

# MAKE EVERY TRIP A SAFETY TRIP



H. E. COKER  
Assistant Superintendent

G. F. WEECE  
Road Foreman of Engines

B. G. WHITLOW                      A. D. LANCASTER  
Chief Dispatchers

A. P. SCHIMMEL  
Night Chief Dispatcher

J. G. SCHMIDT                      C. E. DILTZ  
W. N. PORCHE                      A. L. ADAMS

L. A. VOLCIK  
Train Dispatchers



ROAD FOREMAN OF ENGINES HAS THE SAME  
AUTHORITY AS ASSISTANT SUPERINTENDENT  
WHILE ON LINE OF ROAD.

## Missouri-Kansas-Texas Railroad Company of Texas

EMPLOYEES'

# TIME TABLE

## No. 24

## SOUTH TEXAS DISTRICT

EFFECTIVE AT 12:01 A. M.  
CENTRAL STANDARD TIME

## Sunday, May 16, 1948

Superseding Previous Time Table and Supplements

FOR THE INFORMATION AND GUIDANCE  
OF EMPLOYEES ONLY

The Railroad Company Reserves the Right to Vary Therefrom as  
Circumstances May Require

H. W. DAVIDSON,  
Superintendent

J. H. LITTLE,  
General Superintendent  
of Transportation

H. M. WARDEN,  
Vice-President and  
General Manager



M-K-T RAILROAD EMPLOYEES' HOSPITAL ASSOCIATION  
Dr. Roland S. Kieffer, Chief Surgeon, St. Louis, Mo.

LOCAL SURGEONS

STATION	NAME	TITLE
Austin	Dr. A. H. Neighbors	
Austin	Dr. John A. Crockett	Oculist
Austin	Dr. Lee E. Edens	Consulting Dermatologist
Austin	Dr. Raleigh R. Ross	Consulting Surgeon
Albany	Dr. Gregg Murrie	
Blair	Dr. E. W. Lovelace	
Bellmead	Dr. Lewis G. Alde	
Belton	Dr. J. W. Pittman	
Barlett	Dr. J. R. Burnett	
Cisco	Dr. Wm. P. Lee	
Cisco	Dr. E. E. Addy	
Carbon	Dr. T. G. Jackson	
De Leon	Dr. H. H. Inzer	
De Leon	Dr. James M. Wright	
De Leon	Dr. A. M. Reynolds	
Dublin	Dr. Tom F. Bryan	
Elgin	Dr. W. E. Wood	
Georgetown	Dr. D. H. Cooper	
Georgetown	Dr. Albert J. Rice	
Galveston	Dr. Edward Randall, Jr.	
Galveston	Dr. Herman Welner, Jr.	
Gorman	Dr. D. V. Rodgers	
Gorman	Dr. T. G. Jackson	
Granger	Dr. Arthur A. Watson	
Hamiln	Dr. W. C. West	
Hico	Dr. Charles M. Hall	
Houston	Dr. Charles S. Gates	Division Surgeon
Houston	Dr. J. Peyton Barnes	
Houston	Dr. S. W. Thorn	
Houston	Dr. E. W. Bertner	
Houston	Dr. Herbert E. Harris	Oculist
Houston	Dr. Anthony Chiodo	Oral Surgeon
Houston	Dr. J. R. Bundell	Urologist
Houston	Dr. Fred B. Lammie	Physical Diagnostician
Houston	Dr. C. M. Griswold	Dermatologist
Houston	Dr. Lyle Hooker	Oculist
Houston	Dr. James E. Pittman	Consulting Surgeon
Houston	Dr. E. B. Perry	For Colored Employees only
Holland	Dr. C. H. Hamblen	
Iredell	Dr. A. N. Pike	
Lockhart	Dr. A. A. Ross	
Lockhart	Dr. A. A. Ross, Jr.	
La Grange	Dr. F. J. Guenther	
Morgan	Dr. C. C. Cate	
New Braunfels	Dr. M. C. Hagler	
New Braunfels	Dr. Rennie Wright	
Pflugerville	Dr. Sam S. Cooper	
Rotan	Dr. Chester U. Callan	
Stamford	Dr. I. F. Hudson	
Stamford	Dr. L. F. Metz	
San Antonio	Dr. Kent Hunt	
San Antonio	Dr. W. B. Russ	Division Surgeon
San Antonio	Dr. W. H. Hargis	
San Antonio	Dr. Walter Waithall	
San Antonio	Dr. Wm. D. Willerson	
San Antonio	Dr. J. H. Burleson	Oculist
San Antonio	Dr. S. W. Allen	
San Antonio	Dr. S. Van Wye, Jr.	Oral Surgeon
San Antonio	Dr. Lee A. Kountz	Oculist
San Antonio	Dr. M. W. McCurdy	Oculist
San Antonio	Dr. Thomas W. Folbre	Oculist
San Antonio	Dr. J. W. Goode	Consulting Surgeon
San Antonio	Dr. R. G. McCorkle	Consulting Tuberculosis Spec.
San Antonio	Dr. Huard Hargis	Internist
San Antonio	Dr. John B. Case	Urologist
San Antonio	Dr. C. F. Lehman	Dermatologist
San Antonio	Dr. J. L. Pipkin	Dermatologist
Smithville	Dr. Martin Hoch	Division Surgeon
Smithville	Dr. J. D. Stephens	Division Surgeon
Smithville	Dr. T. J. Smith	Oral Surgeon
San Marcos	Dr. York Lancaster	
San Marcos	Dr. R. F. Sowell	
Seely	Dr. F. W. Hoyer	
Taylor	Dr. Edmond Deak	
Temple	Dr. J. S. McCelvey	
Temple	Dr. L. R. Talley	
Temple	Dr. A. H. Alsop	
Waco	Dr. Wm. G. Trice	Division Surgeon
Waco	Dr. Cleveland H. Brooks	Oculist
Waco	Dr. David T. Sallee	Oral Surgeon
Waco	Dr. Paul C. Murphey	Division Surgeon
Waco	Dr. S. Richard Mortland	Asst. Division Surgeon
Waco	Dr. Ralph L. Coffelt	Cardiologist
Walnut Springs	Dr. J. A. Murray	Division Surgeon
Whitney	Dr. James M. Hoole	Local Surgeon

SPEED TABLE

Speed Per Hour	1 Mile	Speed Per Hour	1 Mile
Miles	M.S.	Miles	M.S.
10	6 00	43	1 23
11	5 27	44	1 21
12	5 00	45	1 20
13	4 37	46	1 18
14	4 17	47	1 16
15	4 00	48	1 15
16	3 45	49	1 13
17	3 31	50	1 12
18	3 20	51	1 10
19	3 09	52	1 09
20	3 00	53	1 08
21	2 51	54	1 07
22	2 43	55	1 06
23	2 36	56	1 05
24	2 30	57	1 04
25	2 24	58	1 03
26	2 18	59	1 02
27	2 12	60	1 00
28	2 08	61	59
29	2 04	62	58
30	2 00	63	57
31	1 56	64	56
32	1 52	65	55
33	1 49	66	55
34	1 45	67	54
35	1 42	68	53
36	1 40	69	52
37	1 37	70	51
38	1 34	71	51
39	1 32	72	50
40	1 30	73	49
41	1 27	74	49
42	1 25	75	48



