

SURGEONS AND PHYSICIANS

Houston	DR. N.A.KILGORE	Chief Medical Officer
Houston	DR. W.B. THORNING	Local Surgeon
Houston	DR. WM.F.SPILLER	Dermatologist
Houston	DR. R.L. ETTER	Allergist
Houston	DR. OTIS FLYNT	Genito-Urinary Disease
Houston	DR. C.B. JOHNSON	Oculist
Houston	DR. F.F. PARRISH	Orthopedist
Houston	DR. W.C. SPENCER	Eye, Ear, Nose & Throat
Houston	DR. W.J. STORK	X-Ray
Houston	DR. L.E. CARLTON	Local Surgeon
Houston	DR. W.M. PALM	Local Surgeon
Fort Worth	DR. R.J. WHITE	Local Surgeon
Dallas	DR. C.B. CARTER	Local Surgeon
Waxahachie	DR. T.G. ESTES	Local Surgeon
Waxahachie	DR. N.W. JONES	Local Surgeon
Waxahachie	DR. M.E. HASTINGS	Local Surgeon
Bardwell	DR. F.L. STORY	Local Surgeon (Ennis Texas)
Corsicana	DR. W.T. SHELL, JR.	Local Surgeon
Corsicana	DR. W.B. MAYFIELD	Local Surgeon
Corsicana	DR. LOUIS E. GIBSON	Local Surgeon
Teague	DR. M. GAGE	Division Surgeon
Teague	DR. J.R. COX	Division Surgeon
Teague	DR. BILL L. HALBERT	Local Surgeon
Fairfield	DR. J.H. KELLER, JR.	Local Surgeon
Fairfield	DR. L.L. BONNER	Local Surgeon
Mexia	DR. O.T. CHRISTOFFER	Local Surgeon
Buffalo	DR. A.E. VAN WEY	Local Surgeon
Normangee	DR. W.A. BILSING	Local Surgeon
North Zulch	DR. J.E. REED JR.	Local Surgeon (Madisonville, Texas)
Tomball	DR. J.F. WARREN	Local Surgeon
Galveston	DR. JOHN McGIVNEY	Local Surgeon

OFFICIAL HOSPITALS

Place		Telephone
Forth Worth, 1402 S. Main	St. Joseph's	ED 6-9381
Teague, 1014 N. 4th	City Hospital	RE 9-2391
Houston, 1910 Crawford	St. Joseph's	CA 8-0511

EMERGENCY HOSPITALS

Dallas, 3500 Gaston	Baylor	TA 4-5411
Dallas, 3121 Bryan	St. Paul	TA 3-4141

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



TIME TABLE

JOINT TEXAS DIVISION

(CRI&P RR Operating)

No. 6

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

SUNDAY, MARCH 18, 1962

A. E. ANDERSON
Superintendent

J. B. BUFFALO
Assistant General Manager

G. J. MULICK
General Manager

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the Book of Rules of the Operating Department.

SOUTHWARD

MAIN LINE

NORTHWARD

SECOND CLASS				FIRST CLASS				Subdivision 1 STATIONS	Capacity of		FIRST CLASS		SECOND CLASS	
75	79	3	17	Signs	Mile Post Location	UT	TO		Siding	Other Tracks	4	18	76	98
Freight	Freight	Psgr.	Psgr.								Psgr.	Psgr.	Freight	Freight
Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily
P.M.	P.M.	P.M. 5.00	A.M. 9.55					P.M. 12.47			P.M. 8.50	A.M.	P.M.	
6.50	12.50				301.3	CJ	DALLAS							
Trains between Dallas and Endot are governed by rules and timetable of U. T. Co.														
					299.8		ENDOT						3.30	
Trains between Endot and M-K-T Jct. are governed by rules and timetable of M-K-T-R.R.														
7.50	1.58	5.35	10.29		271.6		MKT JCT.				12.07	8.11	3.06	2.40
8.07 18	2.01	5.38	10.31		270.9	WK	WAXAHACHIE	TO	90	148	12.05 P.M.	7.50 8.07	3.01	2.35
					270.4		TNO CROSSING							
8.27	2.19 98	5.50	10.42		258.7	BM	BARDWELL	TO	110	31	11.54	7.57	2.41	2.19 79
8.34	2.26	5.54	10.46		253.4		ONION CREEK	P	42	17	11.49	7.52	2.33	1.58
8.42	2.34	5.59	10.51		248.4		EMHOUSE	P	51	22	11.44	7.48	2.25	1.51
8.51	2.43	6.05	10.57		241.6	Yd	NORTH CORSICANA	P	125		11.36	7.40	2.13	1.41
8.54	2.46	6.09	11.01		239.9	Yd	CORSICANA	P	45	846	11.34	7.39	2.10	1.37
					239.7	C	SSW CROSSING	TO						
					231.5		NAVARRO	P	50	13				
9.19	3.08	6.24	11.16 4		222.4	RN	STREETMAN	TO	78	39	11.16 17	7.21	1.45	1.15
9.30	3.18	6.30	11.22		214.7		KIRVIN	P	51	16	11.07	7.15	1.35	1.05
10.00 P.M.	3.40 P.M.	6.39 P.M.	11.32 A.M.		204.3	FRTW Y Yd.	TEAGUE	TO	125	Yard	10.57 A.M.	7.06 P.M.	1.15 A.M.	12.40 P.M.

