

**JOINT TEXAS DIVISION HOSPITAL DEPARTMENT
SURGEONS**

DR. T. L. HANSEN, Chief Surgeon, La Salle St. Station
 DR. J. M. L. JENSEN, Asst. Chief Surgeon, La Salle St. Sta. . . . Chicago
 DR. D. M. BUSH
 DR. C. M. ROSSER, Consulting Surgeon
 DR. CURTICE ROSSER, Consulting Surgeon
 DR. J. O. McREYNOLDS, Oculist & Aurist Dallas, Texas
 DR. W. C. DURINGER, General Surgeon & Examiner
 DR. J. H. BROWN, Asst.
 DR. WEBB WALKER, Oculist, Aurist & Examiner
 DR. GATLIN MITCHELL, Asst. Fort Worth
 DR. M. E. HASTINGS, Local Surgeon
 DR. J. B. JENKINS, Local Surgeon Waxahatche
 DR. FRED L. STORY, P. O. Ennis, Texas Bardwell
 DR. W. T. SHELL, SR., Local Surgeon
 DR. W. T. SHELL, JR., Local Surgeon Corsicana
 DR. W. P. HARRISON, Local Surgeon Teague

**B-RI RR HOSPITAL DEPARTMENT
SURGEONS**

DR. A. PHILO HOWARD, Chief Surgeon Houston Clinic Building
 DR. M. B. STOKES, Asst. to Chief Surgeon
 DR. P. R. CRUSE, Chief Medical Consultant
 DR. G. C. FARRISH, Eye, Ear, Nose & Throat Houston
 DR. W. P. HARRISON, Division Surgeon Teague
 DR. ELBERT DUNLAP, Local Surgeon Dallas
 DR. HODGES McKNIGHT, Local Surgeon
 DR. JOHN J. O'REILLY, Local Surgeon
 DR. R. J. WHITE, Local Surgeon Fort Worth
 DR. W. A. CLARK, Local Surgeon
 DR. W. B. THORNING, Local Surgeon
 DR. A. W. L. TACKABERRY, Local Surgeon
 DR. J. THOS. JONES, Local Surgeon
 DR. N. A. KILGORE, Local Surgeon
 DR. ANDERS P. OVERGAARD, Local Surgeon
 DR. HOMER E. PRINCE, Local Surgeon Houston
 DR. F. E. McALISTER Houston
 DR. O. T. CHRISTOFFER, Local Surgeon
 DR. M. M. BROWN, 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. F. A. YOUNG, Local Surgeon, P. O. Montgomery Dobbin
 DR. G. R. McPHAIL, Local Surgeon Tomball

OFFICIAL HOSPITALS:

Name	Place	Telephone
St. Joseph's Hospital	Fort Worth, Tex., 1607 So. Main	4-1204
St. Joseph's Infirmary	Houston, Texas, 1910 Crawford	F-5151

EMERGENCY HOSPITAL:

Gaston Hospital Dallas, Texas, 3505 Gaston 8-5145

GENERAL CLAIM AGENTS:

C. E. MEKOTA, CRIP, Chicago, Ill.
 O. W. PORTMAN, BRI, Fort Worth, Texas

CLAIM AGENTS:

D. W. McHUGH, CRIP, Fort Worth, Texas
 R. E. EITEMAN, BRI, Houston, Texas

R. E. JOHNSON,
 Superintendent

H. C. McCULLOUGH
 Sup't Motive Power,
 CRIP Kansas City.

C. L. FRANKLIN,
 General Superintendent,
 CRIP El Reno

G. W. RANEY,
 Gen'l Mgr. CRIP

W. H. HILLIS
 Operating Officer CRIP

**Chicago, Rock Island & Pacific
 Railway**

**Fort Worth & Denver City
 Railway**

JOINT TEXAS DIVISION

(CRIP Operating)

AND

**Burlington-Rock Island
 Railroad Company**



**TIME TABLE
 No. 7**

Effective 12:01 A.M.

NEW CENTRAL STANDARD TIME

Sunday, May 14, 1944

Destroy All Time Tables of Previous Date

This Time Table is for the exclusive use and
 Guidance of Employees.

