

SURGEONS AND PHYSICIANS

Houston DR. N. A. KILGORE Chief Medical Officer
 Houston DR. W. M. PALM Local Surgeon
 Houston DR. WM. F. SPILLER Dermatologist
 Houston DR. R. L. ETTER Allergist
 Houston DR. OTIS FLYNT Genito-Urinary Disease
 Houston DR. C. B. JOHNSON Eye Specialist
 Houston DR. CLAUDE C. CODY III Ear, Nose & Throat
 Houston DR. F. F. PARRISH Orthopedist
 Houston DR. W. C. SPENCER Eye, Ear, Nose & Throat
 Houston DR. W. J. STORK X-Ray
 Fort Worth DR. R. J. WHITE Local Surgeon
 Dallas DR. T. A. MARTIN, Jr. Local Surgeon
 Waxahachie DR. T. G. ESTES Local Surgeon
 Waxahachie DR. N. W. JONES Local Surgeon
 Waxahachie DR. M. E. HASTINGS Local Surgeon
 Bardwell DR. F. L. STORY Local Surgeon
 (Ennis, Texas)
 Corsicana DR. W. B. MAYFIELD Local Surgeon
 Corsicana DR. ROBT. D. MERTZ ... Eye Specialist
 Corsicana DR. LOUIS E. GIBSON ... Local Surgeon
 Teague DR. M. GAGE Division Surgeon
 Teague DR. J. R. COX Division Surgeon
 Teague DR. BILL L. HALBERT .. Local Surgeon
 Fairfield DR. J. H. KELLER, Jr. ... Local Surgeon
 Fairfield DR. L. L. BONNER Local Surgeon
 Mexia DR. O. T. CHRISTOFFER .. Local Surgeon
 Buffalo DR. A. E. VAN WEY Local Surgeon
 Normangee DR. W. A. BILSING Local Surgeon
 North Zulch DR. J. E. REED, Jr. Local Surgeon
 (Madisonville, Texas)
 Tomball DR. J. F. WARREN Local Surgeon
 Galveston DR. JOHN McGIVNEY Local Surgeon

OFFICIAL HOSPITALS

Place	Telephone
Forth Worth, 1402 S. Main .. St. Joseph's ..	ED 6-9381
Teague, 1014 N. 4th City Hospital .	RE 9-2391
Houston, 1910 Crawford .. St. Joseph's ..	CA 8-0511

EMERGENCY HOSPITALS

Dallas, 3500 Gaston Baylor	TA 4-5411
Dallas, 3121 Bryan St. Paul	TA 3-4141

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



TIME TABLE

JOINT TEXAS DIVISION

(CRI&P RR Operating)

No. 7

EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME

SUNDAY, OCTOBER 27, 1963

A. E. ANDERSON
Superintendent

W. F. THOMPSON
Assistant General Manager

J. B. BUFFALO
General Manager

This Time Table is for the exclusive use and guidance of the employees concerned, who must carry in addition thereto the Book of Rules of the Operating Department.

SOUTHWARD

MAIN LINE

NORTHWARD

SECOND CLASS				FIRST CLASS				SUBDIVISION 1 STATIONS				Capacity of		FIRST CLASS		SECOND CLASS				
75	79	3	17					Time Table No. 7 October 27, 1963				Sidings	Other Tracks	4	18	76	98			
Freight	Freight	Psgr.	Psgr.											Psgr.	Psgr.	Freight	Freight			
Daily	Daily	Daily	Daily											Daily	Daily	Daily	Daily			
P.M.	P.M.	P.M. 5.00	A.M. 10.10											P.M. 12.47	P.M. 8.40	A.M.	P.M.			
6.50	12.50							UT	DALLAS	TO										
								CJ	CADIZ ST. JCT.	TO							4.00	3.35		
Trains between Dallas and Endot are governed by rules and timetable of U. T. Co.																				
							299.8		ENDOT									3.30		
Trains between Endot and M-K-T Jct. are governed by rules and timetable of M-K-T-R.R.																				
7.45	1.58	5.35	10.55				271.6		MKT JCT.								12.07	7.55	3.06	2.40
7.51 18	2.01	5.38	10.59		RY Yd		270.9	WK	WAXAHACHIE	TO	90	148					12.05 P.M.	7.51	3.01	2.35
							270.4		TNO CROSSING											
8.27	2.19 98	5.50	11.11				258.7		BARDWELL	P	110	31					11.54	7.41	2.41	2.19 ⁷⁹
8.34	2.26	5.54	11.16				253.4		ONION CREEK	P	42	17					11.49	7.36	2.33	1.58
8.42	2.34	5.59	11.22				248.4		EMHOUSE	P	51	22					11.44	7.32	2.25	1.51
8.51	2.43	6.05	11.28		Yd		241.6		NORTH CORSICANA	P	125						11.36	7.24	2.13	1.41
8.54	2.46	6.09	11.34 4		Yd		239.9		CORSICANA	P	45	948					11.34	7.22	2.10	1.37
							239.7		SSW CROSSING	TO										
							231.5		NAVARRO	P	60	13								
9.19	3.08	6.24	11.49				222.4		STREETMAN	P	78	22					11.12	7.07	1.45	1.15
9.30	3.18	6.30	11.56				214.7		KIRVIN	P	51	16					11.06	7.01	1.35	1.05
10.00 P.M.	3.40 P.M.	6.39 P.M.	12.06 P.M.		FRTW Y Yd.		204.3	DX	TEAGUE	TO	125	Yard					10.57 A.M.	6.52 P.M.	1.15 A.M.	12.40 P.M.