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Between M-K-T Jct. and North Siding Switch Waxahachie trains have no time table superiority, trains and engines must run at restricted speed.

At Teague, between North Fort Worth Main switch opposite Freight House and signal N 203.8. Trains and engines must run at restricted speed.

When first-class trains meet at Teague, the train taking siding will use the old Fort Worth main track, which is the first track west of main track at passenger depot.

Form Y orders are authorized.

SOUTHWARD

MAIN LINE

NORTHWARD

SECOND CLASS				FIRST CLASS				SUBDIVISION 2 STATIONS				Capacity of		FIRST CLASS		SECOND CLASS	
79	75	3	17					Time Table No. 6 March 18, 1962				Sidings	Other Tracks	4	18	98	76
Freight	Freight	Psgr.	Psgr.											Psgr.	Psgr.	Freight	Freight
Daily	Daily	Daily	Daily											Daily	Daily	Daily	Daily
P.M. 4.50	A.M. 12.01	P.M. 6.41	A.M. 11.34											A.M. 10.55	P.M. 7.04	A.M. 8.00	P.M. 11.10
5.10	12.20	6.54 18	11.45			204.3	DX	TEAGUE 11.1	TO	125	Yard			10.45	6.54 ³	7.43	10.43
5.23	12.31	7.01	11.52			193.2		DONIE 8.8	P	53	15			10.38	6.47	7.32	10.31
5.46	12.56	7.16	P.M. 12.07			184.6	NW	NEWBY 16.1	TO	125	24			10.23	6.32	7.10	10.07
5.58	1.08	7.23	12.14			168.5		FLYNN 8.9	P	126	17			10.16	6.25	7.00	9.55
6.20 18	1.20	7.31	12.20			159.6		NORMANGEE 7.8	P	48	26			10.08	6.20 ⁷⁹	6.50	9.44
6.33	1.34	7.41	12.29			151.8	NZ	NORTH ZULCH 10.4	TO	110	21			9.58	6.12	6.38	9.30
6.47	1.49	7.49	12.37			141.4		IOLA 10.9	P	42	8			9.50	6.04	6.24	9.16
6.55	1.59	7.54	12.42			130.6	SG	SINGLETON 5.2	TO	125	26			9.45	5.59	6.17	9.07
7.03	2.07	7.59	12.47			125.3		SHIRO 6.3	P	57	32			9.40	5.55	6.09	8.58
7.19	2.25	8.09	12.57			119.0	CH	RICHARDS 13.3	TO	41	22			9.30	5.44	5.53	8.40
						105.7		DOBBIN 0.1	P	51	18						
						105.6		GCSF CROSSING 8.4									
7.31	2.37	8.20 76	1.08			97.2		KAREN 5.5	P	125	10			9.22	5.36	5.42	8.20 ³
7.38	2.44	8.25	1.13			91.7		VENTURA 6.9	P	59	10			9.17	5.31	5.35	8.06
7.58 76	2.54	8.30	1.19			84.8	CK	TOMBALL 6.4	TO	98	163			9.12	5.25	5.28	7.58 ⁷⁹
8.12	3.03	8.35	1.24			78.4		LOUETTA 7.0	P	63	8			9.07	5.19	5.19	7.50
8.23	3.12	8.40	1.29			71.4		CASEY 6.5	P	110	50			9.02	5.14	5.10	7.41
8.33	3.22	8.45	1.35			64.9		ROSSLYN 7.5	P	67	8			8.56	5.08	4.59	7.33
8.50	3.42	8.58	1.48			57.4	NX	BELT JCT. 5.1	TO					8.44	4.58	4.45	7.19

