	D SPRINKLE 9.3	4.35		3.23		6.40	
								YP Yard	955.5	N PERSHING 1.8	4.50 AM		3.40 <sup>4</sup> PM		6.55 PM	
										N AUSTIN 29.4 FY	s 5.00 AM		s 3.50 3.55 PM		s 7.05 7.15 PM	
										N VIA I-GN						
										N M-K-T JUNCTION 0.6 Interlocker K	6.00 AM		4.40 PM		8.05 PM	
										N AJAX 0.8 Interlocker	6.01		4.41		8.06	
										N SAN MARCOS 0.8 C	s 6.05		4.43		s 8.10	
										N HUNTER 7.0	6.15		4.53		8.20	
										N NEW BRAUNFELS YARD 0.4	6.28		5.05		8.33 <sup>280</sup>	
										N NEW BRAUNFELS 0.4 Interlocker NB	s 6.32		5.06		s 8.35	
										N COMAL 7.5 Interlocker	6.43		5.16		8.45	
										N LUXELLO 6.2	6.53 <sup>96</sup>		5.25		f 8.55	
										N FRATT 3.0	7.08		5.36		9.06	
										N BENZ 4.4	7.16		5.42		9.13	
										N TRAVIS YARD 7.5	7.19		5.44		9.16	
										N HAIG 2.5	7.24		5.48		9.20	
										N WPOY Yd 1037.5	7.35		5.55		9.30	
										N PS Yard 1038.5	7.45 AM		6.05 PM		9.40 PM	
55 18.2	97 17.5	381 18.2	91 16.3	281 22.3	271 12.3	71 26.0	81 32.6			195.5 Average Speed Per Hour	5 34.6	25 34.1	1 39.3	11 37.3	3 34.0	

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.

