See Ft. Worth & Denver T.T.

COMPANY SURGEONS	Location
A. Philo Howard, Chief Surgeon	Houston
W. B. Thorning, Asst. Chief Surgeon	Houston
Craig B. Johnson, Eye	Houston
Walter C. Spencer, Eye, Ear, Nose & Throat	Houston
Hodges McKnight, Local Surgeon	Fort Worth
R. J. White, Local Surgeon	Fort Worth
C. B. Carter, Local Surgeon	Dallas
Elbert Dunlap, Consulting Surgeon	Dallas
T. G. Estes, Eye, Ear, Nose & Throat	Waxahachie
B. C. Wallace, Jr., Local Surgeon	Waxahachie
M. E. Hastings, Local Surgeon	Waxahachie
Fred L Story, Local Surgeon (Ennis, Texas)	Bardwell
W. B. Mayfield, Local Surgeon	Corsicana
W. T. Shell, Jr., Local Surgeon	Corsicana
M. Gage, Divn. Surgeon	Teague
J. R. Cox, Divn. Surgeon	Teague
O. T. Christoffer, Local Surgeon	Mexia
Joe Rogers, Local Surgeon	Normangee
J. E. Burney, Local Surgeon	North Zulch
G. C. Sanders, Local Surgeon	Richards
A. O. Yaege, Local Surgeon	Tomball
John Q. McGivney, Local Surgeon	Galveston

OFFICIAL HOSPITALS

Place	Name	Telephone
Fort Worth, 1402 So. Main	St. Joseph's	3-2371
Houston, 1910 Crawford	St. Joseph's	FA-5151

EMERGENCY HOSPITALS

Dallas, 3500 Gaston	Baylor	Victor 5411
Dallas, 3121 Bryan	St. Paul	Tennison 4144

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	63	57.1	79	45.6	94	38.2
34	106.0	64	56.2	80	45.0	95	37.9
36	100.0	65	55.3	81	44.4	100	36.0
38	94.7	66	54.5	82	43.9	105	34.3
40	90.0	67	53.7	83	43.4	110	32.7
42	85.7	68	52.9	84	42.9	115	31.3
45	80.0	69	52.1	85	42.4	120	30.0
48	75.0	70	51.4	86	41.9	125	28.8
50	72.0	71	50.7	87	41.4	130	27.7
52	69.2	72	50.0	88	40.9	135	26.7
54	66.6	73	49.3	89	40.4	140	25.7
56	64.2	74	48.6	90	40.0	145	24.8
58	62.0	75	48.0	91	39.6	180	20.0
60	60.0	76	47.4	92	39.1	240	15.0
61	59.0	77	46.7	93	38.7	360	10.0
62	58.0	78	46.1				

2500-6-20-54-R.I. FWD.

Chicago, Rock Island & Pacific Railroad
Fort Worth & Denver Railway Co.

RECEIVED JUN 21 1954 RAND McNALLY & CO. CARTOG. PROD. DEPT.

Rock Island — Burlington Route

TIME TABLE

JOINT TEXAS DIVISION

(CRI&P RR Operating)

No. 2

EFFECTIVE AT 12:01 A.M.
CENTRAL STANDARD TIME
SUNDAY, JUNE 20, 1954

R. H. ANDERSON, Superintendent
J. H. LLOYD, Ass't Gen'l Manager
E. E. FOULKS, Gen'l Sup't Transportation
O. W. LIMESTALL, General Manager