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

Between M-K-T Jct. and North Siding Switch Waxahachie trains have no time table superiority, trains and engines must run at restricted speed.

At Teague, between North Fort Worth Main switch opposite Freight House and signal N 203.8. Trains and engines must run at restricted speed.

When first-class trains meet at Teague, the train taking siding will use the old Fort Worth main track, which is the first track west of main track at passenger depot.

Form Y orders are authorized.

SOUTHWARD

MAIN LINE

NORTHWARD

SECOND CLASS				FIRST CLASS				SUBDIVISION 2 STATIONS				Capacity of		FIRST CLASS		SECOND CLASS	
79	75	3	17									Sidings	Other Tracks	4	18	98	76
Freight	Freight	Psgr.	Psgr.											Psgr.	Psgr.	Freight	Freight
Daily	Daily	Daily	Daily											Daily	Daily	Daily	Daily
P.M.	A.M.	P.M.	P.M.											A.M.	P.M.	A.M.	P.M.
4.50	12.01	6.50 ¹⁸	12.08		FRTW Y Yd.	204.3	DX	TEAGUE	TO	125	Yard			10.55	6.50 ³	8.00	11.10
5.10	12.20	6.59	12.18			193.2		DONIE	P	53	15			10.45	6.41	7.43	10.43
5.20	12.31	7.06	12.25			184.6	NW	NEWBY	TO	125	24			10.38	6.34	7.32	10.31
5.43	12.56	7.20	12.38			168.5		FLYNN	P	125	17			10.23	6.20	7.10	10.07
5.53	1.08	7.27	12.45			159.6		NORMANGEE	P	48	28			10.16	6.13	7.00	9.55
6.08 ¹⁸	1.20	7.34	12.51			151.8	NZ	NORTH ZULCH	TO	110	21			10.08	6.08 ⁷⁹	6.50	9.44
6.33	1.34	7.43	12.59			141.4		IOLA	P	42	8			9.58	6.00	6.38	9.30
6.47	1.49	7.52	1.07			130.5		SINGLETON	P	125	26			9.50	5.52	6.24	9.16
6.55	1.59	7.56	1.12			125.3		SHIRO	P	57	32			9.45	5.47	6.17	9.07
7.03	2.07	8.01	1.17			119.0	CH	RICHARDS	TO	41	22			9.40	5.42	6.09	8.58
7.19	2.25	8.12	1.27			105.7		DOBBIN	P	51	18			9.30	5.31	5.53	8.40
						105.6		GCSF CROSSING									
7.31	2.37	8.20 ⁷⁶	1.35			97.2		KAREN	P	125	10			9.22	5.22	5.42	8.20 ³
7.38	2.44	8.25	1.39			91.7		VENTURA	P	59	10			9.17	5.17	5.35	8.06
7.58 ⁷⁶	2.54	8.30	1.45		Y	84.8	CK	TOMBALL	TO	96	163			9.12	5.12	5.28	7.58 ⁷⁹
8.12	3.03	8.35	1.50			78.4		LOUETTA	P	83	8			9.07	5.07	5.19	7.50
8.23	3.12	8.40	1.55			71.4		CASEY	P	110	50			9.02	5.02	5.10	7.41
8.33	3.22	8.45	2.00			64.9		ROSSLYN	P	67	8			8.56	4.56	4.59	7.33
8.50	3.42	8.58	2.10		RY Yd.	57.4	NX	BELT JCT.	TO					8.44	4.46	4.45	7.19

Automatic Block Signals Rules 350-356 MP 60-6 to MP 204.3

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

		9.25 P.M.	2.35 P.M.		Yard		BX	Houston Union Station	TO	Yard	Yard			8.30 A.M.	4.35 P.M.		
11.59 P.M.	5.00 A.M.				Yard		HA	New So. Yd. Houston	TO	Yard	Yard					4.00 A.M.	6.30 P.M.
	P.M.															12.01 A.M.	