NORTHWARD TRAINS

SAN ANTONIO DIVISION

NORTHWARD TRAINS

FIRST CLASS					Time Table No. 18 Effective 12:01 A. M. June 21, 1942					THIRD CLASS				FOURTH CLASS			
	26 Katy Flyer	6 Katy Flyer	4 Katy Limited	24 Katy Limited	2 Texas Special	Station Number	80 Katy Komet	70 Through Freight	270 Through Freight	280 Katy Komet	90 Way	380 Katy Komet	96 Way	54 Mixed			
	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily Except Sunday	Daily	Monday Wednesday Friday	Daily Except Saturday	Daily Except Sunday	Daily Except Sunday			
	AM	AM	PM	PM	PM		AM	PM			PM						
						N BELLMEAD Arrive BJ	843	4.15AM	6.30PM		3.10PM						
						StLSW 2.5 Interlocking Devlee StLSW.T.&N.O.I-GN Interlocker											
	4.25	4.00	6.30	6.20	12.50	N Arrive WACO WO	846	3.50	6.00		2.45						
	4.10	3.40	6.15	6.05	12.36	N HEWITT W	853	3.30	5.40		2.28						
	4.01	3.30	6.06	5.56	12.28	N LORENA	858	3.19	5.25		2.19						
	3.52	3.20	5.56	5.46	12.20	D EDDY ED	865	3.08	5.10		2.10						
	3.44	3.10	5.47	5.37	12.12	D TROY VO	872	2.57 <sup>25</sup> 2.48 <sup>3</sup>	4.57		1.58						
	3.39	3.04 <sup>25</sup>	5.42	5.32	12.08	D SAMPSON	875	2.38	4.44 <sup>3</sup>		1.50						
	3.35	2.57 <sup>5</sup>	5.38	5.28	12.05	D SCHULL	878	2.34	4.25		1.20						
	3.32	2.45	5.35	5.25	12.03 PM	N GO&SF TEMPLE Interlocker JN	880	2.30	4.12		1.00			6.45 AM			
	3.26 <sup>25</sup>	2.40	5.29	5.16	11.58	N COBEL	881	2.23	4.08		12.40			6.35			
	3.23	2.37	5.26	5.13	11.55	N ECHO	883	2.19	4.03		12.30			6.30 AM			
	3.18 <sup>5</sup>	2.31	5.20	5.06 <sup>3</sup>	11.49	N LITTLE RIVER	888	2.12	3.48 <sup>71</sup>		12.20						
	3.08	2.26	5.13 <sup>3</sup>	4.57	11.44	N SPARKS	892	2.05	3.30		12.10						
	3.00	2.20	5.05	4.50	11.38	D HOLLAND FN	897	1.57	3.13		12.02 PM						
	2.55	2.17	5.00	4.46	11.35	D SUMMERS	899	1.52	3.03		11.53						
	2.50	2.13	4.56	4.42	11.31	D BARTLETT BR	903	1.46	2.49 <sup>11</sup>		11.47						
	2.40 AM	2.05	4.46	4.33 <sup>71</sup>	11.24 <sup>90</sup>	N GRANGER G	908	1.36 AM	2.37 <sup>1</sup>		11.24 <sup>2</sup>	10.30 PM					
	1.53 <sup>381</sup>	4.31		11.12		WEIR	U 9				9.55						
	1.45	4.22		11.04		D GEORGETOWN GY	U 15				9.30						
	1.34	4.12		10.56		N NELSON	U 21				8.53						
	1.23	4.02		10.46		D PFLUGERVILLE GU	U 30				8.25						
	1.14	3.54		10.38		N SPRINKLE	U 36				7.59						
	1.00 AM	3.40 <sup>1</sup>		10.25 AM		PERSHING					7.30 PM						
	12.50 AM	3.25		10.15 AM		N AUSTIN FY	U 47										
	12.40 AM	3.20 PM				VIA I-GN											
	11.50 PM	2.30 PM		9.30 AM		N M-K-T JUNCTION K											
	11.48	2.28		9.29		I-GN AJAX Interlocker	M 52			AM							
	11.45	2.25		9.27		N SAN MARCOS C	M 53			A 3.30	A 9.12						
	11.35	2.15		9.17		HUNTER	M 60			3.01	9.10						
	11.23	2.00		9.06		NEW BRAUNFELS YARD				1.59	8.49						
	11.21	1.58		9.05		N NEW BRAUNFELS NB	M 69			1.40 <sup>271</sup>	8.33 <sup>3</sup>			8.10			
	11.11	1.47		8.55		I-GN COMAL Interlocker	M 77			1.30	8.10			8.00			
	11.03	1.37		8.47		LUXELLO	M 83			1.12	7.55			7.10			
	10.52	1.26		8.37		FRATT	M 91			12.59	7.41			6.53 <sup>5</sup>			
	10.46	1.19 <sup>97</sup>		8.31		BENZ	M 96			12.39	7.27			6.35			
	10.44	1.17		8.29		TRAVIS YARD	M 97			12.28	7.20			6.26 <sup>281</sup>			
	10.40	1.14		8.25		HAIG	M 100			12.23	7.17			6.15			
	10.33	1.05		8.19		N CH&SA and T&NO Interlocker	M 103			12.17	7.12			6.10			
	10.30 PM	1.00 PM		8.15 AM		T&NO NOGALITOS Leave YD Interlocker	M 104			12.01	7.00			6.00			
						Leave SAN ANTONIO											
	26	6	4	24	2	195.5 Average Speed Per Hour	80	70	270	280	90	380	96	54			
	35.7	35.1	35.1	35.1	42.1		24.6	16.3	14.9	28.4	17.8	15.2	16.1	19.8			

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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. 18 Effective 12:01 A. M. June 21, 1942		Station Numbers	THIRD CLASS		FOURTH CLASS	
	271 Bullet Mixed Daily Except Saturday		281 Katy Komet Daily								280 Katy Komet Daily	
	PM 9.30		AM 3.00	OWPSTY Yard P		N Leave	SMITHVILLE	Arrive SM	969	PM 11.10		AM 7.45
f	9.45		3.12	P 42	5.5		TOGO		M 5	10.55		f 6.59
f	9.59		3.21	P 35	10.2		ROSANKY		M 10	10.46		f 6.25
f	10.13		3.30	P 37	14.3		JORDAN		M 15	10.37		f 5.59
f	10.26 <sup>280</sup>		3.40	P 33	20.3		RED ROCK		M 21	10.26 <sup>271</sup>		f 5.30
f	10.45		3.56	P 31	28.4		DALE		M 29	10.07		f 5.00
s	11.20		4.14 <sup>270</sup>	P 60	36.4	D	LOOKHART	OO	M 37	9.50		s 4.14 <sup>281</sup>
f	11.45		4.30	P 33	43.5		MAXWELL		M 44	9.35		f 3.53
f	11.59		4.40	P 39	46.8		REEDVILLE		M 47	9.25		f 3.44
	12.16 AM		4.55 AM	PY	51.5	Arrive	AJAX	Leave	M 52	9.12 PM		3.30 AM
	271 18.6		281 26.9				51.5 Average Speed Per Hour			280 28.1		270 12.1

