

Company Surgeons

Location

DR. A. PHILO HOWARD, Chief Surgeon, Houston Clinic Bldg. Houston
 DR. M. B. STOKES, Asst. Chief Surgeon..... Houston
 DR. W. B. THORNING, Asst. Chief Surgeon..... Houston
 DR. G. C. FARRISH, Eye, Ear, Nose and Throat..... Houston
 DR. HODGES McKNIGHT, Local Surgeon..... Ft. Worth
 DR. R. J. WHITE, Local Surgeon..... Ft. Worth
 DR. C. B. CARTER, Local Surgeon..... Dallas
 DR. ELBERT DUNLAP, Consulting Surgeon..... Dallas
 DR. T. G. ESTES, Eye, Ear, Nose and Throat..... Waxahachie
 DR. J. B. JENKINS, Local Surgeon..... Waxahachie
 DR. M. E. HASTINGS, Local Surgeon..... Waxahachie
 DR. FRED L. STORY, Local Surgeon (PO Ennis, Texas)..... Bardwell
 DR. W. T. SHELL, Sr., Local Surgeon..... Corsicana
 DR. W. T. SHELL, Jr., Local Surgeon..... Corsicana
 DR. W. P. HARRISON, Local Surgeon..... Teague
 DR. M. GAGE, Local Surgeon..... Teague
 DR. O. T. Christoffer, Local Surgeon..... Mexia
 DR. JOE ROGERS, Local Surgeon..... Normangee
 DR. J. E. BURNEY, Local Surgeon..... North Zulch
 DR. G. C. SANDERS, Local Surgeon..... Richards
 DR. A. O. YAEGE, Local Surgeon..... Tomball
 DR. JOHN Q. McGIVNEY, Local Surgeon..... Galveston

Official Hospitals:

Name	Place	Telephone
St. Joseph's Hospital.....	Fort Worth, Texas, 1401 So. Main.....	3-2371
St. Joseph's Infirmary.....	Houston, Texas, 1910 Crawford.....	FA-5151

Emergency Hospitals:

Baylor Hospital.....	Dallas, Texas, 3500 Gaston.....	Victor 5411
St. Paul Hospital.....	Dallas, Texas, 3121 Bryan.....	Tennison 4144

General Claim Agent:

D. W. McHUGH, Fort Worth, Texas

Claim Agent:

LYLE C. CAMERON, Houston, Texas

C. C. CUNNINGHAM,
SuperintendentO. W. LIMESTALL,
Gen'l Sup't TransportationC. H. GRAY,
Sup't Motive PowerB. F. WELLS,
Ass't General ManagerF. R. HOSACK,
Gen'l Sup't Motive PowerC. L. FRANKLIN,
General ManagerD. B. JENKS,
Vice President-Operations

1510 Loc

Chicago, Rock Island & Pacific Railroad Fort Worth & Denver Railway Co.

TIME TABLE

JOINT TEXAS DIVISION (CRI&P RR Operating)

No. 1

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

SUNDAY, JANUARY 20, 1952

DESTROY ALL TIME TABLES OF PREVIOUS DATE

PREVENT INJURY



SAFETY FIRST

This Time Table for the exclusive use
and guidance of employes.

