Chicago, Rock Island & Gulf Railway

Fort Worth & Denver City Railway

LESSEES

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

JOINT TEXAS DIVISION

TIME TABLE No. 4

Taking Effect 12:01 A. M.

SUNDAY, JANUARY 13, 1935

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 therefrom as circumstances may require.

Note carefully important changes in foot notes and special instructions.

CONSULT BULLETIN BOOKS DAILY

CENTRAL STANDARD TIME

A. B. WARNER, Operating Officer, C. R. I. & G.

A. G. WHITTINGTON, Superintendent.

Chicago, Rock Island & Gulf Railway

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SPECIAL INSTRUCTIONS

Eastward trains are superior to Westward trains of the same class.

All trains register by Register Ticket Form 1339 at Waxahachie.

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

Employes 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.

RULE 3 STANDARD CLOCKS

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

Rule 10-A. 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.

Rule 38. Blow off cocks on locomotives must not be opened while operating on track parallel and adjacent to highways.

Rule 38-A. Freight trains must be stopped for inspection at least once each thirty-five miles, except where operating conditions will bring inspection point within fifty miles.

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 93 LOCATION OF YARD LIMIT BOARDS

Waxahachie Corsicana Teague

MAXIMUM SPEED PASSENGER TRAINS:

Waxahachie to 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 to 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
Loaded Tank cars,.....40 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.

BUSINESS TRACKS:

Name	Station Number	Mile Post	Car Capy.
Spaulding	S-536	A-238	14
Cheneyboro	S-545	A-228	5

TRACK SCALES LOCATED:

Waxahachie Teague

RATING OF LOCOMOTIVES:

	32 Class B.-R.I	5500 Class C.B.&Q	2500 Class C.R.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	Total Engine and Tender	Tractive Effort
32 to 46, B.-R. I...	81	91	162	33,400
5500 C.B.&Q. Mikado	119	160	257	62,950
2500 CRI&P. Mikado	121	159	240	60,000

Length of Sidings in Cars and Location of Scales, Water, Fuel and Turning Stations.	TRAINS—WESTWARD				Station Numbers	STATIONS	Distance from Galveston	TRAINS—EASTWARD		
	SECOND CLASS		FIRST CLASS			TIME TABLE No. 4 JANUARY 13, 1935		FIRST CLASS	SECOND CLASS	
	93 Texas Colorado Fast Freight	765 Mixed Local	817 Passenger Limited					718 Passenger Limited	98 Texas Chicago Colorado Red Ball	756 Mixed Local
	Daily	Daily Except Sun.	Daily			LEAVE				
FTWO Yard	P.M. 3.30	A.M. 4.00			S-439	F. W. & D. C. YARD FORT WORTH	340.6		A.M. 9.00	P.M. 9.00
Yard	3.45	4.45			S-441	2.30 C. R. I. & G. YARD FT. WORTH	338.3		8.30	8.30
			A.M. 7.55		S-474	33.20 UT DALLAS TO	305.1	P.M. 9.45		
	5.00	7.00			S-474	0.6 CJ CADIZ ST. JUNCTION TO	304.5		6.50	6.30
			8.40			29.70 M-K-T JUNCTION		8.58		
FWOY Yard	6.00	s 8.55	s 8.43		S-503	0.60 WK WAXAHACHIE TO	274.2	s 8.55	5.20	s 4.30
						0.51 T. & N. O. CROSSING UX				
73	6.15	f 9.10	8.53		S-509	5.58 REAGOR SPRINGS	268.2	8.45	5.04	f 4.11
60	6.27	s 9.20	f 9.03		S-515	6.08 BM BARDWELL TO	262.0	f 8.37	4.50	s 3.56
W51	6.37	f 9.45	9.10		S-520	5.25 ONION CREEK	256.8	8.30	4.38	f 3.39
60	6.47	s 10.01	9.18		S-526	5.07 EMHOUSE	251.7	8.23	4.27	s 3.25
61	7.00	10.15	9.28		S-533	7.16 VANN	244.7	8.13	4.10	3.05
W-Yard	7.20	s 11.20	s 9.33		S-534	1.32 CORSICANA	243.2	s 8.11	4.05	s 3.00
						0.16 C ST. L. S. W. CROSSING TO				
60	7.57 718	s 11.40 A.M.	9.45		S-542	8.24 (Interlocker) NAVARRO	234.8	7.57 93	3.50	s 2.05
W92	8.17	s 12.05 P.M.	s 10.00		S-551	9.10 RN STREETMAN TO	225.7	f 7.45	3.33	s 1.47
61	8.34	s 12.25	10.12		S-559	7.80 KIRVEN	217.9	7.34	3.19	s 1.28
60	8.50	12.45	10.19		S-566	6.60 SIMSBORO	211.3	7.25	3.06	1.10
OWTY Yard	9.00 P.M.	1.00 756 P.M.	10.30 A.M.		S-570	3.80 DX TEAGUE TO	207.5	7.20 P.M.	3.00 A.M.	1.00 765 P.M.
						LEAVE		Daily	Daily	Daily Except Sun.
	24.1	14.8	37.78			Average Speed Per Hour		40.40	22.2	16.6
	5.30	9.00	2.35			Schedule Time		2.25	6.00	8.00

Nos. 765 and 756 are Mixed Trains Between Teague and Waxahachie Only.

SPECIAL INSTRUCTIONS

SPEED TABLE:

SPEED	—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. W. T. Shell, Sr.....Corsicana, Texas.
Dr. W. T. Shell, Jr.....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.

W. M. UPSHAW, Chief Dispatcher
C. O. PRESLEY, Dispatcher
J. M. LONG, Dispatcher
E. WILSON, Relief Dispatcher
} TEAGUE, TEXAS.