WESTWARD TRAINS

BELTON BRANCH

EASTWARD TRAINS

FOURTH CLASS		Fuel, Telephone, Car Capacity Sidings	Distance from St. Louis	Time Table No. 18 Effective 12:01 A. M. June 21, 1942		Station Numbers	FOURTH CLASS	
	55 Mixed Daily Ex. Sunday							54 Mixed Daily Ex. Sunday
	1.15 PM	P	883.3	Leave	ECHO	Arrive	883	6.30 AM
	1.45 PM	Yard OP	890.0	D Arrive	BELTON	Leave MY	L 7	6.00 AM
	55 13.4				6.7 Average Speed Per Hour			54 13.4

SPEED TABLE

Speed Per Hour	Time		Speed Per Hour	Time	
	1 Mile			1 Mile	
Miles	M	S	Miles	M	S
10	6	0	1	1	40
11	5	30	1	1	30
12	5	0	1	1	20
13	4	30	1	1	10
14	4	0	1	1	0
15	3	30	1	1	0
16	3	0	1	1	0
17	2	50	1	1	0
18	2	40	1	1	0
19	2	30	1	1	0
20	2	0	1	1	0
21	1	50	1	1	0
22	1	40	1	1	0
23	1	30	1	1	0
24	1	20	1	1	0
25	1	10	1	1	0
26	1	0	1	1	0
27	1	0	1	1	0
28	1	0	1	1	0
29	1	0	1	1	0
30	1	0	1	1	0

Train Register for ECHO located Temple.

WESTWARD TRAINS

DELEON DIVISION

EASTWARD TRAINS

FOURTH CLASS		FIRST CLASS		Fuel, Water, Wye, Seals, Turn Table Car Capacity Sidings	Distance from Waco	Station Numbers	FIRST CLASS		FOURTH CLASS		
93		35					36		92		
Way		Passenger		Yard WS	Yard	N Leave	WACO		Arrive WC		
Daily Except Sunday		Daily					St. L. S. W. Interlocking Device T. & N. O. - I-GN - St. L. S. W. Interlocker EAST WACO		846		PM 10.10
AM		VIA CAPHEAD		Yard OWST		N Leave		BELLMEAD		Arrive BJ	
12.01		f 6.27		2.8		843		EAST WACO		4.00	
12.05		f 6.30		3.6		4				3.55	
12.17		f 6.36		5.3		6		9.53		3.45	
f 12.40		f 6.50		8		13		f 9.39		f 3.20	
f 12.55		f 6.58		49		17		f 9.33		f 3.05	
f 1.20		s 7.13		28		24		s 9.20		f 2.45	
f 1.55		s 7.33		W 48		34		s 9.02		f 2.10	
2.15		f 7.43		40.0		40		f 8.50		1.50	
f 2.31		f 7.53		48		46		f 8.40		f 1.35	
f 3.00		s 8.09		49		55		s 8.24		f 1.05	
f 3.30		s 8.27		W 60		64		s 8.05		f 12.35	
f 4.05		s 8.47		27		74		s 7.44		f 12.05 PM	
f 4.47		s 9.07		W 49		85		s 7.25		s 11.30	
f 5.20		f 9.20		46		93		f 7.09		f 10.57	
f 5.38		f 9.30		25		98		f 6.59		f 10.40	
s 6.10		s 9.50		92 SW 52		107		s 6.40		s 9.50 35	
f 6.22		9.57		44		111		f 6.30		9.30	
f 6.35		f 10.05		4		115		f 6.23		f 9.15	
7.00 AM		10.15 AM		OYW Yard		120		f 6.15 PM		9.00 AM	
93		35						36		92	
16.7		30.6				119.7		30.6		16.7	

Average Speed Per Hour

No. 35 is superior to No. 36.