Southward

Main Line

Northward

SECOND CLASS		FIRST CLASS		SUBDIVISION 1 STATIONS				FIRST CLASS		SECOND CLASS	
93	75	3	507	STATIONS				4	508	76	98
Texas Special	Red Ball	Sam Houston Zephyr	Twin Star Rocket	Time Table No. 1				Sam Houston Zephyr	Twin Star Rocket	Red Ball	Texas Special
Daily	Daily	Daily	Daily	January 20, 1952				Daily	Daily	Daily	Daily
P.M. 6.00	P.M. 3.00	P.M. 4.05	A.M. 8.20	LEAVE				P.M. 1.25	P.M. 9.55	A.M. 7.45	P.M. 9.30
6.45	3.20	4.45	9.15	FT. Ft. Worth Passenger Station . . TO				12.42	9.10	7.00	8.45
9.00	5.15	5.00	9.25	Yard							
9.58	6.23	5.37	10.02	Yard							
10.01	6.25	s 5.39	s 10.04	FKRW Y. Yd.	121	90	270.9	36.1			
10.10	6.40	5.45	10.10				299.8	37.6			
10.18	6.50	5.51	10.16				271.6	65.8			
10.25	7.01	5.55	10.20	W	17	42	253.4	66.5	11.51	8.16	4.30
10.32	7.10	6.00	10.25				270.4	67.0			5.39
10.45	7.48	s 6.09	s 10.34	W. Yd.	170	45	239.9	67.0			
10.57	8.10	6.17	10.42				270.4	67.0			
11.10	8.25	6.24	10.49	W	39	78	222.4	72.6	11.45	8.10	4.15
11.20	8.35	6.30	10.59				258.7	72.6	11.40	8.05	4.05
11.40	9.00	6.39	11.09	FKRTW Y. Yd.	Yard	Yard	204.3	78.7	11.35	8.00	3.55
5.40	6.00	1.39	1.44				253.4	84.0	11.31	7.56	4.57
20.3	20.2	58.0	56.3				248.4	89.0	11.23	7.48	4.50
							239.7	97.5			3.30
							239.7	97.7			4.38
							231.5	105.9	11.14	7.38	3.15
							222.4	115.0	11.06	7.31	3.01
							214.7	122.7	10.59	7.25	2.50
							204.3	133.1	10.50	7.17	2.30
									A.M.	P.M.	3.40
									1.47	1.43	5.15
									54.7	56.8	5.50
											22.8

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD
 SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR Nos. 507, 508, 3 AND 4 NOT LESS THAN 15 MINUTES
 FORM Y ORDERS AUTHORIZED

Southward

Main Line

Northward

SECOND CLASS				FIRST CLASS		Signs	Capacity of Other Tracks	Sidings	Mile Post	SUBDIVISION 2 STATIONS			Distance From Teague	Station Numbers	FIRST CLASS		SECOND CLASS	
75	93	3	507	STATIONS						4	508	76			98			
Red Ball	Texas Special	Sam Houston Zephyr	Twin Star Rocket	Time Table No. 1						Sam Houston Zephyr	Twin Star Rocket	Red Ball			Texas Special			
Daily	Daily	Daily	Daily	January 20, 1952			Daily	Daily	Daily	Daily								
P.M. 10.00	A.M. 12.40	P.M. 6.40	A.M. 11.11	LEAVE			A.M. 10.48	P.M. 7.16	A.M.-93 12.40	P.M. 2.40								
				DO.....	TEAGUE.....	TO	0.0	0133										
10.11	12.52	6.46	11.18		6.2	P	6.2	0139			10.41	7.10	12.25	2.05				
10.20	12.59	6.50	11.24	W	4.9	P	11.1	0144			10.37	7.06	12.18	1.55				
10.31	1.10	6.59	11.32		8.6	TO	19.7	0153	NW.....	NEWBY.....	TO	10.30	6.59	12.07	1.40			
10.43	1.22	7.08	11.39		8.0	P	27.7	0161		CONCORD.....	P	10.23	6.49	11.55	1.25			
10.55	1.35	7.15	11.46		8.1	P	35.8	0169		FLYNN.....	P	10.16	6.42	11.43	1.10			
11.07	1.47	7.22	11.53		8.9	TO	44.7	0178	NG.....	NORMANGEE.....	TO	10.09	6.34	11.31	12.55			
11.20	1.58	7.28	11.59		7.8	TO	52.5	0186	NZ.....	NORTH ZULCH.....	TO	10.03	6.27	11.20	12.41			
				W	3.4		56.1	0188		ZULCH TANK.....								
11.42	2.13	7.35	12.07		6.8	P	62.9	0196		IOLA.....	P	9.55	6.20	10.59	12.26			
11.49	2.20	7.39	12.11		5.3	P	68.2	0202		GRIMES.....	P	9.51	6.16	10.52	12.11			
11.56	2.27	7.43	12.16	W	5.6	TO	73.8	0207	SG.....	SINGLETON.....	TO	9.47	6.12	10.45	11.48			
12.05	2.37	7.48	12.21		5.2	P	79.0	0212		SHIRO.....	P	9.42	6.08	10.35	11.40			
12.15	2.47	7.53	12.26		6.3	P	85.3	0218		RICHARDS.....	P	9.37	6.03	10.25	11.30			
12.25	2.57	7.59	12.32	W	7.2	P	92.5	0226		DACUS.....	P	9.32	5.57	10.15	11.20			
12.35	3.07	8.05	12.37		6.1	P	98.6	0232		DOBBIN.....	P	9.26	5.51	10.05	11.10			
					0.1	TO	98.7		BN.....	GCSF CROSSING.....	TO							
12.47	3.20	8.13	12.46		8.4	P	107.1	0240		KAREN.....	P	9.19	5.43	9.52	10.58			
12.54	3.27	8.18	12.51		5.5	P	112.6	0246		VENTURA.....	P	9.14	5.38	9.45	10.50			
1.10	3.40	8.23	12.56	FWY	6.9	TO	119.5	0253	CK.....	TOMBALL.....	TO	9.08	5.33	9.35	10.40			
1.20	3.50	8.27	1.01		6.4	P	125.9	0259		LOUETTA.....	P	9.03	5.28	9.25	10.30			
1.30	4.01	8.32	1.06		7.0	P	132.9	0266		NORTH HOUSTON.....	P	8.58	5.23	9.15	10.20			
1.40	4.11	8.37	1.11		6.5	P	139.4	0273		ROSSLYN.....	P	8.53	5.18	9.05	10.10			
1.55	4.30	8.45	1.19	RY Yd	7.5	TO	146.9		NX.....	BELT JCT.....	TO	8.46	5.11	8.50	9.55			
		9.00	1.35		5.1	TO	152.0		BX.....	Houston Union Station.....	TO	8.35	5.00					
3.00	A.M. 6.30	P.M. 3.30				TO	158.4	0285	HA.....	New So. Yd. Houston.....	TO			7.45	12.30	9.00		
	5.30	P.M.				P	206.6	0337	GZ.....	GALVESTON FRT. YD.....	P				10.00	A.M.		
5.00	5.50	2.20	2.24							SCHEDULE TIME.....		2.13	2.16	4.55	5.40			
31.6	27.2	65.1	64.3							AVERAGE SPEED PER HOUR.....		68.0	67.0	32.2	27.9			