This Time Table for the exclusive use and guidance of Employes

Southward — Main Line — Northward

SECOND CLASS		FIRST CLASS						SUBDIVISION 1 STATIONS Time Table No. 2 June 20, 1954	Distance From Dallas	Station Numbers	FIRST CLASS			SECOND CLASS	
75	93		3	507							4	508		76	98
Freight	Freight		Sam Houston Zephyr	Twin Star Rocket	Signs	Capacity of Other Tracks	Capacity of Siding	Mile Post			Sam Houston Zephyr	Twin Star Rocket		Freight	Freight
Daily	Daily		Daily	Daily							Daily	Daily		Daily	Daily
			P.M. 4.45 5.00	A.M. 9.15 9.25					UT ..... DALLAS ..... TO	0.0	036	P.M. 12.42 12.37	P.M. 9.10 9.00		
									0.6						
P.M. 7.20	P.M. 1.00						Yard	301.3	CJ .... CADIZ ST. JCT. ..... TO	0.6				A.M. 6.00	P.M. 1.20
									1.5						
								299.8	..... ENDOT	2.1					
									28.2			A.M.			
8.30	1.58		5.40	10.02				271.6	..... MKT JCT	30.3		11.57	8.20	4.32	12.28
									0.7						
8.33	2.01		s 5.41	s 10.04	R Y. Yd.	121	90	270.9	WK. . WAXAHACHIE ..... TO	31.0	066	s 11.51	s 8.16	4.30	12.25
									0.5						
								270.4	..... TNO CROSSING	31.5					
									11.7						P.M.
8.50	2.22		5.51	10.16		31	110	258.7	BM. .. BARDWELL ..... TO	43.2	078	11.40	8.05	4.05	12.03 A.M.
									5.3						
9.01	2.29		5.55	10.20		17	42	253.4	..... ONION CREEK.... P	48.5	084	11.35	8.00	3.55	11.55
									5.0						
9.10	2.36		6.00	10.25		22	51	248.4	..... EMHOUSE ..... P	53.5	089	11.31	7.56	3.45	11.48
									6.8						
9.20	2.47		6.06	10.31	Yd.		125	241.6	..... NORTH CORSICANA P	60.3		11.24	7.49	3.33	11.38
									1.7						
9.23	2.59		s 6.09	s 10.34	Yd.	170	45	239.9	..... CORSICANA..... P	62.0	097	s 11.23	s 7.48	3.30	11.35
									0.2						
								239.7	C.... SSW CROSSING .....TO	62.2					
									8.2						
9.35	3.01		6.17	10.42		13	50	231.5	..... NAVARRO ..... P	70.4	0106	11.14	7.38	3.15	11.20
									9.1						
9.50	3.14		6.24	10.49 98		39	78	222.4	RN .. .. STREETMAN ..... TO	79.5	0115	98 11.06	7.31	3.01	11.06 507-4 10.49
									7.7						
10.02	3.25		6.30	10.59 4		16	51	214.7	..... KIRVIN ..... P	87.2	0122	507 10.59	7.25	2.50	10.25
									10.4						
10.30 P.M.	3.45 P.M.		6.39 P.M.	11.09 A.M.	FRTW Y.Yd.	Yard	Yard	204.3	DO .... TEAGUE ..... TO	97.6	0133	10.50 A.M.	7.17 P.M.	2.30 A.M.	10.10 A.M.
									97.6						

Rules 350 to 356, Automatic Block signals MP 204.3 to MP 270.9

Trains Northward are superior to trains of the same class Southward.

Form Y orders authorized.

Passenger trains handling conventional type equipment will not exceed 70 mph.

Trains between Dallas and Endot are governed by rules and timetable of U.T. Co.

Trains between Endot and MK&T Jct. are governed by rules and timetable of MK&T RR.