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

		9.25 P.M.	2.15 P.M.		Yard	BX	Houston Union Station	TO	Yard	Yard		8.30 A.M.	4.45 P.M.				
11.59 P.M.	5.00 A.M.				Yard	HA	New So. Yd. Houston	TO	Yard	Yard					4.00 A.M.	6.30 P.M.	
	P.M. 4.30														12.01 A.M.		

Trains between New South Yard, Houston, and Galveston are governed by rules and timetable of GC&SF Ry.

	6.30 P.M.				Yard	GZ	GALVESTON FRT. YD. 206.6	TO	Yard	Yard				10.00 P.M.	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD

At Teague, between North Fort Worth Main switch opposite Freight House and signal N 203.8, trains and engines must run at restricted speed.

When first class trains meet at Teague, the train taking siding will use the old Fort Worth main track, which is the first track west of main track at passenger depot.

Train Order Office, Galveston Freight Yard, located 59th Street.

Form Y orders are authorized.

SOUTHWARD

MEXIA BRANCH

NORTHWARD

SUB DIVISION 3
STATIONSTime Table No. 6
March 18, 1962Capacity
of

Sidings

Other Tracks

Signs

Mile Post
Location

					Y Yd.	A217.8	M	MEXIA	TO	Yard	52							
						A218.4		TNO CROSSING See Footnote										
					FRTW Y Yd.	204.3	DX	TEAGUE	TO	Yard	Yard							

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
RULE 11 OF SPECIAL INSTRUCTIONS IN EFFECT.

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

SPEED RESTRICTIONS

LOCATION	Passenger Trains M.P.H.	Freight Trains M.P.H.	Engines, except RDC cars, running forward light, or with only one car.	Freight train speed
ALL SUBDIVISIONS All crossovers and turnouts, not otherwise specified.	10	10	Scale test cars moving in trains will be handled 5 cars ahead of caboose.	
MAXIMUM ENGINE SPEEDS			Weed Sprays 2231, 95270 and 95271 while being operated light or in service.	30
1-3, 402-403, 409, 625-656, 633B-642B, 750, 751	90		When diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely ap- plied must be coupled to the Diesel and prompt report made to the dispatcher.	
400-401	85		Trains Handling Scale Test Car RI 95384	40
485-499, 621-623, 9002-9004, 9015, 9016	80		Trains Handling Short Wheel Base Ore Hoppers	30
404-408, 410, 411, 425-429, 675-677, 675B-677B, 38-49, 70-127, 70B-88B, 123B, 430-441, 1200-1343	70		Trains handling CBQ, C&S or FWD Scale Test Car	25
128-143, 128B-135B, 450-475, 537-546, 765-779, 795-797, 811-840	65		Motor cars without cars approaching interlocking signals and within interlocking limits	10
716-732, 735-745, 598, 599, 759-764, 798-806, 9006, 9013-9014	60		Trains handling steam derrick, pile driver except driver No. 95232, Spreader car except spreader No. 95319 with wings secured, locomotive crane, except crane No. 95260 burro and caterpillar crane, on own wheels, unless otherwise advised by car inspector or officer . . Ditcher - Spreader 95317 when operating	25 25 40
773, 774 (Towing speed 55)	50		When dead in train with wings trailing	
529-536 (Towing speed 65) 1000-1015	45		Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized.	
550-563, 700-707, 900-914 (Towing speed 25)	40		These instructions will not apply to wrecking derricks with boom trailing when trained behind engine in wreck train service, in such case speed restrictions will be as follows:	
351, 361-377	30		SUBDIVISION 1, 2	40
9002-9003-9004-9015-9016	65		SUBDIVISION 3	15
CB&Q 100 Series	65		Ditcher, or other types of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made.	
FWD 700 Series	65		Air rail loaders must not be moved in through trains with boom up. When moved in through trains the booms must be disconnected, taken down and securely fast- ened to the floor of the car.	
FWD & C&S 800 Series	65		Where speeds on any Subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.	
1 5, 7 & 8 Series	79			
Road freight or passenger diesels, other than road switchers, backing up	40			
When this being done except in switching movements or when shoving cars a member of the crew must be in the leading end of the unit within reach of the commu- nicating signal or emergency valve.				
Trains and engines making movement against current of traffic on two main tracks over facing point switches	30			