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD
SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR Nos. 507, 508, 3 AND 4 NOT LESS THAN 15 MINUTES
FORM Y ORDERS AUTHORIZED

Southward

Main Line

Northward

Signs	Capacity of		Mile Post	SUBDIVISION 3 STATIONS		Distance From Teague	Station Number
	Other Tracks	Siding		Time Table No. 1			
				January 20, 1952			
				LEAVE			
YYd	52	Yard	A217.9	M.....	MEXIA.....	TO 13.6	M-147
			A216.4	TNO CROSSING.....	12.1	
FKRTW Y Yd		Yard	204.3	DO.....	TEAGUE.....	TO 0.0	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD
TIME TABLE RULE 14 IN EFFECT

SPECIAL INSTRUCTIONS GOVERNING ROCKET AND ZEPHYR PASSENGER TRAINS

Distinctive roadway signs indicate maximum speeds permitted.

A sign with crystal reflex letter "Z" indicates zone territory and the maximum speed is indicated by numerals thereon, which will govern until the next zone sign is reached.

Where the movement is from a lower to a higher speed zone, the zone sign is located at point where speed may be increased. Where movement is from a higher to a lower speed zone, the zone is located approximately 4000 feet from the point where the lower speed becomes effective.

Where speed restrictions are required on curves within a zone, a sign with amber reflex diagonal bar and numerals thereon, located approximately 4000 feet from point of curve, will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

When using drawbridges, railroad crossings or moving thru towns or cities where speed is governed by ordinance, must not exceed speed designated for other passenger trains unless otherwise specified, and approaching train order signal displaying stop indication must sound four blasts of the whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received.

Passenger trains consisting of Rocket or Zephyr equipment handled by steam passenger engines and passenger trains with conventional equipment handled by diesel engines must not exceed speed authorized for steam passenger trains.