2 SOUTHWARD TRAINS										SAN ANTONIO DIVISION										SOUTHWARD TRAINS																																																																																																																																																																																	
FOURTH CLASS					THIRD CLASS					TIME TABLE NO. 24										FIRST CLASS																																																																																																																																																																																	
55	97	271	381	91	281	81	71	Effective 12:01 A. M. May 16, 1948										5	25	1	7	27																																																																																																																																																																															
Mixed	Way	Bullet	Daily Except Sunday	Way	Katy Comet	Katy Comet	Bullet	STATIONS										Daily	Daily	Daily	Daily	Daily																																																																																																																																																																															
				AM 7.00		PM 10.10	PM 1.00	BELLMEAD	T&NO	WACO	HEWITT	LORENA	EDDY	TROY	BERGER	SCHULL	TEMPLE	COBEL	SMITH	LITTLE RIVER	SPARKS	HOLLAND	MOODY	BARTLETT	GRANGER	WEIR	GEORGETOWN	HUFF	PFLUGERVILLE	SPRINKLE	IGLEHART	PERSHING	AUSTIN	M-K-T JUNCTION	IAJAX	SAN MARCOS	HUNTER	NEW BRAUNFELS YD.	NEW BRAUNFELS YD.	CONAL	LUXELLO	FRATT	BENZ	TRAVIS YARD	WARDEN	SLOAN	SAN ANTONIO																																																																																																																																																						
								2.00	2.05	9.14	11.40	11.45	2.17	2.22	9.24	11.52	11.59	2.24	2.30	9.30	11.58	12.05	2.33	2.39	9.37	12.07	12.16	2.43	2.49	9.44	12.16	12.26	2.47	2.53	9.48	12.20	12.30	2.52	2.58	9.51	12.23	12.34	3.03	3.15	9.54	12.30	12.40	3.07	3.18	9.59	12.32	12.42	3.10	3.21	10.02	12.35	12.45	3.15	3.26	10.07	12.40	12.50	3.21	3.31	10.12	12.45	12.56	3.27	3.36	10.17	12.51	1.01	3.30	3.40	10.20	12.58	1.08	3.34	3.49	10.24	1.05	1.15	3.41	3.55	10.30	1.12	1.25	3.52		10.41	1.23		3.59		10.48	1.30		4.11		10.56	1.40		4.21		11.06	1.50		4.30		11.14	1.58		4.44		11.24	2.08		4.45		11.25	2.09		4.55	5.15		2.19	2.30	6.05		12.15	3.22		6.06		12.16	3.23		6.10		12.17	3.27		6.25		12.26	3.36		6.37		12.38	3.47		6.43		12.39	3.51		6.57		12.48	4.08		7.06		12.55	4.16		7.16		1.04	4.26		7.22		1.09	4.32		7.25		1.11	4.34		7.29		1.14	4.38		7.38		1.23	4.47		7.45		1.30	4.55	
19.2	19.0	17.3	21.0	16.3	19.5	28.9	25.2	Average speed per hour										33.0	34.1	45.2	35.5	37.6																																																																																																																																																																															

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. 24					THIRD CLASS					FOURTH CLASS																																																																																																																																																											
28	26	6	2	8	Effective 12:01 A. M. May 16, 1948										80	72	280	90	380	272	96	54																																																																																																																																																				
The Blacknet	Katy Flyer	Katy Flyer	Texas Special	The Blacknet	STATIONS										Daily	Daily	Daily	Monday Wednesday Friday	Daily Except Saturday	Daily Except Sunday	Way	Daily Except Sunday	Daily Except Sunday	Mixed																																																																																																																																																		
					BELLMEAD	T&NO	WACO	HEWITT	LORENA	EDDY	TROY	BERGER	SCHULL	TEMPLE	COBEL	SMITH	LITTLE RIVER	SPARKS	HOLLAND	MOODY	BARTLETT	GRANGER	WEIR	GEORGETOWN	HUFF	PFLUGERVILLE	SPRINKLE	IGLEHART	PERSHING	AUSTIN	M-K-T JUNCTION	IAJAX	SAN MARCOS	HUNTER	NEW BRAUNFELS YD.	NEW BRAUNFELS YD.	CONAL	LUXELLO	FRATT	BENZ	TRAVIS YARD	WARDEN	SLOAN	SAN ANTONIO																																																																																																																														
					4.20	4.25	7.42	5.55	5.22	3.30	3.58	7.32	5.40	5.13	3.21	3.48	7.26	5.34	5.03	3.11	3.39	7.19	5.25	4.53	3.01	3.30	7.12	5.17	4.47	2.55	3.25	7.08	5.12	4.43	2.39	3.20	7.05	5.08	4.40	2.38	3.15	7.02	5.05	4.32	2.30	3.07	6.59	4.52	4.29	2.27	3.02	6.56	4.49	4.22	2.22	2.56	6.51	4.43	4.14	2.16	2.51	6.46	4.37	4.07	2.10	2.46	6.40	4.30	4.01	2.06	2.43	6.37	4.27	3.55	2.02	2.39	6.33	4.21	3.45	1.55	2.33	6.27	4.14	2.22	0.15	1.35	6.08	3.52	2.14	0.08	1.32	6.00	3.40	2.04	0.00	1.30	6.00	3.40	1.54	0.50	1.32	5.50	3.29	1.45	0.42	1.31	5.42	3.21	1.31	0.31	1.31	5.31	3.10	1.30	0.30	1.30	5.30	3.09	1.20	0.29	1.20	5.20	3.09	1.05	0.24	1.05	5.20	3.04	12.20	4.39	2.00	12.17	4.38	1.58	12.15	4.37	1.58	12.04	4.29	1.46	11.52	4.18	1.36	11.50	4.17	1.35	11.41	4.08	1.22	11.33	4.00	1.14	11.22	3.51	1.04	11.16	3.46	12.49	11.14	3.44	12.47	11.10	3.40	12.43	11.03	3.32	12.34	11.00	3.30	12.30
32.7	32.7	36.2	45.6	35.6	Average speed per hour										22.0	18.2	32.8	14.5	15.2	16.9	17.4	12.2																																																																																																																																																				