WESTWARD TRAINS

CROSS PLAINS BRANCH

EASTWARD TRAINS

FOURTH CLASS		Fuel, Water, Wye, Track Seals, Car Capacity Sidings	Distance from Deleon	Station Number	FOURTH CLASS		
51					50		
Mixed		Yard OYW	Yard	D Leave	CROSS PLAINS		Arrive CP
Monday Wednesday Friday					Mixed		
AM 10.20		16		120		PM 5.00	
f 10.55		18		B 129		f 4.25	
s 11.22		50		B 136		s 3.55	
s 12.30 PM		20		B 147		s 3.05	
s 12.59		40.2		B 155		s 2.30	
1.30 PM		Yard		B 160		2.00 PM	
51						50	
12.7				40.2		13.4	

Average Speed Per Hour

No. 51 is superior to No. 50.



## 5. Maximum Speed: (Miles per hour)

	Passenger Trains	Komets	Other Freight Trains
San Antonio (Between Waco and Hewitt).....	50	45	40
San Antonio (Between Hewitt and Granger).....	50	45	40
San Antonio (Between Granger and Pershing).....	60	45	40
San Antonio (Between San Marcos and Travis Yard).....	50	45	40
Houston (Between Granger and M.P. 930).....	50	45	40
Houston (Between M.P. 930 and Smithville).....	50	45	40
Houston (Between Smithville and Brookshire).....	50	45	40
Houston (Between Brookshire and Eureka).....	50	45	40
San Marcos (Between M.P. 42 and Ajax).....	35	25	25
San Marcos (Between Smithville and M.P. 42).....	40	35	35
Belton Branch.....	15	15	15
Texas Central (Between Stamford and Rotan).....	25	20	20
Cross Plains Branch.....	20	15	15
Reversed Direction on Double Track.....	50	35	25
Texas Central (Between Waco and Samford).....	40	30	30

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. Passenger trains will not exceed thirty (30) miles per hour and freight trains twenty (20) miles per hour mile post 123 to fifteen (15) poles west of mile post 127. Passenger trains will not exceed twenty-five (25) miles per hour and freight trains fifteen (15) miles per hour operating over Bellmead cut-off and old TC main line.

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 and over first and second crossings east of freight 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, as otherwise restricted.

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

Maximum speed of passenger 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. 1080.5 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:

Waco.....	20 miles per hour	Bastrop.....	20 miles per hour
Temple.....	18 miles per hour	Smithville.....	15 miles per hour
Granger.....	15 miles per hour	LaGrange.....	6 miles per hour
Georgetown.....	20 miles per hour	Fayetteville.....	15 miles per hour
Austin.....	6 miles per hour	Houston Heights.....	18 miles per hour
San Marcos.....	20 miles per hour	Houston.....	18 miles per hour
New Braunfels.....	12 miles per hour	Lockhart.....	15 miles per hour
San Antonio.....	18 miles per hour	Belton.....	6 miles per hour
Taylor.....	12 miles per hour	Hico.....	10 miles per hour
Elgin.....	10 miles per hour	Dublin.....	15 miles per hour

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.

Barlett 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 908.3, 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 end 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 bridge signal 908.3.

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 schedules 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 843.3, southward traffic, and from Mile 847.4, northward traffic to Mile 908.6, 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 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 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 top of instrument case 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:

Name	MP Location	San Antonio Division		Car Capacity.
		End Connected to	Main Track.	
Harlan Cross.....	848.8	North	45	
Bruceville.....	863.0	South	18	
Igheart.....	U-953.5	North	22	
Greene.....	M-999.7	North	45	
Solms.....	M-1006.7	North	45	
Ogden.....	M-1012.6	North	46	
Longhorn.....	M-1023.6	North	6	
Emount.....	M-1037.1	North	6	
Texas Co.....	M-1028.5	North	30	
Exposition.....	M-1032.1	North	20	
Anthony.....	M-1034.8	North	15	

Name	MP Location	Houston Division		Car Capacity.
		End Connected to	Main Track.	
Cirleville.....	913.7	South	10	
Leevan.....	977.3	South	90	
Hatters Spur.....	1003.5	North	55	
Klimek.....	1005.3	South	26	
Hixon.....	1017.5	South	4	
San Felipe.....	1038.3	South	10	
Enos.....	1043.0	South	15	
Johnsue.....	1051.7	North	12	
Barker.....	1063.9	South	25	