Trains between New South Yard, Houston, and Galveston are governed by rules and timetable of GC&SF Ry.

	6.30 P.M.				Yard		GZ	GALVESTON FRT. YD.	TO	Yard	Yard						10.00 P.M.
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TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD

At Teague, between North Fort Worth Main switch opposite Freight House and signal N 203.8, trains and engines must run at restricted speed.

When first class trains meet at Teague, the train taking siding will use the old Fort Worth main track, which is the first track west of main track at passenger depot.

Train Order Office, Galveston Freight Yard, located 59th Street.

Form Y orders are authorized.

SOUTHWARD

MEXIA BRANCH

NORTHWARD

		Signs	Mile Post Location	SUBDIVISION 3 STATIONS		Capacity of	
				TO	TO	Sidings	Other Tracks
				Time Table No. 7			
				October 27, 1963			
Y Yd.	A217.9	M	MEXIA	TO	Yard	52	
	A216.4		1.5 TNO CROSSING See Footnote				
FRTW Y Yd.	204.3	DX	12.1 TEAGUE	TO	Yard	Yard	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
RULE 11 OF SPECIAL INSTRUCTIONS 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	Passenger Trains M.P.H.	Freight Trains M.P.H.	Engines, except RDC cars, running forward light, or with only one car.	Freight train speed
ALL SUBDIVISIONS All crossovers and turnouts, not otherwise specified.	15	15	Scale test cars moving in trains will be handled 5 cars ahead of cabooses.	
MAXIMUM ENGINE SPEEDS			Weed Sprays 2231, 95270 and 95271 while being operated light or in service.	30
1-3, 402, 403, 409, 625, 626, 628-656, 633B, 634B, 637B-642B, 750, 751	90		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.	
400, 401	85		Trains Handling Scale Test Car RI 95384.....	40
485-499, 621, 9002-9004, 9015, 9016	80		Trains Handling Short Wheel Base Ore Hoppers.....	30
38-40, 42-49, 70-77, 70B, 72B, 73B, 88-90, 92, 93, 97-99, 88B-99B, 92B, 93 B, 96B-98B, 100-143, 100B-109B, 120B-123B, 128B-135B, 200-211, 404-408, 410, 411, 425-431, 675-677, 675B-677B, 1200-1237, 1250-1300, 1302-1353	70		Trains handling CBQ, C&S or FWD Scale Test Car	25
450-462, 464-475, 537-546, 765-779, 795-797, 811-840	65		Motor cars without cars approaching interlocking signals and within interlocking limits.....	10
735-745, 598, 599, 716-732, 759, 760, 763, 764, 798-806	60		Trains handling steam derrick, pile driver except driver No. 95232. Spreader car except spreader No. 95319 with wings secured, locomotive crane, except crane No. 95260 burro and caterpillar crane, on own wheels, unless otherwise advised by car inspector or officer. .	25
529-536 (Towing Speed 65), 1000, 1001, 1003-1015....	45		Ditcher - Spreader 95317 when operating	25
550-563, 700-707, 900-914	40		When dead in train with wings trailing	40
351, 361-373, 375-377	30		Above machines moving on own wheels should be handled on rear of train ahead of cabooses and boom must be turned to trailing position at first point where can be done unless otherwise authorized.	
CB&Q 100 Series	65		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:	
FWD 700 Series	65		SUBDIVISION 1, 2.....	40
FWD & C&S 800 Series	65		SUBDIVISION 3.....	15
E 5, 7 & 8 Series	79		Ditcher, or other types of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made.	
Road freight or passenger diesels, other than road switchers, backing up.....	40		Air rail loaders must not be moved in through trains with boom up. When moved in through trains the booms must be disconnected, taken down and securely fas- tened to the floor of the car.	
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 commu- nicating signal or emergency valve.			Where speeds on any Subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.	
Trains and engines making movement against current of traffic on two main tracks over facing point switches.....	30			

SPEED RESTRICTIONS —Continued.