CRIP — JOINT TEXAS DIVISION — BETWEEN TEAGUE AND DALLAS — FWDC

SOUTHWARD					Signs	Other Tracks	Capacity Siding	Mile Post	SUBDIVISION 1		Distance From Fort Worth	Station Numbers	NORTHWARD				
Second Class		FIRST CLASS							STATIONS				FIRST CLASS			Second Class	
75	93	3	1	17					TIME TABLE No. 7				4	2	18	76	98
		Sam Houston Zephyr	Passenger	Texas Rocket									Sam Houston Zephyr	Passenger	Texas Rocket		
Daily	Daily	Daily	Daily	Daily					LEAVE								
P.M. 5.15	A.M. 8.15	P.M. 4.00		A.M. 8.00					Ft. Worth Passenger Station				P.M. 1.55		P.M. 9.50		
6.00	4.00						Yard		FWDC Yard Ft. Worth	0.0	s 439					A.M. 10.00	P.M. 9.00
							Yard		F. CRIP Yard Ft. Worth	2.3	s 441					9.50	8.50
		5.00	A.M. 10.15	9.00			Yard		UT DALLAS	35.5		1.05	P.M. 4.55	9.00			
7.45	6.00						Yard		CJ CADIZ ST. JCT.	38.1	s 474				8.45	6.50	
9.05	7.20	5.37	11.00	9.37					MKT JCT.	65.8		12.25	4.10	8.23	5.10	4.30	
9.10	7.45	5.39	11.05	9.39	FWY Yd R	267	Yard	A270.86	WK WAXAHACHIE TO	66.4	s 503	12.22	4.05	8.21	5.05	4.05	
								A270.37	TNO CROSSING JUX	66.9							
9.21	8.00	5.45	11.14	9.45		7		A264.77	REAGOR SPRINGS	72.5	s 509	12.14	3.50	8.14	4.52	3.05	
9.30	8.12	5.51	11.23	9.51		36	60	A258.69	BM BARDWELL TO	78.7	s 515	12.08	3.42	8.08	4.43	2.50	
9.38	8.22	5.55	11.30	9.55	W	22	51	A253.44	ONION CREEK	83.9	s 520	12.04	3.33	8.04	4.35	2.35	
9.46	8.34	6.00	11.38	10.00		27	60	A248.37	EMHOUSE	89.1	s 526	11.59	3.26	7.59	4.28	2.22	
10.00	8.55	6.10	11.51	10.10	W Yd	192	Yard	A239.89	CORSICANA	97.5	s 534	11.51	3.15	7.51	4.15	2.00	
								A239.69	C SLSW CROSSING TO	97.7							
10.13	9.14	6.18	12.05	10.18		20	60	A231.52	NAVARRO	105.9	s 542	11.43	3.02	7.43	3.54	1.15	
10.26	9.29	6.25	12.20	10.25	W	53	92	A222.42	RN STREETMAN TO	115.0	s 551	11.36	2.49	7.36	3.42	12.55	
10.37	9.44	6.32	12.31	10.32		18	61	A214.65	KIRVIN	122.8	s 559	11.30	2.35	7.30	3.31	12.31	
10.46	10.01	6.37	12.40	10.37		9		A207.70	SIMSBORO	129.3	s 566	11.25	2.25	7.25	3.22	11.59	
11.00	10.25	6.41	12.45	10.41	RFWY T Yd	675	Yard	204.26	DX TEAGUE TO	133.1	s 570	11.21	2.20	7.21	3.15	11.45	
P.M.	A.M.	P.M.	P.M.	A.M.					LEAVE				Daily	Daily	Daily	Daily	Daily
3.15	4.25	1.41	2.30	1.41					SCHEDULE TIME			1.44	2.35	1.39	3.30	7.05	
29.8	22.0	58.0	39.0	58.0					Average Speed Per Hour			56.3	37.7	59.1	27.7	13.7	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD EXCEPT No. 3 and No. 17 ARE SUPERIOR TO No. 2.

Second Class, extra trains and engines must clear the time of Nos. 3, 4, 17 and 18 not less than 10 minutes.

Time shown at Fort Worth, Dallas and Cadiz St. Jct. is for INFORMATION ONLY.