Name	MP Location	San Marcos Division		Car Capacity.
		End Connected to	Main Track.	
Williaman.....	M-8.5	West	5	
Miles.....	M-25.0	West	14	
Bianco Spur.....	M-50.5	East	7	

Name	MP Location	Belton Branch		Car Capacity.
		End Connected to	Main Track.	
Hobbs.....	887.0	Both	8	

Name	MP Location	De Leon Division		Car Capacity.
		End Connected to	Main Track.	
Humble Oil Spur.....	114.8	West	10	

Name	MP Location	Stamford Division		Car Capacity.
		End Connected to	Main Track.	
Texas Co.....	174.0	West	62	
Plasterco.....	250.5	East	13	
Reynolds.....	253.6	West	20	

Name	MP Location	Cross Plains Branch		Car Capacity.
		End Connected to	Main Track.	
Mon-Tax.....	B-20.7	West	5	
Potter.....	B-37.7	East	13	
Phillips.....	B-34.4	East	15	

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

Name	MP Location	MP Location
Cirleville.....	Houston Division	913.4
Cummings Creek.....	Houston Division	1005.6

8-c. Yards protected by yard limit boards:

Bellmead to Waco, inclusive	Smithville
Schull-Temple-Cobel, inclusive	Eureka to Houston, inclusive
Granger	Bem
Igheart-Pershing	Dublin
Ajax to San Marcos, inclusive	DeLeon
New Braunfels	Stamford
M.P. 1027.4 to San Antonio, inclusive	

8-d. Bulletin Books are located at:

Bellmead—Yard Office	San Antonio—Passenger Station
Bellmead—Round House	Smithville—Telegraph Office
Waco—Telegraph Office	Smithville—Round House
Waco—Engineers Rest Room	Houston—Telegraph Office
Belton—Telegraph Office	Houston—Round House
Granger—Telegraph Office	DeLeon—Telegraph Office
Nogalitos—Yard Office	Stamford—Telegraph Office
Nogalitos—Round House	Stamford—Round House

8-e. Standard Clocks are located at:

Bellmead—Telegraph Office	San Antonio—Passenger Station
Waco—Telegraph Office	Smithville—Telegraph Office
Temple—Telegraph Office	Houston—Telegraph Office
Granger—Telegraph Office	DeLeon—Telegraph Office
Nogalitos—Yard Office	Stamford—Telegraph Office
Nogalitos—Round House	

9. Watch Inspectors:

American Railroad Time Service Company, 720 Olive St., St. Louis.			
Koen & Son, Joe.....	Austin	Ganter & Son, B.....	Galveston
Stocking, E. R.....	Belton	L. D. Zalenewitz.....	Granger
Hampton, H.....	DeLeon		
Houston Watch Co., 1st Floor Southern Pacific Bldg.....	Houston		
Humble, O. B., 1301 1/2 South Flores St.....	San Antonio		
Gledemister & Son, Chas., 515 E. Houston Street.....	San Antonio		
Ragsdale, C. E.....	Smithville		
Dobyns, R. H., 2025 Market Street.....	Stamford		
Armstrong, T. A., 725 Austin Street.....	Waco		

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

Station	For trains	Station	For trains
Bruceville.....	3 and 4	Elm Mott.....	35 and 36
Barker.....	24	Comyn.....	35 and 36

San Felipe is regular stop for Trains No. 11 and No. 24.

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. Trains No. 1 and 2 stop at Georgetown, San Marcos and New Braunfels to discharge revenue passengers from and pick up revenue passengers for St. Louis and Connections.

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

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.

PERMISSIVE STOPS ON OTHER DISTRICTS

Northern District

No. 26 at Erie to discharge from south of Waco.

No. 6 at West Alton 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.

