SPEED TABLE

Time Per Mile Minutes	Time Per Mile Seconds	Miles Per Hour	Time Per Mile Minutes	Time Per Mile Seconds	Miles Per Hour
0	45	80	1	12	50
0	46	78.3	1	15	48
0	47	76.6	1	20	45
0	48	75	1	25	42.3
0	49	73.5	1	30	40
0	50	72	1	40	36
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	--	30
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	--	60	2	50	21.2
1	1	59	3	--	20
1	2	58	3	9	19
1	3	57.1	3	20	18
1	4	56.2	3	31	17
1	5	55.3	3	45	16
1	6	54.5	4	--	15
1	7	53.7	5	--	12
1	8	52.9	6	--	10
1	9	52.1	7	30	8
1	10	51.4	10	--	6

MAINTENANCE OF WAY CONDITIONAL STOP

(Form Y Train Order)

The following forms of oral authorization by the Foreman and acknowledgment of understanding by the engineer are to be used to permit trains to pass a red flag without stopping within the limits of a Form Y train order.

Foreman will state: "JTD Foreman calling Extra 232 South about Order No. (Form Y Train Order No.)"

Engineer must respond, identifying his train as: "This is JTD engineer, Extra 232 South."

When engineer has answered as above, the foreman will state: "Extra 232 South may pass red signal at (Location) without stopping."

The foreman may also authorize a different speed from that shown in the Form Y train order by adding to his instructions: "Proceed at _____ MPH," or "Proceed at normal speed."

The engineer must repeat back to the foreman the instructions that are given him.

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

TIME TABLE

AND

SPECIAL INSTRUCTIONS
JOINT TEXAS DIVISION

(CRI&P RR OPERATING)

2

IN EFFECT AT 12:01 A. M.

CENTRAL STANDARD TIME

SUNDAY, JUNE 18, 1972

W. C. Hoenig
General Manager

F. J. Garner
Asst. General Manager

J. E. Hare
Superintendent

PREVENT INJURY
SAFETY FIRST

SUBDIVISION No. 1

SOUTHWARD — MAIN LINE — NORTHWARD

Second Class 67 Freight Daily	Station Numbers	Rule 6 A Signs	Mile Post Location	STATIONS Time Table No. 2 JUNE 18, 1972	Capacity of Sidings	Capacity of Other Tracks	TRAIN ORDER OFFICE OPEN	Second Class 98 Freight Daily
	200	BCFKQ RWYZ		FR NORTH YARD	Yard	Yard	Continuous	
				4.1				
Trains between North Yard and Peach Yard are governed by rules and timetable of FW&D Ry.								
	198	BFJKO RTWY		F CRIP PEACH YD.	Yard	Yard		
				33.6				
Trains between Peach Yd. and North Jct. are governed by rules and timetable of CRI&P Ry.								
	185		301.3	CJ CADIZ ST.	Yard	Yard	Continuous	
				1.5				
Trains between North Jct. and Endot are governed by rules and timetable of U. T. Co.								
			299.8	ENDOT				
				28.2				
Trains between Endot and JTD Jct. are governed by rules and timetable of MK&T Ry.								
		I	271.6	JTD JCT.				
				0.7				
A.M. 6:20	184	CKPRY	270.9	HC WAXAHACHIE	90	60	Continuous	A.M. A9:53
				0.5				
		A	270.4	SP CROSSING				
				11.7				
6:34	183	P	258.7	BARDWELL	110	26		9:39
				17.1				
6:53	180	PY	241.6	NORTH CORSICANA	125			9:15
				1.7				
6:55	179	OPY	239.9	CORSICANA	45	195		9:11
				0.2				
		CIPY	239.7	C SSW CROSSING			Continuous	
				17.3				
7:20	176	P	222.4	STREETMAN	78	22		8:53
				18.1				
A7:45 A.M.	168	BCFJKP QRTWYZ	204.3	DO TEAGUE	125	Yard	Continuous	8:30 A.M.

