

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

**JOINT TEXAS DIVISION**

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

**AND**

**Burlington-Rock Island  
Railroad Company**



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**TIME TABLE  
No. 1**

**Effective 12:01 A. M.**

CENTRAL STANDARD TIME

**THURSDAY, OCTOBER 1, 1936**

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**Destroy All Time Tables of Previous Date**

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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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**2 F. W. & D. C.—JOINT TEXAS DIVISION—BETWEEN TEAGUE AND DALLAS—C. R. I. & G.**

**TIME TABLE No. 1 EFFECTIVE OCTOBER 1, 1936**

SOUTHWARD				NORTHWARD			
SECOND CLASS		FIRST CLASS		FIRST CLASS		SECOND CLASS	
FREIGHT		PASSENGER		PASSENGER		FREIGHT	
75	93	3	17	4	18	76	98
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
P.M. L 6.00	A.M. L 3.15	P.M. L 6.00	A.M. L 7.55	P.M. L 12.55	A.M. L 8.45	P.M. L 9.00	P.M. L 8.30
6.30	3.45	7.00	7.55	12.05	9.40	8.15	8.30
8.00	6.00	7.40	8.36			6.30	6.30
9.15	7.20			11.25	8.59	5.10	4.30
9.25	7.50	7.42	8.38			5.08	4.00
				11.16	8.46	4.58	3.15
9.37	8.05	7.49	8.46	11.10	8.38	4.48	3.00
9.47	8.25	7.55	8.53	11.05	8.31	4.39	2.40
9.57	8.35	7.59	8.59	11.00	8.25	4.30	2.25
10.07	8.50	8.04	9.06	10.53	8.15	4.18	2.05
10.21	9.15	8.11	9.15	10.51	8.13	4.15	2.00
10.25	9.45	8.13	9.19				
10.40	10.00	8.21	9.30	10.43	7.57	4.00	1.10
10.58	10.35	8.28	9.45	10.35	7.45	3.45	12.53
11.12	10.55	8.34	9.57	10.29	7.34	3.32	12.33
11.24	11.10	8.39	10.06	10.24	7.25	3.21	12.15
A 11.30	A 11.30	A 8.42	A 10.12	10.21	7.20	3.15	12.05
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
3.30	5.30	1.42	2.17	1.44	2.20	3.15	6.25
27.7	17.6	57.4	42.8	56.3	41.8	29.9	15.1

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

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

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

No. 4 will stop at Corsicana and Waxahachie to let off revenue passengers from Houston or to pick up revenue passengers for Dallas and beyond.

No. 3 will stop at Waxahachie and Corsicana to let off revenue passengers from Fort Worth or Dallas or to pick up revenue passengers for Houston.

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. 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**

**3**

**TEAGUE SUB-DIVISION—BETWEEN TEAGUE, HOUSTON AND GALVESTON**

**TIME TABLE No. 1 EFFECTIVE OCTOBER 1, 1936**

SOUTHWARD				NORTHWARD			
SECOND CLASS		FIRST CLASS		FIRST CLASS		SECOND CLASS	
FREIGHT		PASSENGER		PASSENGER		FREIGHT	
93	75	3	17	4	18	98	76
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
P.M. L 12.40	A.M. L 12.01	P.M. L 8.43	A.M. L 10.20	P.M. L 12.55	A.M. L 8.45	P.M. L 9.00	P.M. L 8.30
12.55	12.11	8.49	10.28	12.05	9.40	8.15	8.30
1.05	12.19	8.54	10.35			6.30	6.30
1.25	12.34	9.02	10.46	11.25	8.59	5.10	4.30
1.43	12.48	9.11	10.56			5.08	4.00
2.02	1.02	9.20	11.06	11.16	8.46	4.58	3.15
2.30	1.17	9.28	11.19	11.10	8.38	4.48	3.00
2.39	1.27	9.32	11.25	11.05	8.31	4.39	2.40
2.49	1.32	9.35	11.32	11.00	8.25	4.30	2.25
2.54	1.35	9.37	11.35	10.53	8.15	4.18	2.05
3.14	1.47	9.44	11.47	10.51	8.13	4.15	2.00
3.25	1.56	9.49	11.53				
3.40	2.10	9.54	12.01	10.43	7.57	4.00	1.10
3.50	2.19	9.59	12.11	10.35	7.45	3.45	12.53
4.06	2.30	10.04	12.21	10.29	7.34	3.32	12.33
4.21	2.42	10.10	12.31	10.24	7.25	3.21	12.15
4.34	2.52	10.15	12.40	10.21	7.20	3.15	12.05
4.58	3.07	10.23	12.51				
5.08	3.16	10.28	12.58				
5.33	3.30	10.33	1.08				
5.45	3.41	10.38	1.16				
5.58	3.52	10.43	1.24				
6.10	4.03	10.48	1.32				
A 6.40	A 4.30	A 10.56	A 1.44				
7.10	5.00	A 11.10	A 2.00				
A 7.30							
A 7.30							
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
6.60	7.29	2.27	3.40	1.44	2.20	3.15	6.25
23.2	27.7	62.9	41.5	56.3	41.8	29.9	15.1

**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF SAME CLASS SOUTHWARD**

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

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

Freight trains must not exceed 40 miles an hour on tangent track and 35 miles an hour on curves. Time shown at Galveston, Houston, New South Yard and T. & N. O.-H. B. & T. Junction (Tower 86) is for information only.