When for any reason HSC (electric) brake equipment is operated with automatic brake control, a maximum speed of 79 MPH must not be exceeded.

Diesel passenger engines operating light without cars must not exceed maximum speed of 55 MPH and where rule specifies a lower speed for steam passenger trains on curves, will be governed by such lower speed.

Diesel powered streamliner passenger trains of other railroads detouring must not exceed steam passenger train speed.

SPEED RESTRICTIONS FOR ROCKET AND ZEPHYR PASSENGER TRAINS AS FOLLOWS:

Southward MPH		Condition	M. P. Location	Northward MPH	
Zone	Other			Zone	Other
45	..		57.5 to 60.7	45	..
79	..		60.7 to 91.0	79	..
75	75	Curve	63.4	75	75
..	60	Curve	91.0 to 102.0	..	60
60	..		92.8	60	..
76	50	Curve	102.0 to 107.0	76	50
..	50	Curve	103.0	..	50
79	60	Curve	107.0 to 129.0	79	60
..	60	Curve	112.0	..	60
..	75	Curve	126.8	..	75
..	75	Curve	129.0 to 174.3	..	75
75	..		145.0	75	..
..	75	Curve	148.9	..	75
..	75	Curve	151.4	..	75
..	75	Curve	159.9	..	75
..	75	Curve	161.7	..	75
..	75	Curve	164.4	..	75
75	..		174.3 to 180.7	75	..
..	50	Curve	176.1	..	50
50	..		180.7 to 182.3	50	..
75	..		182.3 to 199.7	75	..
79	..		199.7 to 204.0	79	..
40	..		204.0 to 205.3	40	..
79	..		205.3 to 220.2	79	..
75	..		220.2 to 224.9	75	..
..	65	Curve	220.5	..	65
79	..		224.9 to 239.0	79	..
..	75	Curve	235.4	..	75
45	20	*SSW Crossing	239.0 to 241.3	45	..
..	..	between home signals.	239.7	..	20
79	..		241.3 to 261.1	79	..
..	60	Curve	244.4	..	60
..	75	Curve	245.0	..	75
..	65	Curve	252.4	..	65
75	..		261.1 to 263.3	75	..
..	60	Curve	263.1	..	60
79	..		263.3 to 269.7	79	..
30	..		269.7 to 270.8	30	..
Restricted Speed		*Between north switch of siding Waxahachie and MKT Junction.		Restricted Speed	

*No roadway signals.

When using any turnout or cross-over not otherwise specified will not exceed speed designated for other trains.

SPEED RESTRICTIONS

Maximum speed shown below must not be exceeded. Other speed restrictions must be fully complied with. **ENGINEMEN MUST USE GOOD JUDGMENT AND HANDLE THEIR TRAINS AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY.**

Within the limits of municipalities, enginemen will operate their trains at a reasonable rate of speed, considering the conditions existing and to be expected, and with due regard to the safety of their trains and of the public generally.

Steam trains operating on Rocket train schedules will not exceed speed authorized for other passenger trains.

Authorized speed through switch leads of turnouts:

	Rockets	Steam	
		Psgr.	Frnt.
No. 15	30	25	20
No. 10	15	15	15
Less than No. 10	10	10	10

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
ALL SUBDIVISIONS				
Passenger Diesels Series 402 to 411, inclusive. Consolidated except 2100 series and Mikado engines handling passenger trains	70			
2100 series	50	50		
Through Switch Leads of Turnouts at end of two or more tracks	35	35	35	35
Tangent track movement through spring switches		25		15
Passenger trains handling freight cars			Freight	Train
Trains and engines making movement against current of traffic on two main tracks over facing point switches	35		35	
Railroad crossing not protected by interlocking, except where higher speed authorized in this rule (engine only)	30		30	
Trains hauling dead engines with main rods removed and side rods in place			25	20
With all rods down			10	10
Switch engines without engine trucks			18	18
Engines with drivers blocked up	30	30	30	30
Engines and passenger motor cars to be moved dead in trains will be placed in train ONLY when instructed by Chief Dispatcher who will advise all concerned regarding maximum speed permitted by train handling.				
Steam engines and diesel freight engines running forward without cars or with cabooses only must not exceed a speed of 10 MPH less than authorized freight train speed.				
Steam engines running backward, with or without cars, must not exceed a speed of 25 MPH.				
Diesel switch engines, Class S-15 and other small type diesel engines must not be operated on main tracks or to foreline connections nor through interlocking plants unless coupled with one or more cars.				
When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, preferably a system empty, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the Dispatcher.				