A. B. S.

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD

SUBDIVISION No. 3

SOUTHWARD — NORTHWARD

Station Numbers	Rule 6 A Signs	Mile Post Location	STATIONS Time Table No. 2 JUNE 18, 1972	Capacity of Sidings	Capacity of Other Tracks	TRAIN ORDER OFFICE OPEN
174	Y	A217.9	MEXIA	Yard		
			1.5			
		A216.4	SP CROSSING SEE SPL. INSTNS.			
			2.4			
170	Y	A214.0	HOLDEN	Yard		
			9.7			
168	BCFJKP QRTWYZ	204.3	TEAGUE	Yard		Continuous

SUBDIVISION No. 2

MAIN LINE

SOUTHWARD — NORTHWARD

Second Class 67 Freight Daily	Station Numbers	Rule 6 A Signs	Mile Post Location	STATIONS Time Table No. 2 JUNE 18, 1972		Capacity of Sidings	Capacity of Other Tracks	TRAIN ORDER OFFICE OPEN	Second Class 98 Freight Daily
A.M. 9:00	168	BCFJKP QRTWYZ	204.3	DO	TEAGUE	125	Yard	Continuous	A.M. A8:30
				11.1					
9:20	166	P	193.2		DONIE	53	15		8:05
				8.6					
9:30	164	P	184.6		NEWBY	125	24		7:55
				16.1					
9:48	158	P	168.5		FLYNN	125	17		7:35
				16.7					
10:04	154	OP	151.8	NZ	NORTH ZULCH	110	16	8:00 AM-5:00 PM Daily Except Sunday	7:17
				21.3					
10:29	148	P	130.5		SINGLETON	125	16		6:52
				5.2					
	146	OPQ	125.3	RO	SHIRO		57	9:30 AM-6:30 PM Except Sat. & Sun.	
				19.6					
10:57	140	P	105.7		DOBBIN	58	18		6:19
				0.1					
		A	105.6		ATSF CROSSING				
				8.4					
11:09	138	P	97.2		KAREN	125	10		6:10
				12.4					
11:21	132	OPT	84.8	CK	TOMBALL	96	168	5:30 AM-1:30 PM 2:30 PM-10:30 PM Daily	5:55
				6.4					
	128	P	78.4		LOUETTA	68	8		
				7.0					
11:37	124	P	71.4		CASEY	110	3		5:40
				6.5					
11:46	112	P	64.9		ROSSLYN	67	8		5:30
				7.5					
A12:15 P.M.	108	CIJ OPRTYQ	57.4	NX	BELT JCT.	Yard	Yard	Continuous	5:15 A.M.

A. B. S.

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

	104	BCFIJK RWY		HA	NEW ST. YD. HOUSTON	Yard	Yard	Continuous	
				11.5					

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

	100			GZ	GALVESTON FRT. YD.	Yard	Yard		
				48.2					

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD

INITIAL TERMINAL ROAD TRAIN AIR BRAKE TESTS

4(a). Train air brake system must be charged to required air pressure, angle cocks and cut-out cocks must be properly positioned, air hose must be properly coupled and must be in condition for service. An examination must be made for leaks and necessary repairs made to reduce leakage to a minimum. Retaining valves must be inspected and known to be in condition for service.

4(b). After the air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive, but to not less than 60 pounds, as indicated by an accurate guage at rear end of train, and on a passenger train when charged to not less than 70 pounds, and upon receiving the signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe guage, after which brake pipe reduction must be increased to full service. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that the brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured. When this inspection has been completed, the release signal must be given and brakes released and each brake inspected to see that all have released.

5. When the engine used to haul the train is provided with means of maintaining brake pipe pressure at a constant level during service application of the train brakes, this feature must be cutout during train air brake tests.

6. Brake pipe leakage must not exceed 5 pounds per minute.

PISTON TRAVEL

7(a). At initial terminal, piston travel of body mounted brake cylinders which is less than 7 inches or more than 9 inches must be adjusted to nominally 7 inches.

7(b). Minimum brake cylinder piston travel of truck mounted brake cylinders must be sufficient to provide proper brake shoe clearance when brakes are released. Maximum piston travel must not exceed 6 inches.

7(c). Piston travel of brake cylinders on freight cars equipped with other than standard single capacity brake, must be adjusted as indicated on badge plate or stenciling on car located in a conspicuous place near brake cylinder.

8. During standing test, brakes must not be applied or released until proper signal is given.

9. When train air brake system has been tested from a yard test plant as prescribed and air brake system remains charged until road motive power is coupled to train, the air brake test required is an automatic brake application and release of air brakes on rear car.

INTERMEDIATE TERMINAL ROAD TRAIN AIR BRAKE TESTS

10(a). Passenger train: Before motive power is detached or angle cocks closed, except when closing angle cock for cutting off one or more cars from the rear end of train, automatic air brake must be applied. After recoupling, brake system must be recharged to required air pressure and before proceeding and upon receipt of proper request or signal, application and release tests of brakes on rear car must be made from the locomotive in automatic brake operation.