No. 2 IS SUPERIOR TO ALL TRAINS

No. 1 IS SUPERIOR TO ALL TRAINS EXCEPT No. 2



4 SOUTHWARD TRAINS				HOUSTON DIVISION										NORTHWARD TRAINS																									
FOURTH CLASS					THIRD CLASS					FIRST CLASS					TIME TABLE NO. 24																								
95					91					71					81					27					25														
Way					Way					Bulet					Katy Komet					The Bluebonnet					Katy Flyer														
Daily Except Sunday					Tuesday Thursday Saturday					Daily					Daily					Daily					Daily														
AM					PM					AM					PM					AM					PM														
11.00					3.45					12.25					1.25					3.55					908.1N					GRANGER									
11.15					4.00					12.35					1.35					4.04					915.2N					EVANS									
11.40					4.10					12.40					1.40					4.09					918.9N					TAYLOR I-GN Interlocking									
11.50					4.20					12.47					1.54					4.19					923.9N					HAYDEN									
12.35					4.25					12.51					2.01					4.23					926.7D					COUPLAND									
12.59					4.50					1.12					2.16					4.36					934.8N					ELGIN T&NO Interlocking									
1.20					5.15					1.27					2.26					4.46					943.0N					SAYRES									
1.30					5.25					1.34					2.31					4.51					947.0N					DUNSTAN									
1.35					5.30					1.37					2.40					4.54					948.9N					PHILAN									
1.55					5.45					1.45					2.52					5.02					953.8D					BASTROP									
2.26					5.55					1.53					2.58					5.08					958.4D					HILL									
2.40					6.05					2.01					3.03					5.13					962.4D					UPTON									
6.30					3.00					6.30					3.15					5.25					969.4N					SMITHVILLE									
6.45					7.45					2.51					3.32					5.42					974.0N					KIRTLEY									
7.05					8.01					3.01					3.39					5.49					978.3N					T&NO Interlocking WEST POINT									
7.30					8.15					3.10					3.46					5.56					982.9N					PLUM									
8.22					8.30					3.23					4.01					6.12					988.2N					LA GRANGE YARD									
8.35					8.45					3.35					4.09					6.19					994.2N					HALSTED									
9.05					9.05					3.52					4.19					6.29					1002.1N					D FAYETTEVILLE									
9.20					9.35					4.03					4.20					6.35					1007.1N					PISEK									
9.50					10.10					4.16					4.35					6.43					1013.6N					NEW ULM									
10.30					10.45					4.36					4.48					6.55					1024.4N					CAT SPRING									
10.50					11.30					5.01					5.03					7.10					1035.0N					SEALY GC&SF Interlocking									
11.20					11.50					5.17					5.14					7.22					1041.0N					ELLIS									
11.57					12.15					5.30					5.24					7.32					1047.8D					BROOKSHIRE									
12.15					12.40					5.39					5.32					7.40					1051.7N					JOHNSUE									
12.25					1.01					5.49					5.38					7.46					1059.0D					KATY									
12.35					1.20					5.59					5.45					7.53					1060.4N					CRING									
12.50					1.40					6.15					5.53					8.01					1066.4N					ADDICKS									
1.05					1.59					6.30					6.03					8.11					1072.9N					HENNESSEY									
1.20					2.15					6.45					6.15					8.20					1079.4N					T&NO Interlocking BUREKA									
1.50					3.00					7.30					6.30					8.35					1081.1N					T&NO Interlocking Device HOUSTON HEIGHTS									
10.00AM					10.00AM					7.30					6.30					8.35					1082.3N					SPRING STREET									
15.6					15.3					15.6					24.8					34.6					37.7					1083.0N					HOUSTON				
10.00AM					10.00AM					7.30					6.30					8.35					1134.0N					GALVESTON									
15.6					15.3					15.6					24.8					34.6					37.7					1134.0N					GALVESTON				
Average speed per hour					Average speed per hour					Average speed per hour					Average speed per hour					Average speed per hour					Average speed per hour														

SOUTHWARD TRAINS				SAN MARCOS DIVISION										NORTHWARD TRAINS										
FOURTH CLASS					THIRD CLASS					TIME TABLE NO. 24					THIRD CLASS					FOURTH CLASS				
271					281					Effective 12:01 A. M. May 16, 1948					280					272				
Bulet Mixed					Katy Komet					Distance from Smithville					Katy Komet					Freight Mixed				
Daily Except Sunday					Daily					Distance from Smithville					Daily					Daily Except Sunday				
AM					PM					Distance from Smithville					AM					PM				
12.05					3.00					N					SMITHVILLE					SM				
12.17					3.15					5.5					P					35				
12.29					3.24					10.2					P					33				
12.54					3.42					20.3					P					26				
1.15					3.58					28.4					P					46				
1.35					4.16					38.4					P					51				
1.50					4.30					48.5					P					28				
1.59					4.40					48.8					P					33				
2.15					4.50					51.5					P					33				
23.8					28.1					Average speed per hour					32.5					17.7				
WESTWARD TRAINS					BELTON BRANCH										EASTWARD TRAINS									
FOURTH CLASS					TIME TABLE NO. 24					FOURTH CLASS														
55					Effective 12:01 A. M. May 16, 1948					54														
Mixed					Distance from St. Louis					Mixed														
Daily Except Sunday					Distance from St. Louis					Daily Except Sunday														
AM					Distance from St. Louis					AM														
2.30					883.3					P														
3.00					890.0					D														
13.4					13.4					Average speed per hour														
Train Register for SMITH located at Temple.																								



FOURTH CLASS		FIRST CLASS	Distance from Waco	TIME TABLE NO. 24		Fuel, Water, Telephone, Turn Table, Track Switch, Way and Car Capacity Siding	FIRST CLASS		FOURTH CLASS			
93 Way Daily Except Sunday		35 Passenger Daily		Effective 12:01 A. M. May 16, 1948			36 Passenger Daily	92 Way Daily Except Monday				
STATIONS												
				N	WACO	WC						
				S.L.S.W. Interlocking Device T&NO-IGN-S&LSW Interlocking EAST WACO								
				N	BELLMEAD	BJ						
				GILBOUGH Tex. Electric R. R. Crossing								
					WHITTEE							
					ROSS							
					WIGGINS							
					AOUILLA							
				D	WHITNEY	WN						
					STEINER							
				N	GC&SF Interlocking MORGAN	MN						
				D	WALNUT SPRINGS	JS						
					IREDELL							
				D	HICO	HN						
					CLAIRETTE							
					ALEXANDER							
				D	GC&SF Crossing DUBLIN	DU						
					MT. AIRY							
					COMYN							
				D	DELEON	DN						
				Average speed per hour								

No. 35 IS SUPERIOR TO No. 36

FOURTH CLASS		FIRST CLASS	Distance from Waco	TIME TABLE NO. 24		Fuel, Water, Telephone, Turn Table, Track Switch, Way and Car Capacity Siding	FIRST CLASS		FOURTH CLASS			
57 Mixed Daily Except Sunday		93 Way Daily Except Sunday		35 Passenger Daily	Effective 12:01 A. M. May 16, 1948		36 Passenger Daily	92 Way Daily Except Monday		56 Mixed Daily Except Sunday		
STATIONS												
				D	DELEON	DN						
					RUCKER							
				D	GORMAN	GF						
				D	CARBON	Z						
					MANGUM							
				N	T&P Interlocking CISCO	CN						
					RUFUS							
					PUEBLO							
				D	MORAN	RN						
					SEDWICK							
				D	ALBANY	AB						
					ACAMPO							
					BUDMATTHEWS							
					TAOS							
				D	LUFEDERS	RD						
					AVOCA							
					WV Crossing STAMFORD	DP						
					SNW Crossing							
					TUXEDO							
				D	P&SF Crossing HAMLIN	HA						
					ROYSTON							
					NORTH ROBY							
				D	ROTAN	NA						
				Average speed per hour								

No. 57 IS SUPERIOR TO No. 56

No. 35 IS SUPERIOR TO No. 36



## SPECIAL INSTRUCTIONS

## 1. SUPERIORITY OF TRAINS:

- a. NORTHWARD AND EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.
- b. No. 2 is superior to all trains.
- c. No. 1 is superior to all trains except No. 2.
- d. No. 35 is superior to No. 36.
- e. No. 57 is superior to No. 56.
- f. Nos. 54 and 55, more than two hours late on either scheduled arriving or leaving time, lose both right and schedule between Temple and Smith, and can thereafter proceed only as authorized by train order.

