

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

LESSEES
(C. R. I. & G. Operating)

JOINT TEXAS DIVISION

**TIME TABLE
No. 1**

**Taking Effect 12:01 A. M.
MONDAY, JUNE 1, 1931**

Superseding Previous Time Tables

FOR THE GOVERNMENT OF EMPLOYES ONLY
Not intended for the information of the public, nor
as an advertisement of the time of trains. The
Railway reserves the right to vary there-
from as circumstances may require.

Note carefully important changes in foot notes
and special instructions.

CONSULT BULLETIN BOOKS DAILY

CENTRAL STANDARD TIME

A. B. WARNER, Vice-President, C. R. I. & G.
A. G. WHITTINGTON, Superintendent.

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SPECIAL INSTRUCTIONS

On single track Eastward trains are superior to Westward trains of the same class.

Passenger trains register by Ticket Form 1339 Cadiz Street Junction.

All trains register by Register Ticket Form 1339 at Waxahachie.

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

Employees will be governed by the current time table, rules and regulations of the M.-K.-T. Railroad between M.-K.-T. Junction—Waxahachie and Dallas.

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

RULE 83 TRAIN REGISTER BOOKS

Dallas Union Terminal Station.
Cadiz Street Junction.
Waxahachie.
Teague.

RULE 83b BULLETIN BOARDS AND GENERAL ORDER BOOKS

Dallas Union Terminal Station.
Teague Dispatcher's Office.
Teague Roundhouse.

RULE 3 STANDARD CLOCKS

Dallas Union Terminal Station.
Cadiz Street Junction.
Waxahachie.
Teague Dispatcher's Office.

RULE 93 LOCATION OF YARD LIMIT BOARDS

Waxahachie Corsicana Teague

MAXIMUM SPEED PASSENGER TRAINS:

Waxahachie and Teague Tangent Track..... 60 miles per hour
Curves 45 miles per hour
Railroad Crossing at grade, interlocked..... 25 miles per hour
Through switch lead of turnouts..... 10 miles per hour

MAXIMUM SPEED FREIGHT TRAINS:

Waxahachie and Teague Tangent Track..... 40 miles per hour
Curves 30 miles per hour
Steam Derrick or Pile Driver..... 15 miles per hour
Engines Backing 12 miles per hour
Dead Engines, All Rods Down..... 15 miles per hour
Railroad Crossing at grade, interlocked..... 20 miles per hour
Through switch lead of turnouts..... 10 miles per hour

CITY ORDINANCE SPEED:

Waxahachie 6 miles per hour
Bardwell 12 miles per hour
Corsicana 6 miles per hour

Trainmen must, when cutting crossings, leave the entire street clear, and when coupling up must protect each crossing by having a trainman stationed at the crossing for the purpose of flagging the crossing before moving over it.

SIGNS AND CHARACTERS:

W—Water Stations.
F—Fuel Stations.
Y—Wye Tracks.
T—Turn Table.
O—Track Scales.
TO—Train Order Station.
UX—Railroad Crossings Not Protected by Interlocking.

TRAINS 1 AND 2 STOP ON FLAG:

Cheneyboro.

BUSINESS TRACKS:

Name	Station Number	Mile Post	Car Capy.
Spaulding	S-536	A-241.3	14
Cheneyboro	S-545	A-231.2	5

TRACK SCALES LOCATED:

Waxahachie Teague

RATING OF LOCOMOTIVES:

	32 Class	5500 Class	2500 Class
	B.-R.I	C.B.&Q	C.I.&P.
Dallas and Waxahachie Southward	1100	2200	2000
Dallas and Waxahachie Northward	1050	2000	1800
Between Waxahachie and Teague	1800	3200	3000

The above rating applies under ordinary conditions and is exclusive of tender and caboose. When engines are unable to haul the rating, enginemen will designate to conductor the number of tons to be reduced, and will furnish report by telegraph covering conditions of engine.

In order to secure full rating, 15 tons more than rating should be applied rather than that amount less than rating.

These ratings apply to ruling grades and will not interfere in any manner where additional tonnage can be handled.