Time Table Rule 14a in effect.

Local Extra leaves Teague about 11:30 a. m. Monday, Wednesday and Friday for Waxahachie.

Local Extra leaves Waxahachie about 10:00 a. m. Tuesday, Thursday and Saturday for Teague.

BURLINGTON-ROCK ISLAND RAILROAD COMPANY

TEAGUE DIVISION—BETWEEN TEAGUE, HOUSTON AND GALVESTON

SOUTHWARD					Signs Other Tracks Capacity Stabling Mile Post	SUBDIVISION 2 STATIONS TIME TABLE No. 7 May 14, 1944	Distance from Teague	Station Numbers	NORTHWARD							
Second Class		FIRST CLASS							FIRST CLASS			Second Class				
93	75	3	1	17					4	2	18	76	98			
Sam Houston Zephyr	Passenger	Texas Rocket	Sam Houston Zephyr	Passenger					Texas Rocket	Sam Houston Zephyr	Passenger	Texas Rocket	Sam Houston Zephyr	Passenger	Texas Rocket	
Daily	Daily	Daily	Daily	Daily		LEAVE										
P.M.	A.M.	P.M.	P.M.	A.M.	FRT WY Yd		DX.....TEAGUE.....TO			A.M.	P.M.	P.M.	A.M.	A.M.		
12.01	12.01	6.42	12.50	10.42	675	Yard	204.26	0.0	208	11.20	2.15	7.20	2.15	9.30		
12.14	12.12	6.47	1.00	10.47	12	63	198.15	6.2	201	11.18	2.05	7.13	1.56	8.30		
12.25	12.22	6.51	1.07	10.51	W	20	63	193.31	11.0	198	11.09	1.58	7.09	1.47	8.15	
12.40	12.36	7.02	1.20	11.02		21	70	184.60	19.7	188	11.07	1.45	7.02	1.34	7.55	
12.55	12.49	7.11	1.33	11.11		13	70	178.56	27.7	180	10.55	1.33	6.55	1.21	7.38	
1.19	1.05	7.18	1.49	11.18		10	60	168.44	35.9	172	10.47	1.19	6.47	1.05	7.20	
2.04	1.20	7.25	2.04	11.25		29	60	159.55	44.8	163	10.39	1.05	6.39	12.48	7.00	
2.34	1.35	7.31	2.16	11.31		30	151.79	52.6	155	10.33	12.52	6.33	12.36	6.42		
					W	6	51	149.73	54.6	153						
2.56	1.50	7.39	2.32	11.39		6	52	141.33	63.0	145	10.25	12.37	6.25	12.20	6.25	
3.10	1.59	7.43	2.40	11.43		4	69	136.11	68.4	139	10.20	12.28	6.20	12.10	6.15	
3.26	2.08	7.47	2.50	11.47	W	22	52	130.49	73.9	134	10.16	12.20	6.16	12.01	6.00	
								130.49	73.9							
3.40	2.17	7.52	2.58	11.52		25	68	125.27	79.1	128	10.12	12.10	6.12	11.47	5.51	
3.59	2.27	7.57	3.08	11.57		25	51	119.03	85.3	122	10.07	11.57	6.07	11.37	5.38	
4.19	2.39	8.03	3.20	12.03	W	13	64	111.76	92.5	115	10.01	11.45	6.01	11.25	5.26	
4.35	2.49	8.08	3.30	12.08		36	64	105.85	98.5	109	9.54	11.36	5.54	11.15	5.15	
								105.75	98.6							
4.55	3.03	8.16	3.42	12.16		13	52	97.17	107.3	100	9.46	11.23	5.46	10.59	4.58	
5.08	3.12	8.21	3.49	12.21		13	69	91.68	112.7	95	9.41	11.15	5.41	10.50	4.48	
5.35	3.25	8.26	4.00	12.26	FWY	166	110	84.76	119.6	88	9.35	11.06	5.35	10.40	4.30	
6.25	3.36	8.31	4.08	12.31		10	75	78.31	126.1	81	9.30	10.57	5.30	10.22	4.10	
6.40	3.47	8.36	4.16	12.36	W	3	78	71.39	128.1	81	9.30	10.57	5.30	10.22	4.10	
7.00	4.00	8.41	4.24	12.41		18	77	64.95	133.0	75	9.25	10.48	5.25	10.12	3.47	
8.30	4.30	8.48	4.35	12.48	RY Yd			57.28	139.6	68	9.20	10.40	5.20	10.02	3.35	
								57.28	146.9	61	9.13	10.29	5.13	9.50	3.20	
9.30 P.M.	6.30	9.00 P.M.	4.55 P.M.	1.05 P.M.			Yard		152.0	58	9.00 A.M.	10.15 A.M.	5.00 P.M.		A.M.	
							Yard		158.4	49				9.00 P.M.	3.30	
	9.50 A.M.						Yard	0.0	208.61	0					11.00 P.M.	
9.29	9.29	2.18	4.05	2.23							Daily	Daily	Daily	Daily	Daily	
16.7	21.8	66.1	37.2	63.8							2.20	4.00	2.20	5.15	10.30	
											Average Speed Per Hour	65.1	38.0	65.1	30.2	19.7