SPEED RESTRICTIONS —Continued.

SPECIAL INSTRUCTIONS

LOCATION	Passenger Trains MPH	Freight Trains MPH
SUBDIVISION No. 1 (except as shown below).....	79	50
MP 204-0 to MP 205-11.....	40	40
MP 220-7 to MP 220-25.....	65	.....
MP 220-25 to MP 224-32.....	75	.....
MP 239-0 to MP 240-11.....	45	45
MP 239-25 S.S.W. Crossing.....	20	20
MP 240-11 to MP 240-18.....	40	30
MP 240-18 to MP 241-11.....	45	45
MP 244-7 to MP 244-19.....	60	40
MP 252-5 to MP 252-18.....	55	40
MP 261-4 to MP 261-16.....	70	.....
MP 261-16 to MP 263-0.....	75	.....
MP 263-0 to MP 263-9.....	65	40
MP 269-23 to MP 270-28.....	30	20

LOCATION	Passenger Trains MPH	Freight Trains MPH
SUBDIVISION No. 2 (except as shown below).....	79	50
MP 57-14 to MP 65-0.....	45	45
MP 65-0 to MP 67-0.....	60	.....
MP 91-0 to MP 102-0 (except as shown below).....	75	.....
MP 92-21 to MP 92-34.....	60	40
MP 94-5 to MP 94-14.....	70	.....
MP 95-30 to MP 96-3.....	70	.....
MP 97-9 to MP 97-16.....	70	.....
MP 99-0 to MP 99-11.....	70	.....
MP 100-24 to MP 100-34.....	70	.....
MP 102-0 to MP 107-0 (except as shown below).....	60	40
MP 102-34 to MP 103-4.....	50	35
MP 107-0 to MP 129-0 (except as shown below).....	75	.....
MP 124-1 to MP 124-11.....	70	.....
MP 126-19 to MP 126-34.....	60	40
MP 174-11 to MP 180-25 (except as shown below).....	75	.....
MP 175-27 to MP 176-13.....	50	35
MP 180-25 to MP 182-10.....	50	35
MP 182-10 to MP 199-25 (except as shown below).....	75	.....
MP 183-13 to MP 183-25.....	70	.....
MP 186-4 to MP 186-15.....	70	.....
MP 194-30 to MP 195-7.....	70	.....
MP 198-5 to MP 198-15.....	70	.....
MP 199-7 to MP 199-17.....	70	.....

Subdivision No. 3..... 20 20

Trains approaching train order signal displaying stop indication will sound four blasts of the whistle and must not exceed 60 MPH., passing stations at which train orders or clearances are to be received.

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	62.9	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	116	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
66	55.3	84	42.9	135	26.7		

1. 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, unless otherwise instructed by officer at location of high water. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.

Maximum Height of
Water Above Rail

Diesel engines and motor cars..... 3 inches
 RDC cars 9002-9003-9004-9015-9016..... 5 inches
 Lightweight passenger cars..... 7 inches
 Conventional passenger cars..... 12 inches

2. Cadiz Street Junction is the initial station for FW&D and Rock Island trains, other than first class.
 2a. Waxahachie is initial station for southward trains.
 2b. Belt Jct. is initial station for northward second-class and extra trains.

3. **RULE 83:**
 Cadiz Street Junction. Second-class and extra trains.
 Dallas-Union Terminal Station—First-class trains.
 Houston-Union Station—Trains originating and terminating.
 Houston-New South Yard—Trains originating and terminating.
 3a. All through trains will register by Form 1339 at Waxahachie.
 3b. Second-class and extra trains will register by Form 1339 at Belt Jct.

