

JLC Desk

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
- DR. G. M. GODDARD, Local Surgeon Waxahachie
- 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. H. M. WESTOVER, Local Surgeon Streetman
- DR. W. P. HARRISON, Local Surgeon Teague

B-RIRR 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. C. B. CARTER, 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. R. L. LARSEN, Local Surgeon
- DR. N. A. KILGORE, Local Surgeon
- DR. ANDERS P. OVERGAARD, Local Surgeon
- DR. HOMER E. PRINCE, Local Surgeon Houston
- DR. LIVINGSTON BARNES, Local Surgeon Hubbard
- 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
- DR. W. W. STEPHEN, Local Surgeon Galveston

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, CRI&P, Chicago, Ill.
- O. W. PORTMAN, BRI, Fort Worth, Texas

CLAIM AGENTS:

- D. W. McHUGH, CRI&P, Fort Worth, Texas
- R. W. WEBB, BRI, Houston, Texas

C. L. BAKKE,
General Superintendent,
CRI&P El Reno

J. D. FARRINGTON
Chief Operating Officer CRI&P
President B-RIRR

A. G. WHITTINGTON,
Superintendent, Joint Texas
Division

Vice Pres. & General
Superintendent BRI
Houston

**Chicago, Rock Island & Pacific
Railway**

**Fort Worth & Denver City
Railway**

JOINT TEXAS DIVISION

(CRI&P Operating)

AND

**Burlington-Rock Island
Railroad Company**



TIME TABLE

No. 1

Effective 12:01 A.M.

CENTRAL STANDARD TIME

Sunday, November 2, 1941

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 — FW&DC

| SOUTHWARD | | | | | SUBDIVISION 1 | | | | | NORTHWARD | | | | | |
|-----------------------------|----|-----------------------|---|----|---------------|--------------------------|-----------------|-----------------------|---|-----------|------------|------------------|------------|-----------|------------|
| FREIGHT | | FIRST CLASS PASSENGER | | | Stations | Distance from Fort Worth | Station Numbers | FIRST CLASS PASSENGER | | FREIGHT | | | | | |
| 75 | 93 | 3 | 1 | 17 | | | | 4 | 2 | 18 | 76 | 98 | | | |
| LEAVE | | | | | | | | | | | | | | | |
| Ft. Worth Passenger Station | | | | | | | | | | | P.M. 1:10 | P.M. 8:50 | | | |
| FW&DC Yard Ft. Worth | | | | | | | | | | | | | A.M. 10:30 | P.M. 8:20 | |
| F. CRISP Yard Ft. Worth | | | | | | | | | | | | | | 10:00 | 9:00 |
| UT. DALLAS | | | | | | | | | | | P.M. 12:30 | P.M. 8:35 | P.M. 8:00 | | |
| CJ. CADIZ ST. JCT. | | | | | | | | | | | | | | 7:45 | 7:30 |
| MKT JCT. | | | | | | | | | | | A.M. 11:43 | 2:45 | 8:23 | 6:10 | 4:30 |
| WK. WAXAHACHIE TO | | | | | | | | | | | 11:41 | 2:40 | 8:21 | 6:08 | 3:30 |
| T&N CROSSING UX | | | | | | | | | | | | | | | |
| REAGOR SPRINGS | | | | | | | | | | | 11:34 | 2:30 | 8:14 | | |
| BARDWELL TO | | | | | | | | | | | 11:28 | 2:20 | 8:08 | | |
| ONION CREEK | | | | | | | | | | | 11:23 | 2:13 | 8:03 | | |
| EMHOUSE | | | | | | | | | | | 11:18 | 2:04 | 7:58 | | |
| VANN | | | | | | | | | | | 11:12 | 1:53 | 7:52 | | |
| CORSIANA | | | | | | | | | | | 11:10 | 1:49 | 7:50 | | |
| SLSW CROSSING TO | | | | | | | | | | | | | | | |
| NAVARRO | | | | | | | | | | | 11:01 | 1:35 | 7:42 | | |
| STRETTMAN TO | | | | | | | | | | | 10:53 | 1:20 | 7:35 | | |
| KIRVIN | | | | | | | | | | | 10:46 | 1:07 | 7:29 | | |
| SIMSBORO | | | | | | | | | | | 10:40 | 12:50 | 7:24 | | |
| TEAGUE TO | | | | | | | | | | | 10:36 | 12:50 | 7:20 | 5:15 A.M. | 11:45 A.M. |
| LEAVE | | | | | | | | | | | Daily | Daily Ex. Sunday | Daily | Daily | Daily |
| SCHEDULE TIME | | | | | | | | | | | 1.44 | 2.50 | 1.40 | 4.30 | 7.45 |
| Average Speed Per Hour | | | | | | | | | | | 58.3 | 34.4 | 58.6 | 21.5 | 19.5 |