Southward — Main Line — Northward

SECOND CLASS		FIRST CLASS						SUBDIVISION 2 STATIONS Time Table No. 2 June 20, 1954			FIRST CLASS		SECOND CLASS	
93	75	3	507	Signs	Capacity of Other Tracks	Sidings	Mile Post		Distance From Teague	Station Numbers	4	508	76	98
Freight	Freight	Sam Houston Zephyr	Twin Star Rocket								Sam Houston Zephyr	Twin Star Rocket	Freight	Freight
Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily
P.M. 5.00	A.M. 12.01	P.M. 6.40	A.M./ 11.11	FRTW Y. Yd.	Yard	Yard	204.3	DO ..... TEAGUE ..... TO	0.0	0133	A.M. 10.49	P.M. 7.16	A.M. 12.40	A.M. 7.15
								11.1					75	
5.20	12.20	6.50	11.24		15	53	193.2	..... DONIE ..... P	11.1	0144	10.40	7.06	12.20	6.27
	76							8.6				3	A.M.	
5.31	12.31	6.58	11.32		24	57	184.6	NW ..... NEWBY ..... TO	19.7	0153	10.33	6.58	12.07	6.14
		508						16.1					P.M.	
5.55	12.55	7.11	11.46		17	125	168.5	..... FLYNN ..... P	35.8	0169	10.20	6.45	11.43	5.49
								8.9						
6.01	1.07	7.18	11.53		26	48	159.6	NG ..... NORMANGEE .... TO	44.7	0178	10.13	6.37	11.31	5.35
								7.8				93		
6.30	1.20	7.24	11.59		21	110	151.8	NZ ..... NORTH ZULCH.. TO	52.5	0186	10.07	6.30	11.20	5.23
508			A.M.					10.2						
6.42	1.42	7.32	12.07		8	42	141.4	..... IOLA ..... P	62.9	0196	9.59	6.22	10.59	5.08
			P.M.					10.9						
6.56	1.56	7.41	12.16		26	125	130.5	SG ..... SINGLETON ..... TO	73.8	0207	9.51	6.13	10.45	4.53
								5.2						
7.04	2.05	7.45	12.21		20	57	125.3	..... SHIRO ..... P	79.0	0212	9.47	6.09	10.35	4.45
								6.3						
7.14	2.15	7.50	12.26		22	41	119.0	..... RICHARDS ..... P	85.3	0218	9.42	6.04	10.25	4.35
								13.3						
7.34	2.35	8.01	12.37		18	51	105.7	..... DOBBIN ..... P	98.6	0232	9.31	5.53	10.05	4.15
								0.1						
							105.6	BN ... GCSF CROSSING ..... TO	98.7					
								8.4						
7.47	2.47	8.09	12.46		10	125	97.2	..... KAREN ..... P	107.1	0240	9.24	5.46	9.52	4.03
								5.5						
7.55	2.54	8.14	12.51		10	59	91.7	..... VENTURA ..... P	112.6	0246	9.19	5.41	9.45	3.55
								6.9						
8.20	3.04	8.20	12.56	Y	163	63	84.8	CK ..... TOMBALL ..... TO	119.5	0253	9.13	5.35	9.35	3.45
3		93						6.4						
8.42	3.13	8.25	1.01		8	63	78.4	..... LOUETTA ..... P	125.9	0259	9.07	5.30	9.25	3.35
								7.0						75
8.52	3.22	8.31	1.07		3	110	71.4	..... NORTH HOUSTON ..... P	132.9	0266	9.01	5.24	9.15	3.22
	98							6.5					93	
9.05	3.31	8.36	1.12		8	67	64.9	..... ROSSLYN ..... P	139.4	0273	8.55	5.19	9.05	3.09
76								7.5						
9.30	3.55	8.45	1.20	RY Yd.			57.4	NX ..... BELT JCT. ..... TO	146.9		8.46	5.11	8.50	2.55
								5.1						
		9.00	1.35		Yard	Yard		BX.. Houston Union Station.... TO	152.0		8.35	5.00		
		P.M.	P.M.								A.M.	P.M.		A.M.
11:30					Yard	Yard		HA...New So. Yd. Houston ..... TO	158.4	0285			7.45	2:00
4:30 P.M.	5.00 A.M.												P.M.	12:01 A.M.
6:30 P.M					Yard	Yard	0.0	GZ... GALVESTON FRT. YD. .. P	206.6	0337				10:00 P.M.
								206.6						

Rules 350 to 356 Automatic Block Signals MP 60.6 to MP 204.3

Trains Northward are superior to trains of the same class Southward.