## 2. CLEARING TRAINS:

- a. Other first class trains clear time of Nos. 1 and 2 at least five minutes.
- b. Third and fourth class and extra trains and yard engines clear Nos. 1 and 2 fifteen minutes.
- c. Third and fourth class and extra trains and yard engines clear first class trains other than Nos. 1 and 2 ten minutes, except in automatic block signal territory.
- d. All trains and engines, including yard engines and engines in charge of hostlers, between MP 843.0, Bellmead and MP 846.0, Waco, will run ahead of overdue superior trains on double track, and when receive clear interlocking signals, ahead of, or against, overdue superior trains on single track, without train order authority, but must ascertain location of superior trains, when necessary, to avoid delaying them.
- e. No. 35 use main track Waco to Gilbough, check North Texas district train register Waco, obtaining train orders against first class trains, if necessary.
- f. No. 36 use either northward or southward main track from T&N crossing, MP 844.6 north of Brazos River Bridge, to Waco passenger station. If track is lined by interlocker at Brazos River Bridge for northward track, No. 36 will use northward track to switch leading into ice track, and use ice track to station, leaving switch properly lined for northward track.
- g. When taking siding to meet opposing train, stop must be made not less than 200 feet from fouling point when length of train will permit. When standing on main track for train to enter siding, stop 200 feet from clearance point.

## 3. WHERE TRAINS WILL REPORT FOR ORDERS:

- a. Waco, Austin, San Antonio, Smithville, Houston, DeLeon, Cisco, and Stamford, first class trains and extra passenger trains.
- b. Bellmead, Austin, Sloan, Smithville, Houston, Belton, DeLeon, Cisco and Stamford, third and fourth class trains and freight extras.
- c. No. 55 get clearance before leaving Temple and report to dispatcher upon arrival at Smith.
- d. Granger No. 381 and Houston Division third and fourth class trains and freight extras.
- e. Southward trains report to T&N dispatcher at Pershing and northward trains report to T&N dispatcher time of arrival Pershing.

## 4. REGISTER STATIONS:

- a. When not practicable to comply with Rule 3(b), it will not be necessary for conductor to compare time with engineer before departing from terminals, but will compare as soon as practicable after departing.
- b. Conductors will register and check the train register at all register stations unless relieved of doing so by train order or by special instructions.
- c. All Houston Division trains register by slip at Granger.
- d. First class trains and extra passenger trains register by slip at M-K-T Jet.
- e. First class trains and extra passenger trains register at Waco and not at Bellmead. Third and fourth class trains and freight extras register at Bellmead and not at Waco.
- f. Third and fourth class trains and freight extras register at Sloan.
- g. Nos. 54 and 55 register at Temple.

## 5. MAXIMUM SPEED (M.P.H.) OBSERVING PERMANENT SLOW BOARDS, SLOW ORDERS AND OTHER RESTRICTIONS:

## BETWEEN

	Passenger Diesel Trains	Passenger Steam Trains	Freight and Mixed Trains and Light Engines
Waco and Hewitt (Southward track)	60	60	45
Hewitt and signal 8474 (Northward track)	75	70	45
Signal 8474 to Waco (Northward track)	40	40	20
Reversed direction on double track			
Waco and Hewitt	50	50	35
Hewitt and Granger	75	70	45
Granger and Pershing	55	55	45
M-K-T Jet and Warden	75	70	45
Warden to San Antonio	40	40	25
Granger and Eureka		55	45
Eureka and Houston		40	25
Smithville and Ajax		50	45
Belton and Smith			15
Waco, Bellmead and Stamford		40	30
Stamford and Rotan			20

## Exceptions:

- a. Freight engines handling passenger trains not exceed maximum speed authorized for freight trains, unless otherwise provided.
- b. Road engines backing up, 25 M. P. H.
- c. Diesel switch engines in yard service, 25 MPH. Steam switch engines with or without cars, 20 MPH.
- d. Trains handling scale test car X-1658, 25 MPH, except where maximum speed less than 25 MPH, and handle just ahead of cabooses.
- e. Entering or leaving main track turnouts passenger trains 20 MPH, freight trains 15 MPH, except passenger trains 30 MPH, freight trains 20 MPH through turnouts listed below:
- Bellmead, North end double track.  
Hewitt, South end double track.  
Granger, through turnout to San Antonio Division main track at Junction switch of Houston and San Antonio Divisions.  
M-K-T Junction, through turnout.  
Elgin Yard, through siding switches.  
West Point, through siding switches.

## 6. SPEED AND OTHER RESTRICTIONS:

a. When fogs, storms or other conditions obscure track or signals, speed of train must be reduced to permit strict observance of signals and insure absolute safety losing time if necessary.

b. Dead engines hauled in train to be handled not more than 10 cars from hauling engine and not less than five cars shall be used to separate hauling engine and dead engine or between dead engines.

## c. San Antonio Division:

DOUBLE TRACK EXTENDS BETWEEN MP 843.0 BELLMEAD AND MP 844.6. SINGLE TRACK EXTENDS OVER BRAZOS RIVER BRIDGE BETWEEN MP 844.6 AND MP 844.9. DOUBLE TRACK EXTENDS BETWEEN MP 844.9, WACO AND MP 853.1, HEWITT. ON DOUBLE TRACK, DOUBLE TRACK RULES WILL GOVERN EXCEPT BETWEEN MP 844.9 AND MP 846.0, USE TRACK FOR WHICH SWITCHES ARE LINED.

Light engines backing up between Bellmead and Waco will stop before passing over crossings not protected by gates and at crossings that are protected by gates during the time gates are inoperative. Hostler Helper must get down on ground and flag over crossings.

"ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED BETWEEN MP 843.0 BELLMEAD AND MP 847.4 EXPECTING TO FIND MOVEMENT IN EITHER DIRECTION ON EITHER TRACK BETWEEN MP 844.9 AND MP 847.4. RESPONSIBILITY RESTS WITH APPROACHING TRAIN OR ENGINE, REGARDLESS OF SUPERIORITY. A CLEAR BLOCK SIGNAL INDICATION DOES NOT MODIFY REQUIREMENTS OF THIS RULE. TRAINS CARRYING PASSENGERS MOVING UNDER OBSCURE CONDITIONS OR STOPPING BEFORE ARRIVAL AT OR AFTER DEPARTURE FROM PASSENGER STATION WACO, WILL PROTECT IN ACCORDANCE WITH RULE 93(b)."

Bellmead, 20 MPH over S&LW Crossing.  
Waco, 15 MPH through double track turnouts, T&N Crossing.  
GRANGER, ALL TRAINS AND ENGINES EXCEPT NOS. 1 AND 2 RUN AT YARD SPEED WITHIN YARD LIMITS.  
BETWEEN AJAX AND SAN MARCOS, ALL TRAINS AND ENGINES EXCEPT NOS. 1 AND 2 WILL RUN AT YARD SPEED.

