

**Fort Worth & Denver City
Railway
Chicago, Rock Island & Gulf
Railway**

JOINT TEXAS DIVISION

(F. W. & D. C. Operating)

AND

**Burlington-Rock Island
Railroad Company**



TIME TABLE

No. 3

Effective 12:01 A. M.

CENTRAL STANDARD TIME

SUNDAY, AUGUST 29, 1937

Destroy All Time Tables of Previous Date

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.

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TIME TABLE No. 3

EFFECTIVE AUGUST 29, 1937

SOUTHWARD					Signs	Other Tracks	Capacity Siding	Distance from Galveston	STATIONS	Distance From Fort Worth	Office Closed	NORTHWARD				
SECOND CLASS		FIRST CLASS										FIRST CLASS			SECOND CLASS	
FREIGHT		PASSENGER										PASSENGER			FREIGHT	
75	93	3	1	17								4	2	18	76	98
Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily
P.M. L 6.00	A.M. L 3.15	P.M. L 4.00		A.M. L 7.15	CTWBR OK Yd	Yard	340.6	FT. WORTH PASSENGER STATION	0.0			P.M. A 1.15		P.M. A 9.30	A.M. A 8.45	P.M. A 9.00
6.30	3.45					Yard	338.3	F. W. & D. C. YARD FORT WORTH	2.3						8.15	8.30
		P.M. L 5.00	A.M. L 9.50	A.M. L 8.15	BKR	Yard	305.1	C. R. I. & G. YARD FT. WORTH	2.3	12:30AM to 6:30AM		P.M. A 12.25	P.M. A 4.30	P.M. A 8.40		
8.00	6.00				KR	Yard	304.5	DALLAS	35.5	10:00PM to 4:00AM					6.30	6.30
L 9.15	L 7.20	L 5.37	L 10.40	L 8.52	Yd		274.8	CADIZ ST. JUNCTION	86.1	12:01PM to 2:01PM						
9.25	7.50	f 5.39	s 10.42	f 8.54	CWO YKRYd	365 Yard	274.2	M-K-T JUNCTION	65.8	No Office		A 11.48	A 3.40	A 8.03	A 5.10	A 4.30
							273.7	WAXAHACHIE	66.4	1:00PM to 3:00PM	f 11.46	s 3.37	f 8.01	5.08	3.30	
9.37	8.05	5.46	10.52	9.00		18 73	268.2	T. & N. O. CROSSING (Grade)	66.9	11:00PM to 5:00AM						
9.47	8.25	5.52	s 11.06	9.05		36 60	262.0	REAGOR SPRINGS	72.4	No Office	11.37	3.24	7.52	4.58	3.15	
9.57	8.35	5.57	11.26	9.09	W	22 51	256.8	BARDWELL	78.6	5:00PM to 8:00AM	11.31	s 3.13	7.46	4.48	3.00	
10.07	8.50	6.02	s 11.36	9.13		27 60	251.7	ONION CREEK	83.8	No Office	11.26	3.03	7.41	4.39	2.40	
10.21	9.20	6.09	11.49	9.20	Yd	61	244.7	EMHOUSE	88.9	No Office	11.21	s 2.53	7.36	4.30	2.25	
10.25	10.00	f 6.11	s 11.53	f 9.22	W Yd	235 Yard	243.2	VANN	95.9	No Office	11.14	2.40	7.29	4.18	2.05	
							243.0	CORSICANA	97.4	No Office	f 11.12	s 2.37	f 7.27	4.15	2.00	
10.40	10.20	6.20	s 12.06	9.30		20 60	234.8	ST. L. S. W. CROSSING (Interlocked)	97.5							
10.58	10.54	6.29	s 12.23	9.38	W	53 92	225.7	NAVARRO	105.8	No Office	11.02	s 2.22	7.17	4.00	1.10	
11.12	11.07	6.37	s 12.37	9.46		18 61	217.9	STREETMAN	114.9	5:00PM to 8:00AM	10.54	s 2.04	7.08	3.45	12.53	
11.24	11.20	6.44	12.49	9.52		9 60	211.3	KIRVIN	122.7	No Office	10.48	s 1.49	7.01	3.32	12.37	
A 11.30	A 11.30	A 6.49	A 12.55	A 9.57	COWT BYKR Yd	775 Yard	207.5	SIMSBORO	129.3	No Office	10.42	1.36	6.55	3.21	12.15	
P.M.	A.M.	P.M.	P.M.	A.M.				TEAGUE	133.1		L 10.38	L 1.30	L 6.51	L 3.15	L 12.05	P.M.
Daily	Daily	Daily	Daily	Daily					133.1		Daily	Daily	Daily	Daily	Daily	Daily
3.30	5.30	1.49	3.05	1.42				Schedule Time			1.47	3.00	1.49	3.15	6.25	
27.7	17.6	53.7	31.7	57.4				Average Miles Per Hour			54.7	32.5	53.7	29.8	15.1	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD, EXCEPT NO. 3 AND NO. 17 ARE SUPERIOR TO NO. 2

SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF NOS. 3, 4, 17 AND 18 NOT LESS THAN 10 MINUTES.

PASSENGER TRAINS, EXCEPT ZEPHYR AND ROCKET TYPE MOTOR TRAINS, MUST NOT EXCEED 60 MILES AN HOUR. ZEPHYR AND ROCKET TYPE MOTOR TRAINS WILL OPERATE UNDER SPECIAL INSTRUCTIONS SHOWN ON PAGE 6.

Freight engines handling passenger trains must not exceed 45 miles per hour on tangent track and 35 miles per hour on curves.

Nos. 3, 4, 17, and 18 will stop on flag at Corsicana and Waxahachie to receive or discharge revenue passengers from and to Houston and beyond, or Dallas and beyond, and to receive and discharge passengers moving locally between Teague, Corsicana, and Waxahachie.

Freight trains must not exceed 40 miles an hour on tangent track and 35 miles an hour on curves.

Time shown at Fort Worth, Dallas and Cadiz Street Junction is for information only.

Employees will be governed by current Time Table, Rules and Regulations of C. R. I. & G. Ry., between C. R. I. & G. Yard, Fort

Worth and Cadiz Street Junction, those of the Union Terminal Company on any portion of U. T. Co's., tracks, Dallas, and those of M.-K.-T. R. R. Co., of Texas between Dallas and M.-K.-T. Junction-Waxahachie.

No train order signal at Teague or Waxahachie.

Conductors and Enginemen must have clearance, Form A.

YARD LIMITS of Corsicana and Vann are continuous between M. P. A-238 and A-243.

See Page 6 for additional tracks.

See Pages 5 and 6 for special instructions.

BURLINGTON-ROCK ISLAND RAILROAD COMPANY

HUBBARD SUB-DIVISION—BETWEEN HUBBARD AND TEAGUE

TIME TABLE No. 3

EFFECTIVE AUGUST 29, 1937

SOUTHWARD			Signs	Other Tracks	Capacity Siding	Distance from Galveston	STATIONS	Distance from Teague	Office Closed	NORTHWARD		
SECOND CLASS										SECOND CLASS		
FREIGHT										FREIGHT		
		103										104
		Monday Wednesday Friday										Monday Wednesday Friday
		P. M. L 12.01	YYd	100	Yard	244.5	HUBBARD 0.6	37.0	5:00PM to 8:00AM 12:01PM to 1:00PM			A. M. A 11.30
						243.9	ST. L. S. W. CROSSING 5.4 (Derails-Gate)	36.4	No Office			
		s 12.30		4		237.5	MUNGER 4.5	30.0	No Office			s 10.45
		s 1.00	W	35	22	233.0	COOLIDGE 3.1	25.5	5:00PM to 8:00AM 11:30AM to 12:30PM			s 10.25
		s 1.20		10		229.9	DATURA 4.6	22.4	No Office			s 9.55
		s 1.45		9		225.3	TEHUACANA 4.2	17.8	No Office			s 9.30
		s 2.30	YYd	150	Yard	221.1	MEXIA 1.5	13.6	5:00PM to 8:00AM 12:01PM to 1:00PM			s 9.05
						219.6	T. & N. O. CROSSING (Interlocked) 5.2	12.1	No Office			
		f 2.55		8		214.4	LIMESTONE 6.9	6.9	No Office			f 8.25
		A 3.30 P. M.	CWYT RKOB Yd	775	Yard	207.5	TEAGUE	0.0				L 8.00 A. M.
		Monday Wednesday Friday					37.0					Monday Wednesday Friday
		3.29					Schedule Time					3.30
		10.6					Average Speed Per Hour					10.6

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF SAME CLASS SOUTHWARD

RULE 907 IS IN EFFECT.