Form Y Orders authorized.

Passenger Trains handling conventional type equipment will not exceed 70 M.P.H.

Trains between Belt Junction, Houston Union Station and New South Yard, Houston, are governed by rules and timetable of HB&TRy.

Trains between New South Yard, Houston and Galveston are governed by rules and timetables of GC&SFRy.

SUBDIVISION 3
STATIONS
Time Table No. 2
June 20, 1954

Signs	Capacity of Other Tracks	Capacity of Siding	Mile Post	LEAVE	Distance From Teague	Station Number
YYd	52	Yard	A217.9	. . . . MEXIA . . . . . TO	13.6	M-147
				1.5		
			A216.4	TNO CROSSING	12.1	
				12.1		
FRTW Y Yd	Yard	Yard	204.3	DO. . . TEAGUE . . . . TO	0.0	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. TIME TABLE RULE 14 IN EFFECT.

T&NO Crossing at MP A-216.4, Subdivision No. 3, is protected by cabin type interlocking. Instructions for operating posted in cabin.

SPEED RESTRICTIONS

LOCATION	
ALL SUBDIVISIONS	
Authorized speed through switch leads of turnouts as follows:	
No. 15	25
Others	15
MAXIMUM ENGINE SPEEDS	
345 to 377, inclusive	25
500 to 528, inclusive	30
529 to 599; 700 to 707, inclusive	40
716 to 749; 752 to 838; 1000 to 1016, inclusive	50
145 to 160; 425 to 429; 450 to 474, inclusive	65
38 to 127; 402, 404 to 411; 430 to 441, inclusive, 675B, 676B, 677B	70
1200 and 1300 Series	70
400 and 401; 485 to 499; 621 to 623, inclusive	79
403; 601 to 606; 625 to 656, inclusive; 675A, 676A, 750, 751,	90
9002 and 9003	65
9012	40
Other Motor Cars	60
FWD 850 to 860 inclusive	65
CB&Q 100 Series	65
FWD 700 Series	65
C&S 800 Series	65
FWD 9909	79
E 8 Series	79
Road freight or passenger diesels, other than road switchers, backing up	40
When this being done except in switching movements or when shoving cars a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve.	
Trains and engines making movement against current of traffic on two main tracks over facing point switches..	30
Engines running forward light or with only one car	Freight Train Speed
Diesel switch engines, Series 345 to 350 must not be operated on main tracks in ABS territory, or to foreign line connections or through interlocking plants unless coupled with one or more cars.	
When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher.	
Trains Handling Scale Test Car RI 95384	30
Motor cars without cars approaching interlocking signals and within interlocking limits	10
Train handling steam derrick, pile driver, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by car inspector or officer	25
Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized.	
These instructions will not apply to wrecking derricks with boom trailing when trained behind engine in wreck train service. In such case speed restrictions will be as follows:	
SUBDIVISIONS 1, 2	30
SUBDIVISION 3	15
Ditcher, or other types of spreaders handled in trains in through movements, must have wings in trailing position tion when practical, while movement being made.	
Air rail loaders must not be moved in through trains with booms up. When moved in through trains the booms must be disconnected, taken down and securely fastened to the floor of the car.	
Where speeds on any Subdivision or part thereof are lower then the above, THE LOWER SPEED WILL GOVERN.	