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

Second Class, extra trains and engines must clear the time of Nos. 3, 4, 17 and 18 not less than 10 minutes. Time shown at Galveston, Houston and New South Yard is for INFORMATION ONLY. Time Table Rule 14a in effect. Local Extra leaves New South Yard-Houston, about 1:30 p.m. daily except Sunday for Ventura and return.

BURLINGTON-ROCK ISLAND RAILROAD COMPANY

MEXIA BRANCH

SOUTHWARD			Signs	Other Tracks	Capacity Siding	Mile Post	SUBDIVISION 2A		Distance from Teague	Station Numbers	NORTHWARD			
							STATIONS							
							TIME TABLE No. 7							
							May 14, 1944							
			YYd	150	Yard	217.92	M	MEXIA	TO	13.6	221			
						218.57		TNO CROSSING (Interlocked)		12.1				
				8		211.23		LIMESTONE		6.9	214			
			FWYT RYd	675	Yard	204.26	DX	TEAGUE	TO	0.0	208			

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD

Time Table Rule 14 in effect.

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.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
ALL SUBDIVISIONS				
Consolidated and Mikado engines handling passenger trains	Author	ized Fre	ight Tra	in speed
Passenger trains handling freight equipment	Author	ized Fre	ight Tra	in speed
Gas-electric motor cars without trailers, or Diesel engines without cars, approaching home signal and between home signal limits	10	10	10	10
Through Switch Leads of Turnouts . . . . .	.....	10	.....	10
Trains hauling dead engines, side rods up . . . . .	.....	.....	25	15
Trains hauling dead engines, side rods down . . . . .	.....	.....	15	15
Switch engines without engine trucks . . . . .	.....	.....	18	18
Engines running forward light	10 Author	MPH ized Fre	Less ight Tra	Than in speed
Engines with drivers blocked up . .	30	30	30	30
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	25	25	25	25
600 HP Diesel-Electric Switchers, in 500 Series	35	35	35	35
900 HP Diesel-Electric Switchers, in 700 Series	35	35	35	35
275 HP Gas-Electric Motor Cars Nos. 9050-9051 with Freight Gears	35	35	35	35
Motor cars towed or handled in train	60	60	50	45
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal hoists, ditcher spreaders and any similar machines, when moving on their own car or trucks:				
With boom supported . . . . .	.....	.....	25	20
With boom removed or not supported . . . . .	.....	.....	15	15
SUBDIVISION 1				
(Except as shown below)	70	60	50	45
Waxahachie between North Siding Switch and MKT Jct.	Restric	ted Sp	eed	
MP A239.69 StLSW Crossing (between Home Signal Limits) . .	20	20	20	20

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 2				
(Except as shown below)	70	60	50	45
MP 130.49 I-GN Crossing	Time T	able R	ule No.	11a
MP 105.75 GCSF Crossing between Home Signal Limits	20	20	20	20
SUBDIVISION 2a				
.....	.....	.....	20	20

SPECIAL INSTRUCTIONS COVERING THE MAXIMUM SPEEDS OF ZEPHYR AND ROCKET TRAINS.