10(b). Freight trains: Before motive power is detached or angle cocks are closed, brakes must be applied with a full service brake pipe reduction. After recoupling and angle cocks are opened, it must be known that brake pipe air pressure is being properly restored as indicated by the caboose guage and that brakes on rear car are released. In the absence of a caboose guage, air brake test must be made as prescribed by paragraph (a).

11. At a point other than initial terminal where locomotive or caboose is changed, or where one or more consecutive cars are cut off from rear end or head end of train with consist otherwise remaining intact, after train brake system is charged to within 15 pounds of feed valve setting on locomotive but not less than 60 pounds as indicated at rear of freight train, and on a passenger train to at least 70 pounds, a 20 pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly.

12. At a point other than a terminal where one or more cars are added to a train, and after the train brake system is charged to not less than 60 pounds as indicated by a guage at the rear of freight train and on a passenger train to not less than 70 pounds, tests of air brakes must be made to determine that brake pipe leakage does not exceed five (5) pounds per minute as indicated by the brake pipe guage after a 15 pound brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service, and it must be known that the brakes on each of these cars and on the rear car of train apply and release.

13. At a terminal where cars which have been previously charged and tested are added to a train, test must be made to determine that brakes on the rear car of train apply and release.

At terminals where cars which have not been previously charged and tested are added to a train, such cars must receive initial terminal road-train air brake test and it must be determined that the brakes on the rear car of the train apply and release.

14. Transfer train and yard train movements not exceeding 20 miles, must have the air brake hose coupled between all cars, and after the brake system is charged to not less than 60 pounds, a 15 pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

15. When more than one engine is attached to a train, the engineer of the leading engine shall operate the brakes. On all other motive power units in the train the brake pipe cutout cock to the brake valve must be closed, the maximum main reservoir pressure maintained and brake valve handles kept in the prescribed position. In case it becomes necessary for the leading engine to give up control of the train short of the destination of the train, a test of the brakes must be made to see that the brakes are operative from the automatic brake valve of the engine taking control of the train.

RUNNING TEST

16. When motive power, engine crew or train crew has been changed, angle cocks have been closed except for cutting off one or more cars from the rear end of train, running test of train air brakes on passenger train must be made, as soon as speed of train permits, by use of automatic brake. Power must not be shut off unless required and running test must be made by applying train air brakes with sufficient force to ascertain whether or not brakes are operating properly. If air brakes do not properly operate, train must be stopped, cause of failure ascertained and corrected and running test repeated.

BACK UP MOVEMENTS

17. When back up movement is to be controlled with a standard hose or valve, the brakes must be applied from the back up hose or valve and released from the engine before movement is started.

When backing a train, the engine brake valve must be in running position.

Movement must not be started until proper signal is given. A running test must be made with the back up hose or valve before the train has moved 300 feet; if the running test is not made within 300 feet, the engineer must stop the train and ascertain the cause.

18. If the brake pipe on a passenger car is broken, pass brake pipe air through signal line on car by use of emergency hose at each end. The communicating signal will be inoperative behind this car. Engineer must be notified of this condition.

19. Conductors and trainmen must familiarize themselves with the location of emergency air brake valves in their train.

The emergency air brake valve located in all passenger, baggage and express cars and brake valve in cabooses of freight trains must not be used unless absolutely necessary. If an emergency arises where the train must be stopped as quickly as possible to avoid danger to life or property, open the emergency air brake valve wide and leave it open until the train stops.

20. If it is necessary to stop a train due to inability to transmit signal to the engineer, open the brake valve carefully and after the brakes begin to apply, gradually increase the exhaust until it is sufficient to keep the brakes applied to the stop.

21. Hand brakes must be released on cars before leaving terminals and on cars added to the train enroute. It must be ascertained that brakes are released on both trucks before moving the car.

22. Unless otherwise specified by special instructions, the feed valve on engines will be adjusted to regulate brake pipe pressure as follows:

Passenger ---------- 110 pounds

All engines in freight service will operate with brake pipe pressure of 90 pounds.

The use of retainers on trains descending grades will be left to the judgment of conductor and engineman.