Houston.....	1084.0	Train shed—passenger station
Houston.....	1084.1	Overpass Main St. Viaduct (Freight Lead)
G. H. & H. RR.....	42.46	Signal Bridge
G. H. & H. RR.....	43.57	Lift bridge Galveston Causeway
San Antonio.....	152.69	Rock Cut I-GN joint track
San Antonio.....	204.69	Bridge No. 204.69, I-GN joint track
San Antonio.....	M-992.2	Overpass, I-GN
San Antonio.....	M-1033.5	Overpass—Highway
DeLeon.....	20.8	Bridge No. 20.8
DeLeon.....	29.6	Bridge No. 29.6
DeLeon.....	31.7	Bridge No. 31.7
DeLeon.....	32.2	Bridge No. 32.2
DeLeon.....	38.1	Bridge No. 38.1
DeLeon.....	37.6	Bridge No. 37.6
Stamford.....	144.8	Bridge No. 144.8
DeLeon.....	184.5	Bridge No. 184.5

All.....
 Various | Swinging spouts on water tanks |

All.....
 Various | All main cranes when pouches are hung |



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	L-1045.0	Highway overpass
San Antonio	M-892.2	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

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

Locomotives	64% Booster	64%	57%	47%	32%							
From	To	Adjustment Tons	Rating Cars	No. Rating Cars	No. Rating Cars	No. Rating Cars	No. Rating Cars	No. Rating Cars				
Bellmead	Smithville	6	2750	69	2350	59	2100	53	1775	44	1240	31
Bellmead	Hewitt	7	3000	75	2550	64	2250	56	1875	47	1310	33
Hewitt	Eddy	7	3150	79	2675	67	2380	59	1985	50	1400	35
Eddy	Smithville	7	3465	87	2895	72	2570	64	2225	56	1830	35
Smithville	Bellmead	6	2700	68	2310	58	2050	51	1775	44	1150	29
Granger	Bellmead	6	2920	73	2520	63	2270	57	1935	48	1280	32
Smithville	Houston	6	3000	75	2625	66	2360	59	1910	48	1330	33
Smithville	LaGrange	10	4460	117	3365	97	3500	98	3075	77	2000	50
New Ulm	Houston	12	5250	131	4725	118	4410	110	3815	95	2380	60
Houston	Smithville	6	3000	75	2625	66	2360	59	1910	48	1330	33
Houston	New Ulm	10	5040	126	4515	113	4050	101	3240	81	2240	56
LaGrange	Smithville	10	5000	125	4410	110	3970	99	3180	80	2220	56
Smithville	San Antonio	5	2600	66	2200	55	2000	50	1665	42	1280	32
Lockhart	San Marcos	5	3000	75	2500	62	2270	57	1890	47	1455	36
San Marcos	New Braunfels	5	2900	70	2335	58	2120	53	1785	44	1360	34
San Antonio	Smithville	5	2465	62	2100	53	1910	48	1590	40	1225	31
New Braunfels	Smithville	5	2900	73	2500	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	Del. Leon	5	2000	50	1600	40	1120	28	880	22	660	16
Del. Leon	Del. Leon	5	2350	59	1850	46	1280	32	1000	25	780	19
Comyn	Del. Leon	5	2000	50	1600	40	1120	28	880	22	660	16
Del. Leon	Comyn	5	2350	59	1850	46	1280	32	1000	25	780	19
Tokio	Del. Leon	10	3810	95	3180	80	2220	56	1660	41	1120	28
Del. Leon	Albany	5	2000	50	1600	40	1120	28	880	22	660	16
Albany	Stamford	4	1520	38	1220	31	880	22	660	16	440	11
Albany	Coghill	5	2350	59	1850	46	1280	32	1000	25	780	19
Stamford	Cisco	5	2000	50	1600	40	1120	28	880	22	660	16
Cisco	Del. Leon	10	3840	96	3180	80	2170	54	1520	38	1120	28
Acampo	Del. Leon	7	2370	59	1960	49	1520	38	1120	28	880	22
Carbon	Del. Leon	5	2100	53	1700	43	1200	30	920	23	700	17
Stamford	Rotan	10	3085	77	2520	63	2085	52	1550	39	1120	28
Tuxedo	Rotan	10	3180	80	2600	65	2180	55	1600	40	1120	28
Del. Leon	Cross Plains	5	2000	50	1600	40	1120	28	880	22	660	16
Cross Plains	Del. Leon	5	2000	50	1600	40	1120	28	880	22	660	16

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:

Carload perishable moving under ice	45 tons	16 tons
Refrigerators loaded with LCL merchandise	42 tons	16 tons
Other cars loaded with LCL merchandise	35 tons	7 tons
Live stock without bedding	27 tons	7 tons
Live stock with bedding	35 tons	15 tons
Live Poultry	37 tons	15 tons
	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.