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. Nos. 93, 98, 75 and 76 HAVE NO TIME TABLE AUTHORITY. Time shown at Fort Worth, Dallas and Cadiz Street Jct. is for INFORMATION ONLY. Time Table Rule 14a in effect.

**BURLINGTON-ROCK ISLAND RAILROAD COMPANY
TEAGUE DIVISION — BETWEEN TEAGUE, HOUSTON AND GALVESTON**

| SOUTHWARD | | | | | SUBDIVISION 2 | | | | | NORTHWARD | | | | | | | |
|------------------------|----|-----------------------|---|----|---------------|----------------------|-----------------|-----------------------|---|-----------|--------|------------------|------------|------------|-----------|-----------|-----------|
| FREIGHT | | FIRST CLASS PASSENGER | | | Stations | Distance from Teague | Station Numbers | FIRST CLASS PASSENGER | | FREIGHT | | | | | | | |
| 93 | 75 | 3 | 1 | 17 | | | | 4 | 2 | 18 | 98 | 76 | | | | | |
| LEAVE | | | | | | | | | | | | | | | | | |
| DX. TEAGUE TO | | | | | | | | | | | 0.0 | 204 | A.M. 10:35 | P.M. 12:45 | P.M. 7:19 | A.M. 8:50 | A.M. 2:45 |
| FREESTONE | | | | | | | | | | | 6.2 | 198 | 10:27 | 12:36 | 7:12 | | |
| DONIE | | | | | | | | | | | 11.0 | 193 | 10:23 | 12:29 | 7:09 | | |
| NEWBY TO | | | | | | | | | | | 19.7 | 185 | 10:15 | 12:15 | 7:00 | | |
| CONCORD | | | | | | | | | | | 27.7 | 177 | 10:07 | 12:02 | 6:49 | | |
| FLYNN | | | | | | | | | | | 35.9 | 168 | 9:59 | 11:48 | 6:42 | | |
| NG. NORMANGEE TO | | | | | | | | | | | 44.8 | 160 | 9:53 | 11:34 | 6:35 | | |
| GEORGE | | | | | | | | | | | 49.0 | 155 | 9:50 | 11:26 | 6:32 | | |
| NZ. NORTH ZULCH TO | | | | | | | | | | | 52.6 | 152 | 9:47 | 11:21 | 6:30 | | |
| ZULCH | | | | | | | | | | | 54.6 | 150 | 9:45 | 11:17 | 6:28 | | |
| IOLA | | | | | | | | | | | 63.0 | 141 | 9:39 | 11:03 | 6:22 | | |
| GRIMES | | | | | | | | | | | 68.4 | 136 | 9:35 | 10:54 | 6:18 | | |
| SINGLETON | | | | | | | | | | | 73.9 | 130 | 9:30 | 10:40 | 6:14 | | |
| IGN CROSSING UX | | | | | | | | | | | 73.9 | | | | | | |
| SHIRO | | | | | | | | | | | 79.1 | 125 | 9:25 | 10:30 | 6:08 | | |
| CH. RICHARDS TO | | | | | | | | | | | 85.3 | 119 | 9:20 | 10:20 | 6:03 | | |
| DACUS | | | | | | | | | | | 92.5 | 112 | 9:14 | 10:06 | 5:58 | | |
| DOBBIN | | | | | | | | | | | 98.5 | 106 | 9:09 | 9:55 | 5:53 | | |
| BN GC&F CROSSING TO | | | | | | | | | | | 98.6 | | | | | | |
| KAREN | | | | | | | | | | | 107.3 | 97 | 9:01 | 9:42 | 5:45 | | |
| VENTURA | | | | | | | | | | | 112.7 | 92 | 8:56 | 9:35 | 5:40 | | |
| CK. TOMBALL TO | | | | | | | | | | | 119.6 | 85 | 8:50 | 9:25 | 5:35 | | |
| LOUETTA | | | | | | | | | | | 126.1 | 78 | 8:45 | 9:14 | 5:30 | | |
| NORTH HOUSTON | | | | | | | | | | | 133.0 | 71 | 8:40 | 9:05 | 5:25 | | |
| ROSSLYN | | | | | | | | | | | 139.6 | 65 | 8:35 | 8:56 | 5:20 | | |
| NX. BELT JUNCTION TO | | | | | | | | | | | 140.9 | 57 | 8:28 | 8:45 | 5:13 | 5:50 P.M. | 10:20 |
| Houston Union Station | | | | | | | | | | | 152.0 | | 8:15 A.M. | 8:25 A.M. | 6:00 P.M. | | |
| New South Yd. Houston | | | | | | | | | | | 158.4 | 49 | | | | 3:00 A.M. | 9:30 |
| GALVESTON FRT. YARD | | | | | | | | | | | 206.61 | 0 | | | | | 7:50 P.M. |
| LEAVE | | | | | | | | | | | Daily | Daily Ex. Sunday | Daily | Daily | Daily | | |
| SCHEDULE TIME | | | | | | | | | | | 2.20 | 4.20 | 2.10 | 6.30 | 7.15 | | |
| Average Speed Per Hour | | | | | | | | | | | 65.1 | 35.1 | 65.6 | 24.4 | 28.6 | | |