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
Limit of Locomotive or Car Speeds in operation or when handled dead-in-train:				
260 HP Diesel-Electric Switchers, D-B-C-W	25	25	25	25
360 HP Diesel-Electric Switchers, D-B-C-W				
600 HP Diesel-Electric Switchers, in 500 Series	35	35	35	35
900 HP Diesel-Electric Switchers, in 700 Series				
Motor Car No. 9012	40	40	40	40
Other motor cars towed or handled in train	60	60	50	45
Gas-electric motor cars without trailers, or Diesel engines without cars, approaching home signal and between home signal limits	10	10	10	10
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal holsts, ditcher spreaders and any similar machines, when moving on their own car or trucks:				
With bottom supported			25	15
With boom removed or not supported			15	15
NOTE: These instructions will not apply to wrecking derricks, with boom supported, when trained behind engine in wreck train service. In such cases following speed on the territory involved will govern: Subdivisions 1, 2			30	30
3			15	15
Wrecking derricks must always be separated from engine or heavy loads by two or more empty or lightly loaded cars.				
NOTE: Ditchers, or other types of spreaders, handled in trains in through movements must have wings in trailing position when practicable, while movement being made.				
NOTE: Air Rail Loaders must not be moved in through trains with booms up. When moved in through trains the booms must be disconnected, taken down and securely fastened to the floor of the car. Detour movements, Foreign Lines Psgr. trains must not exceed speed authorized for conventional type Psgr. Trains				

NOTE: Where speeds on any subdivision or part thereof are lower than the above, **THE LOWER SPEED WILL GOVERN.**

SUBDIVISION 1	Passenger Trains MPH	Freight Trains MPH
Maximum speed	70	50
Around all curves unless otherwise specified.	60	
SSW Crossing, MP 239.7	20	20
Around curve MP 240.5	30	20
Around curve MP 244.4	50	40
Around curve MP 263.1	55	40
Between MP 269.7 and MP 270.8	20	20
Between north switch of siding Waxahachie and MKT Jct.	Restricted Speed	Restricted Speed
SUBDIVISION 2		
Maximum speed	70	50
Around all curves unless otherwise specified.	60	
Around curve MP 92.8	50	40
Around curve MP 102.2	50	40
Around curve MP 103.0	45	35
Around curve MP 112.0	45	35
Around curve MP 126.8	50	40
Around curve MP 176.1	45	35
Around curve MP 181.0	45	35
Around curve MP 182.0	45	35
SUBDIVISION 3		
Maximum speed	20	20

SPECIAL INSTRUCTIONS

Rule 2. FW&D Yard, Fort Worth, is initial station for trains other than first class.

2a. T&P Station, Fort Worth, is initial station for FW&D first class trains, and Fort Worth Union Passenger Station is initial station for Rock Island first class trains.

2b. Cadiz Street Junction is the initial station for Rock Island and FW&D trains, other than first class.

2c. Waxahachie is initial station for southward trains.

2d. South Yard, Houston, is initial station for all trains.

2e. Galveston is initial station for all trains.

4. Restricted use of register books.

*Fort Worth—TP Passenger Station.

*GCSF Yard Office 17th St.

*—Trains originating and terminating.

Fort Worth—FW&D Yard Office—Trains originating and terminating.

Peach Street Yard—Trains originating and terminating.

Cadiz Street Junction—Rock Island extra trains.

Dallas—Dallas Terminal Station—First class trains.

Waxahachie—Trains originating and terminating.

Teague—Trains originating and terminating.

Belt Junction—Trains originating and terminating. Freight trains only.

Houston—Union Depot—Trains originating and terminating.

South Yard, Houston—Trains originating and terminating.

Galveston—Trains originating and terminating.

South Yard is register station for trains destined Galveston.