ALL TRAINS AND ENGINES RUN AT YARD SPEED AT AND BETWEEN GH&SA-T&N INTERLOCKING MP M-1096.5, SLOAN AND SAN ANTONIO.

Georgetown, I-GN transfer track unsafe for 64% engines.  
San Marcos, bridge on spur off house track unsafe for engines.

## d. Houston and San Marcos Divisions:

GRANGER, ALL TRAINS AND ENGINES RUN AT YARD SPEED WITHIN YARD LIMITS.

SMITHVILLE, ALL TRAINS AND ENGINES RUN AT YARD SPEED WITHIN YARD LIMITS. THIS DOES NOT RELIEVE CREWS ON TRAINS CARRYING PASSENGERS FROM PROTECTING IN ACCORDANCE WITH RULE 93 (b), WHEN SUCH TRAINS STOP BEFORE ARRIVAL AT OR AFTER DEPARTURE FROM PASSENGER STATION. ANY TRAIN OR ENGINE STANDING OR MOVING UNDER OBSCURE CONDITIONS MUST ALSO BE PROTECTED IN ACCORDANCE WITH RULE 93 (b), EXCEPT WHEN STANDING AT PASSENGER STATION.

Approaching and over T&N crossing, MP 1080.8, south of Eureka, 15 MPH.

HOUSTON, ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED AT AND BETWEEN SPRING STREET AND PASSENGER STATION.

Lockhart, 10 MPH over road crossings.

Taylor and Sealy Oil mill tracks unsafe for 64% engines.

## e. DeLeon and Stamford Divisions:

No. 36 stop before crossing Elm Street East Waco.  
ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED AT AND BETWEEN OUTER SWITCHES, DE LEON, CISCO AND ALBANY, AND BETWEEN P&S CROSSING AND WATER TANK HAMLIN.

Gorman, 5 MPH over first and second crossings East of freight station.

Albany, 5 MPH over street crossing just East of station.

Cisco, 10 MPH over West Sixth Street Crossing.

Stamford, all trains flag over McHarg Street.

Hamlin, westward trains stop and proceed over Central Avenue under flag protection.

## 7. AUTOMATIC BLOCK SIGNALS:

## San Antonio Division:

Between MP 841.9 and MP 842.9 southward traffic and MP 843.6 northward traffic.

Between MP 846.3 southward traffic and from MP 847.4 northward traffic to MP 909.6 San Antonio Division, and to MP 908.4 Houston Division.

Between MP M-984.9 and MP M-1037-2.

Indicator semaphore signal 8488, located at fouling point on Duraglass Spur, and color light dwarf indicator signal located between north and south main tracks at 26th Street Waco, indicates condition of block between 26th Street, Waco and Block 8508.

## Houston Division:

Between Granger and MP 908.4.

Between MP 987.3 and MP 1023.6.

Between MP 1075.5 and MP 1083.6.

a. When automatic block signal under provisions of letter "A" at departing end of siding, yard or end of double track in direction train is moving is displaying STOP indication, train or engine will stop short of signal. If signal remains at STOP and cause is unknown, conductor or engineer will communicate with dispatcher. Upon information from dispatcher that there is no opposing train in block, train or engine will be governed by Rule 343 Provision "P". Dispatcher make record of information given.

If means of communication fails or dispatcher does not know that no opposing movement is involved, the train or engine may proceed, preceded by flagman to the next signal, except that it must wait five minutes after departure of flagman before proceeding, but when the next governing signal can be plainly seen to indicate proceed and track is seen to be clear, the train and engine will be governed by Rule 343 provision "P".

b. Grade signal, black letter "G" on yellow disc, on mast of automatic block signal, will be authority for trains to proceed without stopping for such automatic block signal displaying "STOP" indication, observing the 10 and 5 miles per hour speed restrictions and other requirements of Rule 343, Paragraph "P".



c. Trains must remain back of fouling point, indicated by insulated rail joints, at signals, to permit clearing signals.

#### Signal Operation.

d. At Schull and Berger, trains in either direction, holding main track to meet another train, must not pass a point indicated by white battery box between switches of siding, until opposing train has passed the last automatic block signal beyond the siding switch.

e. Automatic block signal 10372 San Antonio Division designated by letter A, and will be considered the same as an automatic block signal at departing end of yard.

f. When automatic Block Signal 10362 (indication A) San Antonio Division is found displaying "STOP" indication, after flagging across the Southern Pacific Railroad crossing just north of the block signal in accordance with Special Instructions 11(a), trains may then be governed by Rule 343 (P) to the next block signal.

g. Movement between southward Signal 10801 south switch, Eureka, and northward Signal 10834 north switch, Houston Yard, will be governed by signal indications, superseding time table and train order superiority.

When under provisions of Rule 351, operator Houston is communicated with and advises no opposing movements, those communicating identify each other by name and engine number involved, and have complete understanding before proceeding. If unable to communicate with the operator, wait five minutes then proceed, being governed by Rule 343 (P).

Telephones located at Signals 10801, 10821, 10822, 10834 in watchman's booth Houston Avenue crossing.

Northward trains, over which a southward train has been given right to signal 10801, will take siding at Eureka, unless otherwise directed.

h. When signals have been cleared by lining switches for main track, after entering siding or industry tracks, and no switch indicator available, line switch against main track and wait three minutes before fouling main track, prepared to restore switch for main track movements in case of an approaching train, and must not foul main track until proper flag protection has been provided, both directions if necessary.

i. In automatic block signal territory, where switch indicators not provided, and it cannot be determined from automatic block signal indication whether or not block is clear, a train or engine will not pass fouling point from any track onto main track until it is reasonably sure there is no train approaching, then immediately line main track switch, and wait four minutes before fouling main track. This time element to eliminate the likelihood of a train passing a proceed indication and to permit re-lining the main track switch should a train approach. This does not relieve crew from protecting their train in accordance with Rule 99.

#### 8. REMOTE CONTROL SWITCHES:

a. At Bellmead, switch at north end of double track is electrically controlled by operator in Bellmead telegraph office; interlocking rules govern. 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.

b. At Cobel, switch at the south end of siding is electrically controlled by operator in Temple depot; interlocking rules govern. Telephone in booth at switch.

c. At Granger, the Houston Division switch at San Antonio main track junction is electrically controlled by operator, 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. Push button located on booth for attracting operator's attention. After pressing push button move must not be made through remote control switch until "call-on" light is displayed.

d. At Elgin Yard, both siding switches are 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 switch.

e. At West Point, both switches of the siding are 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.

f. At Cobel, Elgin Yard and West Point, inferior trains may proceed on the main track to the next signal, within the limits of the siding, against opposing superior trains, upon receiving "PROCEED" signal indications.

9. SPRING SWITCHES—Designated by letter "S" attached to switch stand below target, (Rule 104-f)

Hewitt	End of Double track
Lorena	Both Switches
Eddy	Both Switches
Troy	Both Switches
Schull	North Switch
Little River	Both Switches
Holland	North Switch
LaGrange Yard	South Switch
Fayetteville	North Switch
Pisek	Both Switches
New Ulm	Both Switches

a. Dwarf signal, color light type switch indicators placed at fouling point of leave siding spring switches located at Fayetteville, Pisek and New Ulm. Red will indicate block occupied and yellow block clear. While switch indicator shows block occupied Rule 344 will apply.