Distinctive roadway signs have been adopted to indicate maximum speeds of Zephyr and Rocket trains.

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

Where speed restrictions are required on curves within a zone, a banjo type sign 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 signs will be located approximately 4000 feet from point of curve, or point where zone speed changes.

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

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 lbs. 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 MPH 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.

OTHER RESTRICTIONS FOR ROCKET AND ZEPHYR TRAINS AS FOLLOWS:

SUBDIVISION 1

Waxahachie, between North Siding switch and MKT Jct.	Restricted Speed
MP A239.69 StLSW Crossing between Home Signal Limits	20 MPH

SUBDIVISION 2

MP 130.49 I-GN Crossing	Time Table Rule No. 11a
MP 105.75 GCSF Crossing between Home Signal Limits	20 MPH

When using any turnout, crossover, drawbridge, railroad crossing, or moving through towns or cities must not exceed speed designated for other passenger trains unless otherwise specified.

Headlight on Rocket and Zephyr trains must be burning dimly during daylight hours.

Mars Signal Lights on Rocket and Zephyr engines must be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains.

SPEED RESTRICTIONS—Concluded

Passenger trains consisting of Rocket or Zephyr equipment hauled by steam locomotives of P-31, P-32, P-33, P-40 or M-50 series, or FW&DC steam locomotives of F-3-a, F-3a1, F-3a2 series, or CB&Q S-3, and passenger trains consisting of standard equipment hauled by Diesel passenger locomotives may operate at speed of 10 MPH less than speed authorized for Rocket and Zephyr trains, except will not be required to operate at a lower speed than authorized for steam passenger trains.

Such passenger trains will observe same speed restrictions shown in time table applicable to Rocket and Zephyr trains.

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.

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 & Zephyr Diesel power units and Diesel switchers.....	4 1/2 Inches
Rocket & Zephyr 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.

SPECIAL INSTRUCTIONS

1. A train must not leave Waxahachie or Teague without clearance.
2. Restricted use of register books as follows:
Belt Junction Freight trains only.
3. All trains register by form 1339 at Waxahachie.
4. Freight trains register by form 1339 at Belt Junction.
5. Bulletin Boards and General Order Books are located at:
Ft. Worth..... TP Passenger Station.
Ft. Worth..... FWDC Yard Office and Round House.
Ft. Worth..... CRIP Yard Office and Roundhouse.
Dallas..... Union Terminal Station.
Teague..... Passenger Station and Yard Office.
Houston..... HBT Union Station.
Houston..... HBT 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:
Waxahachie
Teague
Houston Union Station
New South Yard
Galveston
8. "g" Conditional stops for revenue passengers only.
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.
11. Railroad crossings at grade are protected by interlocking signals, except as follows:

SUB-Div.	MP	Crossing	Remarks	Operated by
1	A270.37	TNO	All trains come to a stop before crossing.	
2	130.49	I-GN	All trains come to a stop before crossing except as provided for in Time Table Rule No. 11a.	

- 11a. The Agent at Singleton will flag I-GN crossing for Trains 1 & 2, 3 & 4, and 17 & 18. These trains will approach this crossing at restricted speed, and if not properly flagged will stop. If properly flagged will not exceed a speed of 20 MPH over this crossing.
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:
"C. & E. after (time) 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 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.
- 14a. Following rule in effect on subdivisions where so specified in footnotes of schedule pages of time table.
When train order is received, eastward-northward (or westward-southward) extra trains (or eastward-northward or westward-southward extra trains) except extra ... wait at (a station in rear) until the train addressed is relieved from protecting its rear against such following extra trains or extra train until the time named in the order.
15. Between M-K-T Junction (Waxahachie) and end of Double Track (Dallas), trains will be governed by rules, regulations and Time Table of M-K-T.
- 15a. Between end of Double Track and Dallas, trains will be governed by rules, regulations and Time Table of Dallas Union Terminal Company.
- 15b. Between Belt Junction, Houston Union Station, and New South Yard, Houston, trains will be governed by rules, regulations and Time Table of HBT Ry.
- 15c. Between New South Yard and Galveston, trains will be governed by rules, regulations and Time Table of GCSF Ry.
26. Diagram showing location of signs, their indications, is posted on General Order Boards.
28. Minimum clearance of bridges, tunnels, etc., height 18 feet; width 11 feet.
- 28a. 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:

Subdivision	MP	Kind of Structure
1	A240.57	TNO Overhead Bridge
1	A251.36	Overhead Highway Bridge
1	A270.85	TE Viaduct Overhead
1	A271.05	Overhead Highway Bridge
2	88.30	I-GN Overhead Bridge
2	131.00	Overhead Highway Bridge
2	175.00	Overhead " "
2	183.38	I-GN Overhead Bridge
2	183.42	Overhead Highway Bridge
2A	218.04	Overhead " "

SPECIAL INSTRUCTIONS—Concluded

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

Sub-Div.	MP	Name	Station No.	Car Capacity
1	A-234	* Woolley Spur.....	S-540	4
2	68.37	† Fortune.....	71	12
2	68.56	† Carbon Spur.....	73	16
2	69.46	† Hudson.....	74	15
2	82.53	* Humble Oil Spur.....	86	17
2	95.00	†* Mostyn.....	97	8
2	132.97	† Polk.....	136	6
2	133.26	† Puzzolan.....	137	10
2	155.30	*‡ George.....	159	3
2	175.01	*‡ Cullinan.....	177	6
2	183.34	† Koch.....	186	15
2A	214.25	† Holden.....	217	21

†—Spur connected at south end.

*—Spur connected at north end.

‡—Flag stop for trains 1 and 2.

32. Lights on train order signals will not be displayed when train order offices are closed.

32a. At interlocking stations where Train Order signal is operated by Signalman, Train Order signal will not be displayed in proceed indication for a train or engine until the route is set and Interlocking Signals cleared to permit its movement, when no train orders are held for delivery.

TRAIN DISPATCHERS

34. When heavy rains are reported train dispatchers will give train and enginemen notification of same by train order in following form:

"Heavy rains between..... and..... All trains run carefully watching for places likely to be affected."

TRAINMEN AND ENGINEMEN

34a. All trains must run carefully during and after heavy storms, particularly when the track is liable to be affected. 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 REGARDLESS OF TIME.**

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		

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

- F—Fuel station.
- P—Train dispatchers telephone.
- R—Train register station.
- T—Turn table.
- W—Water station.
- Y—Wye.
- UX—Railroad crossing not protected by interlocking.
- TO—Train order station.
- Yd—Station where Yard Limit signs are maintained.

TRAIN ORDER OFFICES

Office Hours Week Days

*Sundays and Holidays

From To

SUBDIVISION 1

Waxahachie.....	Continuous	
Bardwell.....	9:00 a.m. 1:00 p.m.	12:01 p.m. 6:00 p.m.
StLSW Crossing-Corsicana.....	Continuous	
Streetman.....	9:00 a.m. 2:00 p.m. *11:45 a.m.	1:00 p.m. 6:00 p.m. 3:15 p.m.
Teague.....	Continuous	

SUBDIVISION 2

Teague.....	Continuous	
Newby.....	9:00 a.m. 5:30 p.m. * same	2:30 p.m. 8:00 p.m.
Normangee.....	9:00 a.m. * same	5:00 p.m.
North Zulch.....	8:00 p.m. * same	4:00 a.m.
Richards.....	9:00 a.m. * same	5:00 p.m.
GCSF Crossing-Dobbin.....	Continuous	
Tomball.....	9:00 a.m. 5:00 p.m. * same	5:00 p.m. 1:00 a.m.
Belt Junction.....	Continuous	

G. T. DAVIS, Trainmaster, Teague, Texas

G. W. CUYLER, Master Mechanic, Fort Worth, Texas

H. T. DEMPSEY, Road Foreman of Equipment
Fort Worth, Texas

A. H. WENDT, Chief Dispatcher, Teague, Texas

J. M. LONG	}	Train Dispatchers, Teague, Texas.
J. L. STOVER		
C. C. GEROW		
G. R. MULCAHY		

H. H. HUDSON	}	Relief Dispatcher Teague, Texas