GCSF 59th Street Telegraph Office—Register by Santa Fe form.

4a. All through trains will register by Form 1339 at Waxahachie.

4b. Second class and extra trains register Belt Junction by Form 1339.

5. Bulletin Boards and General Order Books are located at:

Ft. Worth	TP Passenger Station.
Ft. Worth	FW&D Yard Office and Roundhouse.
Ft. Worth	CRI&P Yard Office and Roundhouse.
Ft. Worth	GCSF Yd., Office, 17th St.
Dallas	Union Terminal Station.
Teague	Passenger Station.
Houston	HBT Union Station.
Houston	HBT New South Yard and Roundhouse.
Galveston	Yard Office.
Galveston	Freight Depot.

5a. Conductors and Enginemen are not required to consult Bulletin Boards and General Order Books at intermediate stations on a subdivision.

5b. Conductors and Enginemen running over more than one division must consult Bulletin Board and General Order Book at the initial station on each division, except where they have consulted the Bulletin Board and General Order Book of such division at the initial station of run.

6. Standard Clocks are located at:

Fort Worth	TP Passenger Station.
Fort Worth	TP Freight Yard.
Fort Worth	FW&D Telegraph Office.
Fort Worth	GCSF Yard Office, 17th Street.
Dallas	GCSF Yard.
Dallas	Union Terminal Station.
Dallas	Cadiz Street Telegraph Office.
Waxahachie	Passenger Station.
Teague	Crew Caller's Office.
Houston	Union Station.
	South Yard.

8. "f" Flag stop to receive or discharge traffic.
"g" Conditional stops for revenue passengers only.
"s" Regular stop.

14. Following rule in effect on subdivisions where so specified in footnotes of Time Table.

Freight trains and mixed trains will be notified of following extras by the Train Dispatcher, who will issue train orders to all concerned as follows:

"After (time) (train) protect against extra"

Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect according to Rule 99.

In the absence of this order, freight trains and mixed train may occupy the main track between STATION SIGNS protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the STATION SIGN, and thereafter proceed as the way is seen or known to be clear.

16. When on foreign lines tracks, trains and engines at Ft. Worth, Dallas, Houston and between Houston and Galveston will be governed by T&P Ry., UT Co., H&BT Co., and GC&SF Ry. Companies Operating Rules Timetables and Special Instructions.

16a. Trains between Dallas and Endot, Dallas, are governed by rules and timetable of U. T. Co.

16b. Trains between Endot, Dallas, and MK&T Jct. are governed by rules and timetable of MK&T RR.

16c. Trains between Belt Junction, Houston Union Station and New South Yard, Houston, are governed by rules and timetable of HB&TRy.

16d. Trains between New South Yard, Houston and Galveston are governed by rules and timetables of GC&SFRy.

26e. T&NO Crossing at MP A-216.4, Subdivision No. 3, is protected by cabin type interlocking. Instructions for operations are posted in cabin.

28a. All employes are hereby notified that it is dangerous to stand erect upon cars, especially cars of extraordinary height, while passing over, through, or under the following named bridges or viaducts:

Subdivision	MP	Kind of Structure
1	240.57	TNO Overhead Bridge.
1	251.36	Overhead Highway Bridge.
1	270.85	TE Viaduct Overhead.
1	271.05	Overhead Highway Bridge.
2	88.30	I-GN Overhead Bridge.
2	131.00	Overhead Highway Bridge.
2	175.00	Overhead Highway Bridge.
2	183.38	I-GN Overhead Bridge.
2	183.42	Overhead Highway Bridge.
3	A218.04	Overhead Highway Bridge.

31. Industrial or spur tracks between stations are located at:

Sub-Div.	MP	Name	Station No.	Car Capacity
1	208.1	*Simsboro	129	3
2	62.5	*Oak Forest	63	27
2	68.31	†Housh Drilling Co. Spur	71	5
2	68.4	†Fortune	71	11
2	68.6	†Carbon Spur	73	19
2	69.5	†Hudson	74	44
2	74.8	*Edclauder	78	24
2	82.5	*Humble Oil Spur	86	18
2	94.9	†Mostyn	97	13
2	132.9	*Polk	136	9
2	156.6	*George	159	3
2	174.0	*Cullinan	177	3
2	183.3	†Koch	186	12
2	214.3	†Holden	217	35
3	215.5	*Coffield	...	32

†Spur connected at south end.