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. Nos. 93, 98, 75 and 76 HAVE NO TIME TABLE AUTHORITY. Time shown at Galveston, Houston and New South Yard is for INFORMATION ONLY. Time Table Rule 14a in effect.

BURLINGTON-ROCK ISLAND RAILROAD COMPANY

HUBBARD BRANCH

| SOUTHWARD | | | | | SUBDIVISION 2A | | | | | NORTHWARD | | | | |
|------------------------|--|--|-------|--------------|-----------------|-----------------------------|------------------|--|------|----------------------|-----------------------------------|---------|--|--|
| FREIGHT | | | Signs | Other Tracks | Capacity Siding | Mile Post | STATIONS | | | Distance from Engine | Station Numbers | FREIGHT | | |
| 103 | | | | | | | TIME TABLE No. 1 | | | | | 104 | | |
| November 2, 1941 | | | | | | | | | | | | | | |
| LEAVE | | | | | | | | | | | | | | |
| | | | | | RD. | HUBBARD TO | | | 37.0 | 241 | A.M. 11.50 | | | |
| | | | | | | SLSW CROSSING UX | | | 38.4 | | | | | |
| | | | | | | MUNGER | | | 30.0 | 234 | | | | |
| | | | | | | COOLIDGE TO | | | 25.5 | 230 | | | | |
| | | | | | | DATURA | | | 22.4 | 227 | | | | |
| | | | | | | TEHUACANA | | | 17.8 | 222 | | | | |
| | | | | | | MEXIA TO | | | 13.6 | 218 | | | | |
| | | | | | | T&NO CROSSING (Interlocked) | | | 12.1 | | | | | |
| | | | | | | LIMESTONE | | | 6.9 | 211 | | | | |
| | | | | | | TEAGUE TO | | | 0.0 | 204 | 8.00 A.M. Monday Wednesday Friday | | | |
| 37.0 LEAVE | | | | | | | | | | | | | | |
| SCHEDULE TIME | | | | | | | | | | | | | | |
| Average Speed Per Hour | | | | | | | | | | | | | | |
| | | | | | | | | | | | 3.30 | | | |
| | | | | | | | | | | | 10.6 | | | |