#### 10. NORMAL POSITION OF SWITCHES:

- Bellmead, north end of double track for southward trains.
- Whitelee, for Bellmead cutoff.
- Hewitt, end of double track for northward trains.
- Granger, junction switch between San Antonio and Houston Division, for San Antonio Division.
- Ajax, for San Antonio Division.
- Sloan, No. 4 track to be used as inbound passenger main track, normal position of switch is for outbound movement.

#### 11. RAILROAD CROSSINGS:

##### a. San Antonio Division:

MP 843.6 StLSW RR Crossing, between Bellmead and Waco, interlocking. If signal indicates "STOP" and no movement approaching on StLSW, line switch on StLSW to set derails and signals against StLSW, which will clear signal on M-K-T.

MP 844.6—T&NO-I-GN-StLSW RR's, Interlocking. Semi-automatic home signal for Northward trains is located just North of Brazos River Bridge, on left hand side of track. This interlocking controls signals for double track switch just south of Brazos River Bridge. Northward semi-automatic home signals located on half-bridge about 500 feet south of switch. Southward semi-automatic home signals consist of three 2-position color light dwarf signals located on Brazos River Bridge near south end, and top light governs movements to southward main track, middle light governs movement to northward main track and lower light is "call-on" to either main track. Telephones for communicating with Towerman located at M-K-T northward home signal, T&NO northward home signal, T&NO southward home signal, and 250 feet north of T&NO southward home signal.

Cobel—MP 881.1—GC&SF RR—Interlocking.

M-K-T Junction—MP 984.9 San Antonio Division—I-GN RR—Interlocking.

New Braunfels—MP M-1003.6 I-GN RR, Interlocking. Southward distant signal is on left hand side of track.

T&NO RR Crossing—MP M-1036.1 old compress crossing. Interlocking. If home signals indicate "STOP", flag protection must be provided in both directions on T&NO, before passing over crossing.

GH&SA-T&NO RR Crossing—MP M-1036.5—Interlocking.

T&NO RR, Tower 105, at bridge end of Sloan Yard, Interlocking. Two-arm home signal, governing movements from M-K-T into tail track, or I-GN connection is on left hand side of track. Top arm governs movement through transfer, across the northward Mo. Pac. main track and through crossover to southward Mo. Pac. main track, to secure this arm, one long blast of whistle will be sounded. The bottom arm governs either (1) movement into tail track, or (2) movement into transfer track only when movement is not to be continued on through to the crossover. One short and one long blast of whistle for movement into tail track. One long and one short blast of whistle for movement into transfer track.

MP M-1037.9, just north of San Antonio Passenger Station. Interlocking. Home Signal location on left hand side of track governs inbound movements to passenger station, over T&NO, Kerrville branch crossing.

##### b. Houston Division:

Taylor	MP 918.9	I-GN RR	Interlocking.
Elgin	MP 934.9	T&NO RR	Interlocking.
West Point	MP 978.0	T&NO RR	Interlocking.
Sealy	MP 1035.4	GC&SF RR	Interlocking.
Eureka	MP 1078.9	T&NO RR	Interlocking.

MP 1080.8 T&NO RR, Houston, Interlocking. Two-arm signal on west side of main track, governs movements in both directions and is on left side of track for northward trains. This signal must be observed, regardless of other signal indica-

tions, before moving over crossing. When signal indicates "STOP", train must be stopped clear of crossing. If no T&NO movement approaching, operate hand throw switch on T&NO to operate derails to set signals against T&NO, which should clear signals on M-K-T. If unable to do this, flag protection must be provided in each direction on T&NO Railroad, before occupying crossing.

##### c. DeLeon Division:

MP 4.0. "STOP" signs. (Rule 556.)  
Morgan—MP 53.9—GC&SF RR—Interlocking.  
Dublin—MP 105.6—GC&SF RR—protected by gate; normal position against GC&SF. (Rule 556-a.)

##### d. Stamford Division:

Cisco—MP 154.7—T&P RR—Interlocking.  
Stamford—MP 226.2—W.V. RR—"STOP" Signs. (Rule 556.)  
W. V. RR Crossing—MP 229.3—"STOP" Signs. (Rule 556.)  
P&SF RR Crossing—MP 245.2, protected by gate; normal position against MKT. (Rule 556-a.)

#### 12. DOUBLE TRACK:

a. MP 843.0 Bellmead, and MP 844.6. (Single track over Brazos River between MP 844.6 and 844.9). MP 844.9 Waco and MP 853.1 Hewitt. On double track, double track rules will govern except between MP 844.9 and MP 846.0, use track for which switches are lined.

#### 13. YARDS PROTECTED BY YARD LIMIT BOARDS:

##### a. San Antonio Division:

Bellmead to MP 849.5, inclusive.  
Schull—Temple—Cobel, inclusive.  
Granger.  
Iglehart—Pershing.  
Ajax to San Marcos, inclusive.  
New Braunfels.  
MP M-1027.5 to San Antonio, inclusive.

##### b. Houston Division:

Granger.  
Smithville.  
MP 1077.3 to Houston, inclusive.

##### c. San Marcos Division:

Smithville.  
Ajax.

##### d. DeLeon and Stamford Divisions:

Bellmead—Gilbough—Whitlee, inclusive.  
Dublin.  
DeLeon.  
Stamford.  
Hamlin.



#### 14. WATER STATIONS OTHER THAN THOSE SHOWN ON SCHEDULE PAGES:

Cummings Creek—Houston Division—MP 1005.6.

#### 15. BULLETIN BOOKS LOCATED AT:

Location	San Antonio
Yard Office	Passenger Station
Enginehouse	Smithville
Waco	Telegraph Office
Telegraph Office	Enginehouse
Engineer's Rest Room	Houston
Belton	Telegraph Office
Telegraph Office	Enginehouse
Granger	DeLeon
Telegraph Office	Telegraph Office
Sloan	Stamford
Yard Office	Telegraph Office
Enginehouse	Enginehouse

#### 16. STANDARD CLOCKS LOCATED AT:

Location	San Antonio
Dispatcher's Office	Passenger Station
Waco	Smithville
Telegraph Office	Telegraph Office
Temple	Houston
Telegraph Office	Telegraph Office
Sloan	DeLeon
Yard Office	Telegraph Office
Enginehouse	Stamford
	Telegraph Office

#### 17. IMPAIRED CLEARANCES:

a. Main track bridges and structures having horizontal clearance between points 4 feet and 16 feet above top of rail, less than 7 feet 4½ inches.

Division	Mile Post	Description
Houston	1084.0	Train shed—passenger station.
Houston	1084.1	Overpass—Main St. Viaduct, (Freight Lead).

Division	Mile Post	Description
San Antonio	M-992.2	Overpass, I-GN. R.R.
San Antonio	M-1033.5	Overpass—Highway.
DeLeon	20.8	Bridge No. 20.8.
DeLeon	65.9	Bridge No. 65.9.
DeLeon	81.7	Bridge No. 81.7.
DeLeon	82.2	Bridge No. 82.2.
DeLeon	88.1	Bridge No. 88.1.
DeLeon	97.6	Bridge No. 97.6.
Stamford	144.8	Bridge No. 144.8.
Stamford	184.5	Bridge No. 184.5.
All		Various—Swinging spouts on water tanks.
All		Various—Mail cranes when pouches are hung.

b. Main track bridges and structures having vertical clearance above top of rail less than 21 feet 6 inches.