*Spur connected at north end.

35. At stations where emergency telephones are located, conductor should communicate with train dispatcher within fifteen minutes after arrival unless expected train is heard, or seen, approaching, but will not be required to handle train orders except in emergency. At stations where office is closed, conductors must call operator to office when delay has reached thirty minutes in excess of time expected, in case the expected train is not seen, or heard approaching.

The following letters in "station" and "signs" columns indicate:

F—Fuel station.
K—Standard clock.
R—Train register station.
T—Turn table.
W—Water station.
Y—Wye.
Yd—Station where Yard Limit signs are maintained.

The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of 3 MPH must not be exceeded.

	Maximum Height of Water Above Rail
Rocket Diesel power units and Diesel Switchers	4½ Inches
Rocket train cars only	7 Inches
Gas-Electric motor cars	3 Inches
Conventional passenger cars	12 Inches

When operating under own power, controller should be in Series position.

TRAIN ORDER OFFICES OFFICE HOURS

Week Days
Except Saturday

*Sundays and Holidays

**Saturdays

***Daily

SUBDIVISION 1

	From	To
Fort Worth FW&D Yard.....	Continuous	
Fort Worth RI Yard.....	Continuous	
Dallas.....	Continuous	
Cadiz Street Jct.....	Continuous	
Waxahachie.....	Continuous	
Bardwell.....	9:00 a.m.	6:00 p.m.
Corralcana (SSW Crossing).....	Continuous	
Streetman.....	8:00 a.m.	5:00 p.m.
Teague.....	Continuous	

SUBDIVISION 2

Teague.....	Continuous	
Newby.....	8:30 a.m.	5:30 p.m.

SUBDIVISION 2 (Cont.)

	From	To
Normangee.....	*—9:00 a.m.	6:00 p.m.
North Zulch.....	*—9:00 p.m.	6:00 a.m.
Singleton.....	8:00 a.m.	5:00 p.m.
Dobbin (GCSF Crossing).....	Continuous	
Tomball.....	*—7:00 a.m.	11:00 p.m.
Belt Jct.....	Continuous	
New South Yard.....	Continuous	
Houston Union Station.....	Continuous	
Galveston.....	8:30 a.m.	5:30 p.m.

SUBDIVISION 3

Mexia.....	8:00 a.m.	5:00 p.m.
Teague.....	Continuous	

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
33	110.0	66	54.5	85	42.4	140	25.7
34	106.0	67	53.7	86	41.9	145	24.8
36	100.0	68	52.9	87	41.4	150	24.0
38	94.7	69	52.1	88	40.9	155	23.2
40	90.0	70	51.4	89	40.4	160	22.5
42	85.7	71	50.7	90	40.0	170	21.2
45	80.0	72	50.0	91	39.6	180	20.0
48	75.0	73	49.3	92	39.1	190	18.9
50	72.0	74	48.6	93	38.7	200	18.0
52	69.2	75	48.0	94	38.2	210	17.1
54	66.6	76	47.4	95	37.9	220	16.4
56	64.2	77	46.7	100	36.0	230	15.6
58	62.0	78	46.1	105	34.3	240	15.0
60	60.0	79	45.6	110	32.7	250	14.4
61	59.0	80	45.0	115	31.3	260	13.8
62	58.0	81	44.4	120	30.0	270	13.3
63	57.1	82	43.9	125	28.8	280	12.8
64	56.2	83	43.4	130	27.7	290	12.4
65	55.3	84	42.9	135	26.7		

H. H. HUDSON, Chief Dispatcher.

J. L. STOVER,	}	Train Dispatchers, Teague, Texas.
G. R. MULCAHY,		
T. E. STOVER,		
M. H. SCARBOROUGH,		
J. W. WOOD,		

R. E. LAKE, Asst. Supt.

A. CHOATE, Trainmaster-Road Foreman of Eng., Teague, Texas

J. H. KASMEIER, Master Mechanic, Ft. Worth, Texas