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD

Nos. 103 and 104 HAVE NO TIME TABLE AUTHORITY. 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, engine-men 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 | Authorized | Authorized | Authorized | In speed |
| Passenger trains handling freight equipment | Authorized | Authorized | Authorized | 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 without cars | Authorized | Authorized | Authorized | 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 |
| Watahachie between Yard Limit signs | Restricted | Speed | | |
| 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 Table | Rule | Rule | No. 11a |
| MP 105.75 GC&SF Crossing between Home Signal Limits | 20 | 20 | 20 | 20 |
| SUBDIVISION 2a | | | | |
| MP 204.26 to MP 229.78 | | | 10 | 20 |
| MP 229.78 to MP 240.93 | | | 20 | 10 |

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 400 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. The delivery of train orders or clearances will be made on the right hand side, except at regular stops delivery will be made on station 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 lbs. brake cylinder pressure. The outgoing trainmen 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 | | | | |
| Watahachie, between Yard Limit signs | | 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 GC&SF 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 |

When operating under own power, controller should be in Series position.

SPECIAL INSTRUCTIONS

- A train must not leave Waxahachie or Teague without clearance.
- Restricted use of register books as follows:
Belt Junction Freight trains only.
- All trains register by form 1339 at Waxahachie.
- Freight trains register by form 1339 at Belt Junction.
- Bulletin Boards and General Order Books are located at:
Ft. Worth T&P Passenger Station.
Ft. Worth FW&DC Yard Office and Round House
Ft. Worth CR&P Yard Office and Roundhouse.
Dallas Union Terminal Station.
Teague Passenger Station and Yard Office
Houston HB&T Union Station.
Houston HB&T South Yard, Yard Office.
Galveston Yard Office.
Galveston Freight Depot.
- Conductors and Enginemen are not required to consult Bulletin Boards and General Order Books at intermediate stations on a subdivision.
- 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.
- Standard clocks are located at:
Waxahachie
Teague
Houston Union Station
New South Yard
Galveston
- "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.
- Railroad crossings at grade are protected by interlocking signals, except as follows:

| SUB-Div. | MP | Crossing | Remarks | Operated by |
|----------|---------|----------|--|-------------|
| 1 | A270.37 | T&NO | 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. | |
| 2a | 240.86 | SLSW | Gate normally against B-RI | Trainmen |

11a. The Agent at Singleton will flag Missouri Pacific, Madisonville Branch, 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 HB&T Ry.

15c. Between New South Yard and Galveston, trains will be governed by rules, regulations and Time Table of GC&SF 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:

| Sub-Div. | MP | Kind of Structure | Height above Top of Rail | Width at Height Shown |
|----------|---------|-------------------------|--------------------------|-----------------------|
| 1 | A240.57 | T&NO Overhead Bridge | 20 ft. 8 in. | 11 ft. |
| 1 | A251.36 | Overhead Highway Bridge | 21 ft. 9 in. | 11 ft. |
| 1 | A270.85 | TE Viaduct Overhead | 20 ft. 3 in. | 11 ft. |
| 1 | A271.05 | Overhead Highway Bridge | 19 ft. 10 in. | 11 ft. |
| 2 | 88.30 | I-GN Overhead Bridge | 22 ft. | 11 ft. |
| 2 | 131.00 | Overhead Highway Bridge | 22 ft. 6 in. | 11 ft. |
| 2 | 175.00 | Overhead " " | 23 ft. | 11 ft. |
| 2 | 183.38 | I-GN Overhead Bridge | 21 ft. | 11 ft. |
| 2A | 183.42 | Overhead Highway Bridge | 22 ft. 4 in. | 11 ft. |
| 2A | 218.04 | Overhead " " | 21 ft. 6 in. | 11 ft. |
| 2A | 222.42 | Overhead " " | 22 ft. 4 in. | 11 ft. |