SUBDIVISION NO. 1

1. Speed Restrictions — Maximum Speeds Permitted

Maximum Speed	60 MPH.
MP 204 to MP 206 Pole 21 Yard Limit	30 MPH.
Engine of Southward trains passing Signal 2073	50 MPH.
Engine of Northward trains passing:	
Signal 2126	50 MPH.
Signal 2206	55 MPH.
Signal 2374	55 MPH.
MP 238 to MP 242 Pole 11 except as shown below	30 MPH.
MP 239 Pole 25 to MP 239 Pole 26 SSW crossing	20 MPH.
Engine of Southward trains passing Signal 2441	55 MPH.
MP 244 Pole 7 to MP 244 Pole 19 (curve)	50 MPH.
Engine of Northward trains passing Signal 2468	55 MPH.
Engine of Southward trains passing Signal 2503	55 MPH.
MP 261 Pole 4 to MP 262 Pole 10 (curves)	50 MPH.
MP 269 Pole 25 to JTD Jct.	20 MPH.

2. Clearance Provisions and Exceptions Rule 83(B) Conductors and Engineers of Southward trains originating at FW&D North Yard to CRI&P must receive FW&D clearance in addition to CRI&P clearance at FW&D North Yard.
Waxahachie is initial station for Southward trains.

3. Train Register Exceptions
All through trains will register by register ticket at Waxahachie.

4. Special Conditions
Between JTD Jct and North Siding Switch Waxahachie, trains have no superiority, trains and engines must run at reduced speed.

At Teague between Yard Limit signs, trains have no superiority, trains and engines must run at reduced speed.

All employees 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:

MP 221.70	overhead highway bridge
MP 238.30	overhead highway bridge
MP 240.57	SP overhead bridge
MP 251.36	overhead highway bridge
MP 271.05	overhead highway bridge

At Corsicana when cars are shoved or pulled across track scales on Foundry track maximum speed of 2 MPH must not be exceeded.

SUBDIVISION NO. 2

1. Speed Restrictions — Maximum Speeds Permitted

Maximum Speed	60 MPH.
MP 57 Pole 14 to MP 61 Pole 30 Houston City Limits	45 MPH.
MP 61 Pole 30 to MP 65 Pole 1 Houston City Limits	20 MPH.
MP 65 Pole 1 to MP 67 Houston City Limits	45 MPH.
MP 67 to MP 102 Pole 30	50 MPH.
MP 102 Pole 30 to MP 103 Pole 4 curve	45 MPH.
MP 103 Pole 4 to MP 150 Pole 28	50 MPH.
Engine of Northward trains passing:	
Signal 1502	55 MPH.
Signal 1658	55 MPH.
Engine of Southward Trains passing:	
Signal 1547	55 MPH.
Signal 1705	55 MPH.
MP 175 Pole 27 to MP 176 Pole 13 Curve	45 MPH.
MP 180 Pole 25 to MP 182 Pole 10 Curves	45 MPH.
Engine of Northward Trains passing:	
Signal 1826	55 MPH.
MP 183 Pole 13 to MP 183 Pole 25 Curve	50 MPH.
Engine of Southward Trains passing:	
Signal 1871	55 MPH.
Engine of Northward Trains passing:	
Signal 1912	55 MPH.
MP 203 Pole 2 to MP 204 Yard limits	30 MPH.
Bridge 88.3 and Bridge 183.38, trains handling any load over 20 feet 2 inches ATR	25 MPH.

2. Clearance Provisions and Exceptions Rule 83 (B) Belt Jct is initial Station for Northward trains.

3. Train Register
All trains will register by register ticket at Belt Jct.

4. Special Conditions
At Teague between Yard Limit signs, trains have no superiority, trains and engines must run at reduced speed.

Look out for close clearances on Margie Industry track west of highway crossing.

All employees 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.

MP 88.30	MP overhead bridge
MP 106.10	overhead highway bridge
MP 131.00	Overhead highway bridge
MP 175.00	Overhead highway bridge
MP 183.38	MP overhead bridge
MP 183.42	Overhead highway bridge

When switching the Power and Light Company Spur at Casey and in the vicinity of the Plant Proper, keep engine bell ringing constantly and do not exceed 8 MPH.

SUBDIVISION NO. 3

1. Speed Restrictions — Maximum Speeds Permitted

   Maximum Speed ..... 20 MPH.

2. Clearance Provisions and Exceptions Rule 83(b) Conductors and Engineers operating on Subdivision No. 3 must have clearance.

3. Yard Limits
   Track between Teague and Mexia will be operated as one yard.

4. Special Conditions
   SP Crossing at MP A-216.4 is manually controlled from control box at crossing. Instructions for operating posted in control box.