Division	Mile Post	Description
Houston	1083.5	Overpass—T&NO. R.R.
Houston	1084.1	Overpass—Main St. Viaduct.
San Antonio	U-948.0	Highway Overpass.
San Antonio	M-992.2	Overpass, I-GN. R.R.
San Antonio	M-992.2	Overpass, Highway.
San Antonio	M-1031.6	Overpass—S.P. R.R.
San Antonio	M-1033.7	Overpass—Highway.
San Antonio	M-1034.0	Overpass—Highway.
San Antonio	M-1034.1	Overpass—Highway.
San Antonio	M-1034.2	Overpass—Highway.
San Antonio	M-1034.4	Overpass—Highway.
San Antonio	M-1034.5	Overpass—Highway.
San Antonio	M-1034.6	Overpass—Highway.
Belton Division	L-887.8	Bridge No. L-887.8.

Guys and trolley wires over Texas Electric Railroad Company connection with cut-off track near Whitlee.

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, by buildings, platforms and other structures alongside main and other tracks.

#### 18. STATIONS AND TRACKS NOT SHOWN ON SCHEDULE PAGES:

Station	Location	End Connected	Capacity
Duraglass	MP 848.8	North	40
Bruceville	MP 863.0	South	5
Gruene	MP M-999.7	North	9
Ogden	MP M-1012.6	North	52
Longhena	MP M-1023.6	North	42
Circleville	MP 913.7	South	18
Watex	MP 972.5	North	140
Tamberg	MP 998.6	North	173
Hatter	MP 1003.5	Both	55
San Felipe	MP 1038.3	South	10
Barker	MP 1063.9	South	28
Jordan	MP M-14.3	North	4
Hobbs	MP L-887.0	Both	8
Humble Oil Spur	MP 113.8	West	10
Texas Co.	MP 174.0	West	26
Penn	MP 192.0	East	12
Celotex	MP 250.5	East	26
Reynolds	MP 253.6	West	20

#### 19. UNLESS OTHERWISE SPECIFIED, TIME TABLE OR TRAIN ORDER RESTRICTIONS WILL APPLY:

Hewitt—at end of double track.  
 Bartlett—at south siding (south of station).  
 Granger—on first class trains, at Junction switch of Houston and San Antonio Divisions; other trains, at East siding.  
 San Antonio—passenger station.  
 Taylor—north siding (north of station).  
 Sealy—north siding (north of station).  
 Houston—first class trains, at passenger station.  
 Albany—track known as old team track opposite passenger station.

#### 23. ENGINE WHISTLE SIGNAL CODE AT INTERLOCKING PLANTS:

##### a. T&NO Interlocking, MP 844.6:

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)	o	o
Single Main to Southward Main	_____	_____
(Irregular Route)	o	o
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	_____	o
Main Track to Texas Central	_____	_____
Main Track	o	o
Texas Central Main Track to Main Track	o	o

##### 24. WATCH INSPECTORS:

St. Louis	American Railroad Time Service Co., 720 Olive Street.
Waco	T. A. Armstrong, 725 Austin Street.
Belton	B. R. Stocking
Austin	Joe Koen & Son
San Antonio	O. B. Humble, 1801½ S. Flores Street.
	Chas. Gildmeister & Son, 516 E. Houston St.
Smithville	C. E. Ragsdale
Houston	Houston Watch Co., Southern Pacific Bldg.
DeLeon	H. Hampton
Stamford	J. C. May

##### 25. ABBREVIATIONS:

W	Water
O	Oil
T	Turntable
S	Track Scales
Y	Wye
P	Telephone
D	Day telegraph office only
N	Night telegraph office only
NO	Night telegraph office only
M.P.H.	Miles per hour

##### a. ABBREVIATIONS IN CONNECTION WITH MILE POST LOCATIONS:

M	Smithville to San Antonio
U	Granger to Pershing
L	Belton Division

a. Special instructions of North Texas District Time Table provide that, at Bellmead, time of first class trains and extra passenger trains applies at north end of double track.

b. At Granger, track designated as "Lake Siding" is the track on west side of San Antonio Division main track, north switch connecting with San Antonio Division main track near automatic block signal 9071, and south switch connecting with San Antonio Division main track just north of automatic block signal 9083. Track designated as "East Siding", is the track on east side of San Antonio Division main track, north switch connecting with San Antonio Division main track just south of the water tank and south switch connecting with Houston Division main track one pole north of Bridge 908.9.

#### 20. GOVERNING TIME TABLES AND RULES:

a. T&NO RR Time Table and Rules govern between Pershing and Austin.

b. I-GN RR Time Table and Rules govern between Austin and M-K-T Junction.

c. GH&H RR Time Table and Rules govern between Bonners Point, Houston and 33rd Street, Galveston.

d. Small figures shown at Bellmead, Waco, Austin, Houston and Galveston indicate advertised leaving and arriving time only.

#### 21. MAIL CRANES LOCATED AT OTHER THAN STATIONS SHOWN ON SCHEDULE PAGES:

San Antonio Division	MP 863.0	Bruceville.
Houston Division	MP 1063.9	Barker.
DeLeon Division	MP 9.5	Elm Mott.

#### 22. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES:

(For revenue passengers only unless otherwise provided.)

##### a. San Antonio Division:

Train	Station
27, 28	MP 863.0 Bruceville
26	MP 902.8 Bartlett
26	MP 998.1 Granger

##### b. Houston Division:

Train	Station
28	MP 1063.9 Barker
26	MP 1047.8 Brookshire
26	MP 1002.1 Fayetteville

##### c. DeLeon Division:

Train	Station
35, 36	MP 9.5 Elm Mott
35, 36	MP 40 Nela

d. No. 5 any station to discharge revenue passengers from Kansas City; also from stations St. Louis to South Mound, inclusive.

No. 6 any station to receive for Kansas City; also for stations South Mound to St. Louis, inclusive.

Nos. 1 and 2 Georgetown, San Marcos and New Braunfels to discharge revenue passengers from and pick-up revenue passengers for St. Louis and connections.

No. 27 any station between Waco and Houston to discharge passengers from north of Waco.

No. 8 any station Granger to Waco to discharge passengers from any station San Antonio to Weir, inclusive.

No. 6 New Braunfels for revenue passengers for Waco and points north that are regular stops for Nos. 6 and 26.

Nos. 25 and 26 any station between Granger and Houston to pick-up and discharge passengers to and from Waco and beyond.



## RULES GOVERNING OPERATION OF DIESEL POWER AND OSCILLATING SIGNAL LIGHT

Headlight on Diesel engines in road service must be burning dimly during daylight hours, except will be extinguished when train turns out to meet another and has stopped clear of main track.

Unless authorized Diesel-electric locomotives shall not be operated either by towing or using traction motors for power, through water having depth over top of rail greater than shown below:

Type of Diesel Locomotive	Depth of Water over Top of Rail
Passenger (36" wheels)	3 inches
Freight (40" wheels)	5 inches
Switch (40" wheels)	5 inches
Rail Cars (M-11 and M-12) (36" wh)	3 inches

Maximum speed in all cases shall not exceed three miles per hour.