LOCATION	Passenger Trains	Freight Trains
SUBDIVISION No. 1 (except as shown below)	79	50
MP 204-0 to MP 205-11	40	40
MP 220-7 to MP 220-25	65	.....
MP 220-7 to MP 224-32	75	.....
MP 239-0 to MP 241-11	45	45
MP 239-25 S.S.W. Crossing	20	20
MP 244-7 to MP 244-19	60	40
MP 252-5 to MP 252-18	65	.....
MP 261-4 to MP 261-16	70	.....
MP 261-16 to MP 263-0	75	.....
MP 263-0 to MP 263-9	65	40
MP 269-25 to MP 270-28	30	30
Between North Siding Switch Waxahachie and MK&T Jct.	Restricted Speed	
Subdivision No. 3	20	20

SPEED RESTRICTIONS

LOCATION	Passenger Trains	Freight Trains
SUBDIVISION No. 2 (except as shown below)	79	50
Within Houston City Limits	45	45
MP 57-14 to MP 60-25	45	45
MP 91-0 to MP 102-0 (except as shown below)	75	....
MP 92-21 to MP 92-34	60	40
MP 94-5 to MP 94-14	70	....
MP 95-30 to MP 96-3	70	....
MP 97-9 to MP 97-16	70	....
MP 99-0 to MP 99-11	70	....
MP 100-24 to 100-34	70	....
MP 102-0 to MP 107-0 (except as shown below)	60	40
MP 102-34 to MP 103-4	50	35
MP 107-0 to MP 129-0 (except as shown below)	75	....
MP 111-27 to MP 112-8	50	35
MP 124-1 to MP 124-11	70	....
MP 126-19 to MP 126-34	60	40
MP 174-11 to MP 180-25 (except as shown below)	75	....
MP 175-27 to MP 176-13	50	35
MP 180-25 to MP 182-10	50	40
MP 182-10 to MP 199-25 (except as shown below)	75	....
MP 183-13 to MP 183-25	70	....
MP 186-4 to MP 186-15	70	....
MP 194-30 to MP 195-7	70	....
MP 198-5 to MP 198-15	70	....
MP 199-7 to MP 199-17	70	....

SPECIAL INSTRUCTIONS GOVERNING ROCKET AND ZEPHYR PASSENGER TRAINS

Distinctive roadway signs indicate maximum speeds permitted.

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

Where the movement is from a lower to a higher speed zone, the zone sign is located at point where speed may be increased. Where movement is from a higher to a lower speed zone, the zone sign is located approximately 4000 feet from the point where the lower speed becomes effective.

Where speed restrictions are required on curves within a zone, a sign with amber letter "C" and numerals thereon, located approximately 4000 feet from point of curve, will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

When using drawbridges, railroad crossings or moving thru towns or cities where speed is governed by ordinance, must not exceed speed designated for other passenger trains unless otherwise specified, and approaching train order signal displaying stop indication must sound four blasts of the whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received.

SPECIAL INSTRUCTIONS

The following equipment must not be towed or operated under own power through water in excess fo the maximum height of water above rail shown below, unless otherwise instructed by officer at location of high water. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.

	Maximum Height of Water Above Rail
Diesel engines and motor cars	3 inches
RDC cars 9002-9003	5 inches
Lightweight passenger cars	7 inches
Conventional passenger cars	12 inches

2. Cadiz Street Junction is the initial station for Rock Island and FW&D trains, other than first class.

2a. Waxahachie is initial station for southward trains.

2b. Belt Jct. is initial station for northward second-class and extra trains.

4. Rule 83:

Cadiz Street Junction. Second-class and extra trains.

Dallas - Union Terminal Station - First class trains.

Houston - Union Station - Trains originating and terminating.

Houston - New South Yard - Trains originating and terminating.

4a. All through trains will register by Form 1339 at Waxahachie.

4b. Second class and extra trains will register by Form 1339 at Belt Jct.

5. Bulletin Boards and General Order Books are located at:

Dallas . . . . . Union Terminal Station
Teague . . . . . Passenger Station and Yard Office
Houston . . . . . Union Station and New South Yard and Enginehouse.
Galveston . . . . . Yard Office and Freight Depot

5a. Conductors and Enginemen are not required to consult Bulletin Boardsaand 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:

Dallas . . . . . Union Terminal Station and Cadiz Street Telegraph Office.
Waxahachie . . . . . Passenger Station.
Teague . . . . . Yard and Telegraph Offices
Houston . . . . . Union Station and New South Yard.