Employees will be governed by current Time Table, Rules and Regulations of the Houston Belt & Terminal Railway Company between Belt Junction, Houston, and New South Yard, and those of the T. & N. O. Railroad Company between T. & N. O.-H. B. & T. Junction (Tower 86), and Galveston.

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 additional instructions.

## BURLINGTON-ROCK ISLAND RAILROAD COMPANY

## HUBBARD SUB-DIVISION—BETWEEN HUBBARD AND TEAGUE

## TIME TABLE No. 1

EFFECTIVE OCTOBER 1, 1936

SOUTHWARD		Signs	Other Tracks	Capacity Station	Distance from Division	STATIONS	Distance from Teague	Office Closed	NORTHWARD	
SECOND CLASS									SECOND CLASS	
FREIGHT		FREIGHT								
103		104								
Monday Wednesday Friday		Monday Wednesday Friday								
P. M.		A. M.								
L 12.01	YYd	100	Yard	244.5	HUBBARD	37.0	5:00PM to 8:00AM 12:01PM to 1:00PM	A 11.30		
				243.9	ST. L. S. W. CROSSING (Interlocked)	36.4	No Office			
s 12.30		4		237.5	MUNOER	30.0	No Office	s 10.45		
s 1.00	W	35	22	233.0	COOLIDGE	25.5	5:00PM to 8:00AM 11:30AM to 12:30PM	s 10.25		
s 1.20		10		229.9	DATURA	22.4	No Office	s 9.55		
s 1.45		9		225.3	TEHUACANA	17.8	No Office	s 9.30		
s 2.30	YYd	150	Yard	221.1	MEXIA	13.6	5:00PM to 8:00AM 12:01PM to 1:00PM	s 9.05		
f 2.55		8		219.6	T. & N. O. CROSSING (Interlocked)	12.1	No Office	f 8.25		
A 3.30		775	Yard	214.4	LIMESTONE	6.9	No Office	L 8.00		
				207.5	TEAGUE	0.0				
					37.0					
					Schedule Time			3.30		
					Average Speed Per Hour			10.5		

## 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.

## TIME TABLE No. 1

EFFECTIVE OCTOBER 1, 1936

## SPECIAL INSTRUCTIONS

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

(a) For steam trains operating on Zephyr 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 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 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.  
Hubbard—St. L. S. W.

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.

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 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.

**SPECIAL INSTRUCTIONS**

**FOLLOWING STOPS FOR REVENUE PASSENGERS ONLY**

No. 18—Stop at any regular station between Tomball and Teague to discharge revenue passengers from Houston and beyond. Stop on flag at any regular station between Tomball and Teague to pick up revenue passengers for points north of Teague.

No. 17—Stop at any regular station between Teague and Tomball to discharge revenue passengers from points north of Teague. Stop on flag at any regular station between Teague and Tomball to pick up revenue passengers for Houston and beyond.

No. 17—Will stop on flag at any regular stations required by Railway Mail Service to pick up and discharge parcel post and pouch mail, and to load and unload express.

**FREIGHT TRAINS NOS. 93 and 98**—Will stop on flag to pick up or discharge revenue passengers all regular stations Tomball to Teague, inclusive.

**SPECIAL INSTRUCTIONS COVERING THE MAXIMUM SPEEDS OF ZEPHYR TYPE MOTOR TRAINS**

Distinctive road way signals have been adopted to indicate maximum speeds of Zephyr 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 400 feet from point of curve, or point where zone speed changes.

Zephyr 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 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**

JOINT TEXAS DIVISION			TEAGUE SUB-DIVISION		
Capacity of Tracks	Side Post	Stations	Capacity of Tracks	Side Post	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.	1907 Class C. R. I. & P.	32 Class B.-R. I.	52 Class B.-R. I.
Dallas and Waxahachie Southward ..	1900	2200	2000	1300	1350	1100	
Dallas and Waxahachie Northward....	1700	2000	1800	1200	1250	1050	
Between Waxahachie and Teague.....	3000	3200	3000	2000	2200	1800	
Between Teague and Tomball.....	3800	4100	3900	2500	2700	2200	
Between Tomball and Galveston.....	5500	6000	5800	3600	3900	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. 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.

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

**WATCH INSPECTORS**  
 G. W. Halton .....Fort Worth  
 Teague Jewelry Company .....Teague  
 Houston Watch Company .....Houston  
 B. Gantor .....Galveston

W. M. UPSHAW, Chief Dispatcher. }  
 J. M. LONG, Dispatcher. } **TEAGUE**  
 J. L. STOVER, Dispatcher. }

**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