SPECIAL INSTRUCTIONS—Concluded

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

| Sub-Div. | MP | Name | Car Capacity |
|----------|--------|-------------------|--------------|
| 1 | A-234 | * Woolley Spur | 4 |
| 2 | 68.37 | † Fortune | 12 |
| 2 | 82.53 | * Humble Oil Spur | 17 |
| 2 | 132.97 | † Polk | 6 |
| 2 | 133.26 | * Puzoslan | 10 |
| 2 | 175.01 | * Cullinan | 6 |
| 2 | 183.34 | † Koch | 15 |
| 2A | 214.25 | † Holden | 21 |
| 2A | 224.82 | † Zephyr Oil Spur | 3 |

†—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 | 8:00 a.m. | 4:00 p.m. |
| StLSW Crossing-Corsicana | Continuous | |
| Streetman | 8:00 a.m. | 4:00 p.m. |
| Teague | Continuous | |

SUBDIVISION 2

| | | |
|-----------------------------|--|-----------|
| Teague | Continuous | |
| Newby | { 9:00 a.m. 3:00 p.m. 6:00 p.m. 8:00 p.m. | |
| Normangee | { 8:00 a.m. 3:00 p.m. 6:00 p.m. 7:00 p.m. | |
| North Zulch | { 9:30 a.m. 3:00 p.m. 6:00 p.m. 8:30 p.m. 10:00 p.m. 6:00 a.m. | |
| Richards | 8:30 a.m. | 5:30 p.m. |
| GC&SF Crossing-Dobbin | Continuous | |
| Tomball | { 8:30 a.m. 4:30 p.m. 4:30 p.m. 12:30 a.m. | |
| Belt Junction | Continuous | |

SUBDIVISION 2a

| | | |
|----------------|--|--|
| Hubbard | { 8:00 a.m. 12:01 p.m. 1:00 p.m. 5:00 p.m. | |
| Coolidge | { 8:00 a.m. 11:30 a.m. 12:30 p.m. 5:00 p.m. | |
| Mexia | { 8:00 a.m. 12:01 p.m. 1:00 p.m. 5:00 p.m. | |
| Teague | Continuous | |

G. T. DAVIS, Trainmaster, Teague, Texas
G. W. CUYLER, Master Mechanic, Fort Worth, Texas
W. M. UPSHAW, Chief Dispatcher, Teague, Texas
J. M. LONG
J. L. STOVER
V. V. ANDERSON
L. R. BOYD
Train Dispatchers,
Teague, Texas.

SPECIAL INSTRUCTIONS - Continued

Ft Worth, Oct. 31st, 1941...9:45 A M

A G W....Houston.

Time table On o effective November 2nd shows trains 93 and 98 operating daily between Teague and Houston; also shows 98 leaving Dallas 7:30 P M. Wire quick if intention to operate these trains through as shown and also 7:30 PM correct leaving time Dallas. X-951

G. D. P.

OWN

HOUSTON TEX 1030A 10-31-41

G D PECKENPAUGH- FORT WORTH

X-951 WILL BE NO CHANGE IN PRESENT METHOD OPERATING 93 AND 98 BETWEEN TEAGUE AND HOUSTON THE 730 LEAVING TIME DALLAS SHOWN SAME IS SHOWN ON OLD TIME TABLE NO CHANGE BEING MADE IN THE TIME ANY WHERE. W-31

A G WHITTINGTON 212PM