The Trainmaster will determine rating when it is not desired that full rating shall be hauled on account of weather or other conditions.

LOADED WEIGHT OF ENGINES IN TONS:

	On Drivers	Total Engine and Tender	Tractive Effort
32 to 46, B.-R. I.	81	91	162
5500 C.B.&Q. Mikado	119	160	257
2500 CRI&P. Mikado	121	159	240

JOINT TEXAS DIVISION—BETWEEN TEAGUE AND FORT WORTH

Length of Stationing of Scales, Water, Fuel and Turnout Stations.	TRAINS—WESTWARD			Station Numbers	STATIONS TIME TABLE No. 1 JUNE 1, 1931	Distance from Galveston	TRAINS EASTWARD			
	SECOND CLASS		FIRST CLASS				FIRST CLASS		SECOND CLASS	
	75 Fast Freight	93 Fast Freight	1 Passenger				2 Passenger	76 Fast Freight	98 Fast Freight	
	Daily	Daily	Daily		LEAVE					
FTWYO Yard	P.M. 5.00	A.M. 8.00		S-439	F. W. & D. C. YARD FORT WORTH	336.5				
	5.30	8.30		S-441	C. R. I. & G. YARD FT. WORTH	335.5				
				S-474	UT DALLAS	308.6	P.M. 5.05			
	7.15	6.30		S-474	CJ. CADIZ ST. JUNCTION TO M-K-T JUNCTION	308.5				
FWOY Yard	8.30	8.15	10.05	S-503	WF WAXAHACHIE TO T. & N. O. CROSSING UX	274.2	4.00	8.15	2.30	
78	8.45	8.30	10.16	S-500	REAGOR SPRINGS	268.2	3.45	7.57	2.08	
80	8.58	8.43	10.28	S-515	BM BARDWELL	262.0	3.37	7.45	1.55	
W51	9.08	8.55	10.38	S-520	ONION CREEK	259.8	3.26	7.35	1.42	
80	9.20	9.10	10.48	S-526	EMHOUSE	251.7	3.17	7.25	1.32	
81	9.34	9.25	11.01	S-533	VANN	244.7	3.04	7.10	1.15	
W-Yard	9.40	9.35	11.05	S-534	CORSICANA	243.2	3.00	7.00	1.10	
80	9.52	9.50	11.15	S-540	C. ST. L. S. W. CROSSING TO HUMAT (Interlocker)	237.1	2.49	6.45	12.45	
80	9.58	10.00	11.20	S-542	NAVARRO	234.8	2.45	6.40	12.40	
W92	10.20	10.25	11.39	S-551	RN STREETMAN	228.7	2.26	6.20	12.15	
81	10.37	10.45	11.54	S-559	KIRVEN	217.9	2.10	6.05	11.54	
80	10.52	11.05	12.07	S-568	SIMSBORO	211.3	1.57	5.51	11.25	
POWTY Yard	11.00	11.15	12.15	S-570	DS TEAGUE	207.8	1.50	5.45	11.15	
					LEAVE		Daily	Daily	Daily	
	21.4	15.6	29.3		Average Speed Per Hour		29.3	17.2	16.8	
	6.00	8.15	8.15		Schedule Time		3.15	7.30	7.48	

SPECIAL INSTRUCTIONS

SPEED	SPEED TABLE:	
	—ONE MILE IN—	
	Minutes	Seconds
5 miles per hour.....	12	..
8 miles per hour.....	7	30
10 miles per hour.....	6	..
12 miles per hour.....	5	..
15 miles per hour.....	4	..
18 miles per hour.....	3	20
20 miles per hour.....	3	..
25 miles per hour.....	2	24
30 miles per hour.....	2	..
35 miles per hour.....	1	42
40 miles per hour.....	1	30
45 miles per hour.....	1	20
50 miles per hour.....	1	12
55 miles per hour.....	1	5

WARNING OF DANGER:

It is dangerous to approach oil tanks, oil cars, oil pipe lines, oil dumps, oil vats or any receptacles 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.