4. Bulletin Board and General Order Books are located at
 Dallas.....Union Terminal Station
 Teague.....Passenger Station and Yard Office
 Houston.....Union Station and New South Yard
 and Enginehouse
 Galveston.....Yard Office and Freight Depot

4b. 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.

5. Standard Clocks are located at:
 Dallas.....Union Terminal Station and Cadiz
 Street Telegraph Office
 Waxahachie.....Passenger Station
 Teague.....Yard and Telegraph Offices
 Houston.....Union Station and New South Yard

6. "F" Flag stop to receive or discharge traffic.
 "G" Conditional stops for revenue passengers only.
 "A" Regular stop.

SPECIAL INSTRUCTIONS (Concluded)

11. Following rule in effect on Subdivision where so specified in foot-
notes of time table. Freight trains and mixed trains will be notified of fol-
lowing Extras by the Train Dispatcher, who will issue train orders to all con-
cerned as follows:

"C & E . . . after (time) protect against Extra . . ." Preceding trains
receiving this order will, after the specified time while occupying the main
track at station, protect according to Rule 99.

In the absence of this order, freight trains and mixed trains 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.

12. 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	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

13. Industrial tracks between stations are located at:

Sub. Div.	M.P.	Name	Car Capacity
2	62.5	Oak Forest	27
2	66.39	Mabry	12
2	66.60	North Houston	34
2	68.31	Housh Drilling Co. Spur . . .	5
2	68.4	Fortune	11
2	69.5	Hudson	44
2	74.8	Deco	52
2	81.20	Orr	60
2	94.9	Mostyn	13
2	111.7	Dacus	11
2	132.22	Singleton Grain	26
2	173.55	Margle	50
2	183.3	Koch	12
3	A-214.0	Holden	263
3	A-215.5	Coffield	54

14. Speedometers on road engines in main line service must be checked,
by observing time between mile post twice on each trip. The location, speed
and any variation must be shown on work report.

15. At stations where telephones are located, conductor should com-
municate 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 min-
utes in excess of time expected, in case the expected train is not seen, or
heard approaching.

16. The following letters in "station" and "sign" column indicate:

F—Fuel Station		R—Train register station
T—Turntable	W—Water station	Y—Wye
Yd.—Station where Yard Limit signs are maintained		
TO—Train Order Office		P—Phone

COMMUNICATION OFFICES

OFFICE HOURS

Week Days
Except Saturday
*Sunday and Holidays
**Saturdays

SUBDIVISION 1

Waxahachie	Continuous
Bardwell	9:00 a.m. 1:00 p.m. 2:00 p.m. 6:00 p.m.
SSW Crossing	Continuous
Streetman	9:00 a.m. 12:00 a.m. 1:00 p.m. 6:00 p.m.
Teague	Continuous

SUBDIVISION 2

Newby	6:45 a.m. 11:45 a.m. 12:45 p.m. 3:45 a.m.
North Zulch***	9:00 a.m. 5:00 p.m. 5:30 p.m. 1:30 a.m.
Singleton	9:00 p.m. 12:00 a.m. 1:00 a.m. 6:00 a.m.
Richards	6:00 a.m. 10:30 a.m. 11:30 a.m. 3:00 p.m.
Tomball***	8:30 a.m. 12:00 a.m. 1:00 p.m. 5:30 p.m.
Belt Junction	Continuous
Houston Union Station	Continuous
New South Yard Houston	Continuous
Galveston Freight Yard***	6:00 a.m. 2:00 p.m. 4:00 p.m. 12:15 a.m.

SUBDIVISION 3

Mexia	8:00 a.m. 5:00 p.m.
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G. R. MULCAHY
T. E. STOVER
M. H. SCARBOROUGH
D. G. STICE
R. L. BEDWELL

} Train Dispatchers
Teague, Texas

W. H. HOGLE, Assistant Superintendent, Fort Worth,
Texas

C. B. CAMP, Trainmaster, Road Foreman of
Equipment, Teague, Texas

F. W. STANTON, Master Mechanic, El Reno, Oklahoma
W. C. WRIGHT, Assistant Master Mechanic, Fort Worth,
Texas

J. W. WOOD, Chief Dispatcher, Teague, Texas