   All employees 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 bridge.
   MP A218.04 ..... Overhead highway bridge

JOINT TEXAS DIVISION
JOINT FW&D-CRI&P FREIGHT TRAINS
STATION NUMBERS FOR FREIGHT WHEEL REPORT PURPOSE

STATION	No.
Ft. Worth—FW&D Yard	200
Ft. Worth—CRI&P Yard	198
Sylvania	197
Richland Hills	196
Hart Spur	195
Hurst	194
Edd Pit	193
Tarrant	192
Dorothy—Great Southwest	191
Liggett	190
Irving	189
Brook Hollow	188
Dallas—RI New Yard	187
Perkins	186
Dallas—Cadiz St.	185
Waxahachie	184
Bardwell	183
Emhouse	181
North Corsicana	180
Corsicana	179
Navarro	178
Superock	177
Streetman	176
Kirvin	175
Teague	168
Donie	166
Newby	164
Koch	162

STATION	No.
Margie	160
Flynn	158
Normangee	156
North Zulch	154
Iola	152
Singleton Grain Co.	150
Singleton	148
Shiro	146
Richards	144
Dobbin	140
Karen	138
Mostyn	136
Ventura	134
Tomball	132
Orr	130
Louetta	128
Deco	126
Casey	124
Hudson	122
North Houston	116
Mabry	114
Rosslyn	112
Oak Forest	110
Belt Junction	108
Basin Siding	107
Houston (Frt.)	104
Texas City Junction	102
Texas City (Frt. Depot)	102
Galveston (Frt. Depot)	100
Holden	170
Mexia	174

Terminal Superintendent ..... F. G. Vestal, Fort Worth
Assistant Terminal Superintendent ..... S. A. Young, Fort Worth
Trainmaster ..... J. W. Wood, Teague
Roadmaster ..... B. L. Seeley, Teague
Chief Dispatcher ..... B. G. Gilbert, Fort Worth
Night Chief Dispatcher ..... W. E. Mckee, Fort Worth

Train Dispatchers

J. H. Lowder	T. E. Stover	P. R. Armstrong
J. E. Ham	R. L. Bedwell	H. W. Whitehouse
D. R. Lipe	S. P. Mallory	K. C. Vandaveer

SURGEONS AND PHYSICIANS

Houston	DR. N. A. KILGORE	Chief Medical Officer
Houston	DR. W. M. PALM	Local Surgeon
Houston	DR. WM. F. SPILLER	Dermatologist
Houston	DR. R. L. ETTER	Allergist
Houston	DR. CLAUDE C. CODY	Ear, Nose & Throat
Houston	DR. PERCY LOWE	Eye Specialist
Houston	DR. FRANK F. PARRISH	Orthopedist
Fort Worth	DR. W. P. HIGGINS	Local Surgeon
Dallas	DR. T. A. MARTIN	Local Surgeon
Waxahachie	DR. T. G. ESTES	Local Surgeon
Waxahachie	DR. WM. H. LINDSEY	Local Surgeon
Corsicana	DR. W. B. MAYFIELD	Local Surgeon
Corsicana	DR. LOUIS E. GIBSON	Local Surgeon
Corsicana	DR. ROBT. D. MERTZ	Eye Specialist
Corsicana	DR. ROBERT D. BONE	Local Surgeon
Corsicana	DR. L. E. McGARY	Local Surgeon
Ennis	DRS. E. J. and D. A. SKRIVANEK	Local Surgeon
Teague	DR. M. GAGE	Division Surgeon
Teague	DR. JACK 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
Fairfield	DR. JOE D. CROSSNO	Local Surgeon
Mexia	DR. O. T. CHRISTOFFER	Local Surgeon
North Zulch	DR. D. P. HEATON	Local Surgeon (Madisonville, Texas)
Tomball	DR. N. E. GRAHAM	Local Surgeon
Galveston	DR. JOHN McGIVNEY	Local Surgeon

OFFICIAL HOSPITALS

Place	Telephone
Fort Worth, 1402 S. Main—St. Joseph's	336-9381
Teague, 1014 N. 4th—City Hospital	739-2391
Houston, 1910 Crawford—St. Joseph's	228-0511

EMERGENCY HOSPITALS

Dallas, 3500 Gaston—Baylor	824-5411
Dallas, 3121 Bryan—St. Paul	823-4141