Use following tonnage for Caboose:

Caboose 850 to 725, inclusive, and 100011 to 100063, Incl.	18 tons
Caboose 751 to 795, 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	24 tons
Other system coal cars	22 tons
60,001-60,100 auto (40'6")	20 tons
61,001-61,025 auto (50'6")	20 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	Rfgr.	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&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

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—I-GN 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	LOCKHART—	Dr. A. A. Ross
	Dr. A. F. Beverly		Dr. A. A. Ross, Jr.
ALBANY—	Dr. Gregg Murrie	MORGAN—	Dr. C. C. Cate
	Dr. T. E. Taylor	NEW BRAUNFELS—	Dr. M. C. Hagler
BELTON—	Dr. J. W. Pittman	ISING STAR	Dr. J. R. Dill
BARTLETT—	Dr. R. S. Sutton	STAMFORD—	Dr. E. P. Bunkley
CISCO—	Dr. Wm. P. Lee		Dr. Dallas Southard
CARBON—	Dr. T. G. Jackson	SAN ANTONIO—	Dr. W. B. Russ, Div. Surg.-Examiner
CROSS PLAINS—	Dr. J. H. Furlison, Oculist		Dr. J. H. Furlison, Oculist
	Dr. Thomas W. Polbre, Oculist and Aurist		Dr. Kent N. Hunt
DE LEON—	Dr. H. H. Inzer		Dr. R. E. Brown, Jr.
	Dr. A. M. Reynolds		Dr. R. G. McCordie, Consulting T. B. Specialist
DUBLIN	Dr. Tom S. Bryan		Dr. Paul J. Boland, Oral Surgeon
ELGIN—	Dr. G. T. King	SMITHVILLE—	Dr. Martin Hoch, Div. Surg.-Examiner
GRANGER	Dr. J. A. Smith		Dr. T. J. Smith, Oral Surgeon
GEORGETOWN—	Dr. D. H. Cooper		Dr. J. D. Stephens, Div. Surg.
GALVESTON—	Dr. Edward Randall, Sr. Consulting Surgeon	SAN MARCOS—	Dr. L. L. Edwards
	Dr. A. O. Singleton		Dr. R. F. Sowell
	Dr. Edward Randall, Jr.	SEALY—	Dr. F. W. Hoyer
GORMAN—	Dr. M. L. Stubblefield	TAYLOR—	Dr. Edmond Doak
HAMLIN—	Dr. G. D. Thurman	TEMPLE—	Dr. J. S. McCelvey
HOUSTON—	Dr. E. M. Arnold, Oculist		Dr. L. R. Talley
	Dr. Herbert Harris, Oculist		Dr. A. H. Alsup
	Dr. Frank Barnes, Division Surgeon		Dr. B. P. Woodson, Oculist
	Dr. J. Peyton Barnes	WACO—	Dr. K. H. Aynesworth, Consulting Surgeon
	Dr. Chas. S. Gates, Division Surgeon		Dr. J. O. Hall, Oral Surgeon
	Dr. S. W. Thorn		Dr. S. J. Harlow, Oral Surgeon
	Dr. L. W. Bertner		Dr. Frank Connally, Division Surgeon
	Dr. E. W. Moore, Oral Surgeon		Dr. J. E. Lattimore, Division Surgeon
HOLLAND—	Dr. C. H. Hamblen		
HICO—	Dr. C. M. Hall	WALNUT SPRINGS—	Dr. J. A. Murray, Division Surgeon-Examiner
IREDELL—	Dr. A. N. Pike	WHITNEY—	Dr. W. F. Treat
LA GRANGE—	Dr. L. D. Boelsche		
		Maximum Permissible Speed on Curves not Protected by Slow Boards	
		Mile Post	Maximum Speed
		1081.4	35
		1082.2	35
		1083.2	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, P. M. MCGEE  
Dispatchers.

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

**SOUTH TEXAS  
DISTRICT**

**TIME TABLE  
No. 18**

**Effective  
June 21,  
1942**