Freight trains must not exceed 20 miles an hour between Teague and Datura, and 15 miles an hour between Datura and Hubbard.

Freight trains must protect street crossings at Mexia by placing member of the crew at crossing before engine enters the crossing.

No train order signal at Teague. Conductors and Enginemen must have clearance, Form A.

See Page 6 for additional tracks.

See Pages 5 and 6 for special instructions.

SPECIAL INSTRUCTIONS

1. SPEED.—See footnote at bottom of page containing schedules.

(a) For steam trains operating on Zephyr and Rocket Type Motor Train schedules, the maximum speed will be 80 miles an hour on tangent track and 70 miles an hour on curves, except where zone and curve posts and signs restrict Zephyr and Rocket Type Motor train speed to 80 miles an hour or less, the speed will be restricted to 10 miles an hour less than the Zephyr and Rocket Type Motor Train speed. Through turnouts, over crossings, etc., observe time table speed restrictions for steam trains.

(b) Roadway signals indicating maximum speeds of steam trains on 3 and 4 degree curves have been placed 4000 feet from each end of such curves. Speed indicated by these signals must not be exceeded.

(c) Within the limits of municipalities, engineers 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.

(d) Trains handling Steam Derrick, Pile Drivers, Clam Shells, Steam Shovels, Ditchers and Spreaders must not exceed 20 miles an hour.

Clam Shells moving in trains must have booms taken down and trailing.

(e) Trains handling battleship type coal cars loaded or short scale test cars, must not exceed speed of 25 miles an hour on tangent track or 20 miles an hour on curves.

(f) Trains must not exceed 15 miles an hour on sidings and 10 miles an hour through turnouts, unless otherwise specified.

(g) Trains will approach all junctions at restricted speed. If main track is clear and switches properly set they may proceed at speed not exceeding 15 miles an hour while passing over junction switches.

2. TRAIN REGISTERING TICKETS.—Conductors of freight trains, when consist of train is changed, will fill out and leave at first available office Train Registering Report. All trains register by Register Ticket at Waxahachie. Freight trains register by Register Ticket at Belt Junction Tower.

3. RAILROAD CROSSINGS.—

Protected by Standard Interlocking:

Corsicana—St. L. S. W.
Dobbin—G. C. & S. F.

Protected by Electric Signals; No Derails:

Corsicana—Texas Electric

Protected by Hand Operated Signals; No Derails:

M. P. 95.34—Grogan-Cochran Lumber Co.

Protected by Cabin Type Interlocking:

Mexia—T. & N. O.

Protected by Derails and Crossing Gate, normal position against B.-R. I.:

Hubbard—St. L. S. W.

Not protected by Standard Interlocking or any other Signal Devices:

All trains must come to a full stop and ascertain if track is clear before crossing.

Waxahachie—T. & N. O. Compress Track.
Singleton—I. G. N.

4. Rules 1, 2, 91, 914 and 959 of the Operating Department dated December 1, 1929, are modified as follows:

Rule 1. It is amended to read:

“At 11:00 a. m. daily” instead of “at 1:00 p. m. daily.”

Rule 2. It is added:

“In addition to the semi-annual inspection, train, engine and yard service employes must have the performance of their watches recorded semi-monthly on Form 201.”

Rule 91. Is changed to read:

“Unless some form of block signals is used, trains in the same direction must keep at least 10 minutes apart, except in closing up at stations.”

Rule 914 is modified to read 4,000 feet instead of 3,000 feet.

Rule 959. In addition to the red lamp, etc., enginemen will also be required to have a white lamp, lighted, and in good burning order.

5. Switches, frogs or guard rails are not always blocked.

6. Do not go between cars while they are moving, nor attempt to adjust drawbars with foot or hand when cars are moving or about to couple together.

7. When switching occupied passenger equipment, know that air is coupled and working and that vestibule curtains are unhooked.

8. No baggage or freight cars shall be placed in the rear of passenger cars in making up a passenger train.

9. Enginemen handling light engines must approach all hazardous road crossings where view is obscured, prepared to stop.

Under Rule 103, when cars are pushed by an engine over public crossings at grade, not protected by a watchman or gates, a member of the crew must protect the crossing, unless the move is made under Rule 1012.