Precautions to be taken to insure safe train operation during and following severe storms will be observed by all interested employes.

TRAINMEN AND ENGINEMEN:

Move at restricted speed and proceed through territory affected by storm at a rate of speed that will insure safety; notify Train Dispatcher condition of track. If unable to communicate with Dispatcher or Section Foreman and there is a doubt as to it being safe to move, take siding and wait for instructions or until advised track is safe.

TRAIN DISPATCHER:

On receipt of report of storm, notify trains liable to be affected; see that Superintendent, Division Engineer, and Road Master are properly notified and that Section Foreman is patrolling track and get all information necessary to protect safe movement of trains quickly as possible. If necessary have Operator call Section Foreman.

STATE LAWS

ARTICLE 4228. Every conductor, baggage master, brakeman or other servant of such railroad corporation employed in a passenger train or at a station for passengers shall wear upon his hat or cap a badge which shall indicate his office and the initial letters of the style of the corporation by which he is employed.

ARTICLE 4232. A bell of at least 30 pounds weight and a steam whistle shall be placed on each locomotive engine and the whistle shall be blown and the bell rung at a distance of 80 rods from the place where the railroad crosses any public road or street and said bell shall be kept ringing until it shall have crossed such public road or stopped; and each locomotive engine approaching a place where two lines of railway cross each other shall before reaching such railroad crossing be brought to a full stop; and any engineer having charge of such engine and neglecting to comply with any of the provisions of this Article shall be fined in any sum not less than Five (\$5.00) Dollars nor more than One Hundred (\$100.00) Dollars for such neglect, and the corporations operating such railways shall be liable for all damages which shall be sustained by any person by reason of such neglect; provided, however, that the full stop at such crossing may be discontinued when the railroads crossing each other shall put into full operation at such crossing an interlocking switch and signal apparatus and shall keep a flagman in attendance at such crossing.

ARTICLE 4233. In forming a passenger train the baggage or freight or merchandise or lumber cars shall not be placed in rear of passenger cars; and if they or any of them shall be so placed and any accident happens to life or limb, the officer or agent who so directed or knowingly suffered such arrangement, and the conductor and engineer of the train, shall each and all be held guilty of intentionally causing the injury and be punished accordingly.

HOSPITAL DEPARTMENT

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

DR. S. C. PLUMMER (Chief Surgeon).....Chicago, Ill.; LaSalle Station.

Dr. W. R. Thompson.....Ft. Worth, Texas, Medical Arts Bldg.
(Local Surgeon and Examiner)

Dr. J. H. Brown.....Ft. Worth, Texas, 6th and Main.
(Assistant Surgeon)

Dr. Wm. S. Webb.....Ft. Worth, Texas, Medical Arts Bldg.
(Local Surgeon and Examiner)

Dr. J. O. McReynolds.....Dallas, Texas, Mercantile Bank Bldg.
(Local Surgeon and Examiner)

Local Surgeons:

Dr. W. A. Duringer.....Ft. Worth, Texas.
Dr. W. C. Duringer.....Ft. Worth, Texas.
Dr. C. M. Rosser.....Dallas, Texas.
Dr. M. E. Hastings.....Waxahachie, Texas.
Dr. J. B. Jenkins.....Waxahachie, Texas.
Dr. G. M. Goddard.....Waxahachie, Texas.

Dr. W. A. Grant.....Bardwell, Texas.
Dr. J. W. Tolleson.....Bardwell, Texas.
Dr. I. N. Suttle.....Corsicana, Texas.
Dr. W. D. Cross.....Corsicana, Texas.
Dr. W. O. McDaniel.....Streetman, Texas.
Dr. W. P. Harrison.....Teague, Texas.

WATCH INSPECTORS:

Teague Jewelry Company.....Teague, Texas.
Curlin Jewelry Company.....Waxahachie, Texas.
G. W. Haltom.....Fort Worth, Texas.

E. WILSON, Trainmaster and Chief Dispatcher.

W. M. UPSHAW, Dispatcher. C. O. PRESLEY, Dispatcher.

J. M. LONG, Dispatcher.