### MARS OSCILLATING HEADLIGHT

Certain Diesel engines are equipped with both a straight beam headlight and Mars Oscillating signal light. The straight beam headlight will be displayed in conformity with Rule 17 and 17(a) of Rules and Instructions of the Transportation Department. Mars Oscillating signal light is arranged to display either an oscillating white or red light. Except when display of oscillating red light is required by these special instructions, oscillating white light will be displayed between hours of sunset and sunrise and during daylight hours when weather conditions would impair vision and obscure the observance of an approaching train.

When a train becomes disabled or makes a sudden stop due to unusual occurrence or when an adjacent track is obstructed, or there is possibility of adjacent track being obstructed, if oscillating red light is not displayed automatically, enginemen must immediately display it by manual operation.

When protection of front of train is required, enginemen will immediately display oscillating red light.

When occupying main track meeting an opposing train, oscillating red light will be displayed. This operation automatically cuts out the regular headlight. Oscillating red light may be extinguished after switch has been set for opposing train to enter siding, this operation automatically cutting in the regular headlight unless it has been cut out by its regular control switch.

Oscillating signal light will be extinguished:

When train turns out to meet another and has stopped clear of main track or is standing to meet a train at end of double track or junction; when standing or moving backwards in yards where yard engines are employed.

### MARS OSCILLATING EMERGENCY REAR END LIGHT

will be displayed automatically when control switch is on the automatic position, either by an emergency application of the air brakes or by a reduction in the train speed to approximately 20 MPH, depending on which type of control is used. Should automatic feature fail to function from an emergency application of the air brakes or at reduced train speed when control device is actuated by axle generator voltage, a trainman will display the light manually. Enginemen observing the emergency red light displayed on head or rear end must stop immediately and must not pass the red light until it has been ascertained that track is safe and clear for movement of the train.

This rule in effect at all hours.

The use of the emergency red headlight and rear end light does not in any way relieve enginemen and trainmen from complying with Rules 99 and 442.

Enginemen and trainmen must familiarize themselves with the operation of these lights.

## TONNAGE RATINGS

LOCOMOTIVES		DIESEL		STEAM								
		4500 H.P.	3000 H.P.	64% Booster		64%		57%		32%		
From	To	Rating Tons	Rating Tons	Adjustment Tons	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars
Bellmead	Smithville	4410	2940	6	2750	69	2350	69	2100	53	1240	31
Bellmead	Eddy	4410	2940	7	3000	75	2550	64	2250	56	1310	33
Eddy	Smithville	5070	3380	7	3465	87	2885	72	2570	64	1390	35
Smithville	Bellmead	4820	3210	6	2700	68	2310	68	2050	51	1150	29
Granger	Bellmead	6040	3360	6	2920	73	2520	63	2270	57	1280	32
Smithville	Houston	4770	3180	6	3000	75	2625	66	2360	59	1330	33
Smithville	LaGrange	5250	3500	10	4460	117	3885	97	3500	88	2000	50
New Ulm	Houston	6150	4160	12	6260	131	4725	118	4410	110	2380	60
Houston	Smithville	5250	3500	6	3000	75	2625	66	2360	59	1330	33
Houston	New Ulm	6410	4230	10	6040	128	4515	113	4050	101	2240	56
LaGrange	Smithville	6900	4300	10	5000	125	4410	110	3970	93	2220	55
Smithville	San Antonio	5	2500	66	2200	55	2000	50	1280	32	Excess	
Lockhart	San Marcos	5	3000	75	2500	62	2270	57	1455	36	Excess	
San Marcos	New Braunfels	5	2800	70	2335	58	2120	53	1360	34	Excess	
San Antonio	Smithville	5	2465	62	2100	53	1910	48	1225	31	Excess	
New Braunfels	Smithville	5	2800	73	2500	62	2270	57	1455	36	Excess	
Granger	Austin	5	2465	62	2100	53	1910	48	1225	31	Excess	
Austin	Granger	5	2465	62	2100	53	1910	48	1225	31	Excess	
Austin	San Marcos	5	2000	57	1800	47	1600	43	960	24	Excess	
San Marcos	Austin	5	2465	62	2100	53	1910	48	1225	31	Excess	
Bellmead	DeLeon	5	2000	50	1110	28	2000	50	1120	28	Excess	
DeLeon	Bellmead	5	2000	50	1110	28	2000	50	1120	28	Excess	
DeLeon	Albany	5	2000	50	1110	28	2000	50	1120	28	Excess	
Albany	Stamford	4	1520	38	880	22	1520	38	880	22	Excess	
Acampo	Stamford	10	3200	80	1850	46	3200	80	1850	46	Excess	
Stamford	Stamford	5	2000	50	1120	28	2000	50	1120	28	Excess	
Cisco	DeLeon	5	2100	53	1900	30	2100	53	1900	30	Excess	
Carbon	DeLeon	7	2370	59	1620	38	2370	59	1620	38	Excess	
Stamford	Rotan	6	1230	31	1230	31	1230	31	1230	31	Excess	
Rotan	Stamford	10	2300	58	2300	58	2300	58	2300	58	Excess	

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.

### TONNAGE RATING INSTRUCTIONS

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

	Weight of Car and Contents Tons	Weight of Freight Tons
Carload perishable under ice	45	16
Carload perishable not under ice	42	16
Refrs. loaded with LCL mdse	35	8
Other cars with LCL mdse	30	8
Live stock	37	15
Live poultry	36	10

When actual weights obtained on perishable loads in refrigerator, add three tons for ice when moving under refrigeration.

Use following tonnage for tare weights on system cars:

Cabooses	Tons
341 to 350 incl.	27
351 to 370, 796 to 820 incl.	25
375 and 524 to 591 incl.	18
411 to 523, 700 to 795, 871 to 907 incl.	21
821 to 870 incl.	22

Auto Cars	Tons
45000 Series	27
46000 Series	30
60001 to 60100 incl.	30
61001 to 62100 incl.	30
63000 to 63025 incl.	31
Box Cars	
74000 and 170000 series	19
76001 to 78000 incl.	22
80001 to 80494 incl.	25
79001 to 79157, 95000 to 96499 incl.	23
Coal and Hopper Cars	
23000 to 25380 incl.	17
32000 to 33499 incl.	20
41000 to 41500 incl.	24
43001 to 43500 incl.	21
40001 to 40050 incl.	26
40500 to 40700 incl.	30
Covered hoppers 40801 to 40950	25
Flat Cars	
13000 to 13139, 113000 to 113120 incl.	21
13201 to 13500 incl.	19
Stock Cars	
47000 to 47500 incl.	22
Tank Cars	
116000 to 117019 incl.	22

For loaded and empty stock cars, add two tons for bedding.

When stencilled tare weights on foreign cars are not obtained, use figures below:

Kind	Non-Devised Auto	Devised Auto	Box	Flat	Refrigerator	Stock	Tank	Coal	Hopper
Tons	25	26	22	21	26	Bedded 22-Clean 20	22	24	28

When actual tare weights are secured by actual check, the actual tonnage figures should be shown on wheel reports and reports endorsed accordingly, for information of Assistant Auditor.