8. "f" Flag stop to receive or discharge traffic.
"g" Conditional stops for revenue passengers only.
"s" Regular stop.

14. Following rule in effect on Subdivisions where so specified in foot notes 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 station, 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.

28a. All employes 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	240.57	TNO Overhead Bridge.
1	251.36	Overhead Highway Bridge.
1	270.85	TE Viaduct Overhead.
1	271.05	Overhead Highway Bridge.
2	88.30	I-GN Overhead Bridge.
2	131.00	Overhead Highway Bridge
2	175.00	Overhead Highway Bridge.
2	183.38	I-GN Overhead Bridge.
2	183.42	Overhead Highway Bridge.
3	A218.04	Overhead Highway Bridge.

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

Sub-Div.	MP	Name	Station No.	Car Capacity
2	62.5	Oak Forest	63	27
2	68.31	Housh Drilling Co. Spur	71	5
2	68.4	Fortune	71	11
2	68.6	Carbon Spur	73	19
2	69.5	Hudson	74	44
2	74.8	Edclauder	78	24
2	82.5	Humble Oil Spur	86	18
2	94.9	Mostyn	97	13
2	183.3	Koch	186	12
3	214.3	Holden	217	35
3	214.5	Holden		15
3	215.5	Coffield		32

34a. Speedometers on road engines in main line service must be checked, by observing time between mile post twice on each trip. The location, speed, and any variation must be shown on work report.

35. At stations where telephones are located, conductor should communicate with train dispatcher within fifteen minutes after arrival unless expected train is heard, or seen, approaching, but will not be required to handle train orders except in emergency. At stations where office is closed, conductors, must call operator to office when delay has reached thirty minutes in excess of time expected, in case the expected train is not seen, or heard approaching.

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

F - Fuel Station. R - Train register station
T - Turn table. W - Water station. Y - Wye.
Yd. - Station where Yard Limit signs are maintained.

H. H. HUDSON, Chief Dispatcher

J. L. STOVER,)
G. R. MULCAHY,)
T. E. STOVER,) Train Dispatchers,
M. H. SCARBOROUGH,) Teague, Texas.
J. W. WOOD,)
J. E. HAM.)

D. BERMAN, Asst. Supt.

K. O. THOMAS, Master Mechanic, El Reno, Oklahoma.

J. H. KASMEIER, Assistant Master Mechanic, Ft. Worth, Texas

TRAIN ORDER OFFICES -- OFFICE HOURS

Week Days --- Except Saturday

* Sundays and Holidays -- ** Saturdays -- *** Daily

SUBDIVISION 1

	FROM	TO
Dallas	Continuous	
Cadiz Street Jct.	Continuous	
Waxahachie	Continuous	
Bardwell	9:00 a.m.	6:00 p.m.
Corsicana (SSW Crossing)	Continuous	
Streetman	9:00 a.m.	6:00 p.m.
Teague	Continuous	

SUBDIVISION 2

Teague		Continuous	
Newby		8:30 a.m.	5:30 p.m.
Normangee		8:00 a.m.	5:00 p.m.
North Zulch	***	9:00 a.m.	5:00 p.m.
	***	6:00 p.m.	2:00 a.m.
Singleton		8:00 a.m.	5:00 p.m.
Dobbin (GCSF Crossing)		Continuous	
Tomball		8:30 a.m.	4:30 p.m.
	***	8:00 p.m.	4:00 a.m.
Belt Jct.		Continuous	
New South Yard		Continuous	
Houston Union Station		Continuous	
Galveston		8:30 a.m.	5:30 p.m.

SUBDIVISION 3

Mexia	8:00 a.m.	5:00 p.m.
Teague	Continuous	