When stops for water or other operating conditions do not require a train to stop, freight trains must be stopped every fifty (50) miles for trainmen to make a careful inspection.

10. It is dangerous to approach oil tanks, oil cars, oil pipe lines, oil dumps, oil vats or any receptables used in handling or storing fuel oil with a light of any kind. All employes are warned not to approach the openings where oil is exposed with lantern, torch or other light which is made by flame.

Care should be taken to avoid the striking of stock, as it is liable to cause derailment endangering lives and destroying property.

There are coal chutes, viaducts, stock yards, sheds, roofs, water tank frames, telegraph poles, bridges, scales, mail cranes, switch stands, overhead wires, etc., located on main line and sidings; also tracks at terminal stations, and structures and platforms of private corporations and persons located on industrial sidings and spurs which will not clear man riding on side or top of car.

SPECIAL INSTRUCTIONS

SPECIAL INSTRUCTIONS COVERING THE MAXIMUM SPEEDS OF
ZEPHYR AND ROCKET TYPE MOTOR TRAINS

Distinctive road way signals have been adopted to indicate maximum speeds of Zephyr and Rocket type motor trains.

A triangle type signal with reflex letter "Z" thereon indicates zone territory where maximum speed is indicated by the numerals thereon, and will govern until the next zone signal is reached.

Where speed restrictions are required on curves within a zone, a banjo type signal with reflex letter "C" and numerals thereon will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

The triangle and banjo type signals will be located approximately 4000 feet from point of curve, or point where zone speed changes.

Zephyr and Rocket type motor trains when using any turnout or cross-over will not exceed speed designated for other trains.

Approaching train order signal in stop position will sound four short blasts of the whistle and must not exceed sixty miles an hour passing stations at which train orders or clearance cards are to be

delivered. The delivery of all train orders, clearance cards and instructions will be made on the right hand side.

On Zephyr and Rocket trains at points enroute where engine or train crews are changed, a train brake test must be made as follows:

The incoming engineer will apply the brakes with at least 50 lb. brake cylinder pressure. The outgoing trainman will note that the brakes are applied on the rear car and signal the engineer with four (4) blasts of the communicating signal and the outgoing engineer will release the brakes; the trainman will then note that the brakes release on the rear car and signal this fact to the engineer with one blast of the signal whistle.

A running test must be made, with power shut off, after a speed of 15 miles per hour has been attained. After the trainman has noted that the brakes apply and release he will signal the engineer with one blast of the signal whistle.

SPEED OF TRAINS

Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
	Minutes	Seconds		Minutes	Seconds
5	12	0	55	1	5
10	6	0	60	1	0
15	4	0	65	0	55
20	3	0	70	0	51
25	2	24	75	0	48
30	2	0	80	0	45
35	1	43	85	0	42
40	1	30	90	0	40
45	1	20	95	0	38
50	1	12	100	0	36

LIST OF ADDITIONAL SIDINGS AND SPURS

Capacity of Tracks	Mile Post	JOINT TEXAS DIVISION	Capacity of Tracks	Mile Post	TEAGUE SUB-DIVISION
		Stations			Stations
			15	183.3	†Koch
			11	173.9	*Cullinan
			6	132.9	†Polk
			17	82.5	*Humble Oil Spur HUBBARD SUB-DIVISION
			21	214.2	†Holden

*Spur connected at north end.

†Spur connected at south end.

ENGINE RATING IN TONS OF 2,000 POUNDS

	401 Class F. W. & D. C.	5500 Class C. B. & Q.	2500 Class C. R. I. & P.	2222 Class C. B. & Q.	2300 Class C. R. I. & P.	32 Class B.-R. I.	52 Class B.-R. I.
Dallas and Waxahachie Southward ..	2000	2200	2000	1300	1900	1100	
Dallas and Waxahachie Northward....	1900	2000	1800	1200	1800	1050	
Between Waxahachie and Teague....	3000	3200	3000	2000	2800	1800	
Between Teague and Tomball.....	3800	4100	3900	2500	3800	2200	
Between Tomball and Galveston.....	5500	6000	5800	3600	5500	3200	
Between Teague and Mexia.....							1200
Between Mexia and Hubbard.....							950

F. W. & D. C. Ry.-Joint Texas Division

HOSPITAL DEPARTMENT

HOSPITAL, St. Joseph's Infirmary, Fort Worth, Texas.