SPECIAL INSTRUCTIONS

LOCATION	Passenger Trains MPH	Freight Trains MPH
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	40
MP 220-25 to MP 224-32.....	75	.....
MP 239-0 to MP 240-11.....	45	45
MP 239-25 S.S.W. Crossing.....	20	20
MP 240-11 to MP 240-18.....	40	30
MP 240-18 to MP 241-11.....	45	45
MP 244-7 to MP 244-19.....	60	40
MP 252-5 to MP 252-18.....	55	40
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	20

LOCATION	Passenger Trains MPH	Freight Trains MPH
SUBDIVISION No. 2 (except as shown below).....	79	50
MP 57-14 to MP 65-0.....	45	45
MP 65-0 to MP 67-0.....	60	.....
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 MP 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 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	35
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	.....

Subdivision No. 3..... 20 20

Trains approaching train order signal displaying stop indication will sound four blasts of the whistle and must not exceed 60 MPH., passing stations at which train orders or clearances are to be received.

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	116	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		

1. 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, 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 9002-9003-9004-9015-9016.....	5 inches
Lightweight passenger cars.....	7 inches
Conventional passenger cars.....	12 inches

2. Cadiz Street Junction is the initial station for FW&D and Rock Island 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.

3. **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.
3a. All through trains will register by Form 1339 at Waxahachie.
3b. Second-class and extra trains will register by Form 1339 at Belt Jct.

4. Bulletin Board 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
Ft. Worth "NY" Office TP Passenger Station
Ft. Worth FWD Yard Office

4b. 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.

5. 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

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

SPECIAL INSTRUCTIONS (Concluded)

11. Following rule in effect on Subdivision where so specified in foot-
notes of time table. Freight trains and mixed trains will be notified of fol-
lowing Extras by the Train Dispatcher, who will issue train orders to all con-
cerned 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.

12. 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	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

13. Industrial tracks between stations are located at:

Sub. Div.	M.P.	Name	Car Capacity
2	62.5	Oak Forest	27
2	66.39	Mabry	12
2	66.60	North Houston	34
2	68.31	Housh Drilling Co. Spur	5
2	68.4	Fortune	11
2	69.5	Hudson	44
2	74.8	Deco	52
2	81.20	Orr	60
2	94.9	Mostyn	13
2	111.7	Dacus	11
2	132.22	Singleton Grain	26
2	173.55	Margie	50
2	183.3	Koch	12
3	A-214.0	Holden	263
3	A-215.5	Coffield	54

14. 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.

15. At stations where telephones are located, conductor should com-
municate 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 min-
utes in excess of time expected, in case the expected train is not seen, or
heard approaching.

16. The following letters in "station" and "sign" column indicate:

F—Fuel Station		R—Train register station
T—Turntable	W—Water station	Y—Wye
Yd.—Station where Yard Limit signs are maintained		
TO—Train Order Office		P—Phone

COMMUNICATION OFFICES OFFICE HOURS

Week Days
Except Saturday
*Sunday and Holidays
**Saturdays

SUBDIVISION 1

Waxahachie	Continuous
SSW Crossing	Continuous
Teague	Continuous

SUBDIVISION 2

Newby	6:45 a.m. 11:45 a.m. 12:45 p.m. 3:45 a.m.
North Zulch	*-** 9:00 a.m. 5:00 p.m. 5:30 p.m. 1:30 a.m.
Richards	9:30 p.m. 12:30 a.m. 1:30 a.m. 6:30 a.m.
Tomball	*-** 8:30 a.m. 12:00 a.m. 1:00 p.m. 5:30 p.m.
Belt Junction	Continuous
Houston Union Station	Continuous
New South Yard Houston	Continuous
Galveston Freight Yard	*-** 6:00 a.m. 2:00 p.m. 4:00 p.m. 12:15 a.m.

SUBDIVISION 3

Mexia	8:00 a.m. 5:00 p.m.
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G. R. MULCAHY	}	Train Dispatchers Teague, Texas
T. E. STOVER		
M. H. SCARBOROUGH		
D. G. STICE		
R. L. BEDWELL		
R. B. STARR		

W. H. HOGLE, Assistant Superintendent, Fort Worth,
Texas

C. B. CAMP, Trainmaster, Road Foreman of
Equipment, Teague, Texas

F. W. STANTON, Master Mechanic, El Reno, Oklahoma

J. R. BAKEMAN, Assistant Master Mechanic,
Fort Worth, Texas

J. W. WOOD, Chief Dispatcher, Teague, Texas