SURGEONS

DR. CLAY JOHNSON, Chief Surgeon.....Fort Worth
 DR. R. J. WHITE, Assistant Chief Surgeon.....Fort Worth
 DR. N. L. DUNN, Local Surgeon.....Fort Worth
 DR. FRANK SANDERS, Local Surgeon.....Fort Worth
 DR. J. W. SHOEMAKER, Local Surgeon.....Fort Worth
 DR. WEBB WALKER, Division Oculist.....Fort Worth
 DR. R. W. BAIRD, Local Surgeon.....Dallas
 DR. M. E. HASTINGS, Local Surgeon.....Waxahachie
 DR. J. B. JENKINS, Local Surgeon.....Waxahachie
 DR. G. M. GODDARD, Local Surgeon.....Waxahachie
 DR. W. A. GRANT, Local Surgeon.....Bardwell
 DR. J. W. TOLLESON, Local Surgeon.....Bardwell
 DR. W. T. SHELL, Sr., Local Surgeon.....Corsicana
 DR. W. T. SHELL, Jr., Local Surgeon.....Corsicana
 DR. W. O. McDANIEL, Local Surgeon.....Streetman
 DR. W. P. HARRISON, Local Surgeon.....Teague

B.-R. I. R. R.

HOSPITAL DEPARTMENT

HOSPITAL, St. Joseph's Infirmary, Houston, Texas.

SURGEONS

DR. A. PHILO HOWARD, Chief Surgeon.....Houston
 Houston Clinic Bldg.
 Dr. M. B. Stokes, Asst. to Chief Surgeon.....Houston
 Dr. P. R. Cruse, Chief Medical Consultant.....Houston
 Dr. G. C. Farrish, Eye, Ear, Nose and Throat.....Houston
 DR. WM. P. HARRISON, Division Surgeon.....Teague
 Dr. Hodges McKnight, Local Surgeon.....Fort Worth
 Dr. John J. O'Reilly, Local Surgeon.....Fort Worth
 Dr. Guy E. Knolle, Local Surgeon.....Houston
 Dr. Wm. B. Thorning, Local Surgeon.....Houston
 Dr. Livingston Barnes, Local Surgeon.....Hubbard
 Dr. J. J. Anderson, Local Surgeon.....Coolidge
 Dr. Jos. F. Moore, Local Surgeon.....Coolidge
 Dr. O. T. Christoffer, Local Surgeon.....Mexia
 Dr. E. F. Hamm, Local Surgeon.....Mexia
 Dr. E. V. Headlee, Local Surgeon.....Teague
 Dr. B. D. Du Bois, Local Surgeon.....Newby
 Dr. Joe Rodgers, Local Surgeon.....Normangee
 Dr. J. E. Burney, Local Surgeon.....North Zulch
 Dr. G. C. Sanders, Local Surgeon.....Richards
 Dr. F. A. Young, Local Surgeon..P. O. Montgomery, Texas
Dobbin
 Dr. J. M. Ware, Local Surgeon.....Tomball
 Dr. M. C. McPhail, Local Surgeon.....Tomball
 Dr. Homer E. Prince, Local Surgeon.....Galveston
 Dr. E. M. F. Stephens, Local Surgeon.....Galveston

PERSONAL INJURIES

If practicable, injured persons should be placed under the care of the nearest Local Surgeon. In case of death from accident, leave body in charge of a public officer or a company agent. When an accident occurs to a trespasser he should be turned over to the county authorities. When a person is killed outright the body must not be removed from the county in which the accident occurred.

WATCH INSPECTORS:

Ball Railroad Time Service,
 General Inspectors,
 Chicago, Ill.

WATCH INSPECTORS

G. W. HaltomFort Worth
 Teague Jewelry CompanyTeague
 Houston Watch CompanyHouston
 B. GantorGalveston

Trainmaster, G. T. Davis, Teague.
 Road Foreman, J. H. Harmon, Childress.

W. M. UPSHAW, Chief Dispatcher.
 J. M. LONG, Dispatcher.
 J. L. STOVER, Dispatcher.

} TEAGUE

C. D. PECKENPAUGH,
 General Manager, F. W. & D. C., Fort Worth

A. G. WHITTINGTON,
 Superintendent, Joint Texas Division, Houston

A. G. WHITTINGTON,
 Vice President & Gen'l Supt. B.-R. I., Houston