SPEED TABLE

Time Per Mile Minutes	Time Per Mile Seconds	Miles Per Hour	Time Per Mile Minutes	Time Per Mile Seconds	Miles Per Hour
0	45	80	1	12	50
0	46	78.3	1	15	48
0	47	76.6	1	20	45
0	48	75	1	25	42.3
0	49	73.5	1	30	40
0	50	72	1	40	36
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	--	30
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	--	60	2	50	21.2
1	1	59	3	--	20
1	2	58	3	9	19
1	3	57.1	3	20	18
1	4	56.2	3	31	17
1	5	55.3	3	45	16
1	6	54.5	4	--	15
1	7	53.7	5	--	12
1	8	52.9	6	--	10
1	9	52.1	7	30	8
1	10	51.4	10	--	6

MAINTENANCE OF WAY CONDITIONAL STOP

(Form Y Train Order)

The following forms of oral authorization by the Foreman and acknowledgment of understanding by the engineer are to be used to permit trains to pass a red flag without stopping within the limits of a Form Y train order.

Foreman will state: "JTD Foreman calling Extra 232 South about Order No. (Form Y Train Order No.)"

Engineer must respond, identifying his train as: "This is JTD engineer, Extra 232 South."

When engineer has answered as above, the foreman will state: "Extra 232 South may pass red signal at (Location) without stopping."

The foreman may also authorize a different speed from that shown in the Form Y train order by adding to his instructions: "Proceed at _____ MPH," or "Proceed at normal speed."

The engineer must repeat back to the foreman the instructions that are given him.

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

TIME TABLE

AND

SPECIAL INSTRUCTIONS
JOINT TEXAS DIVISION

(CRI&P RR OPERATING)

3

IN EFFECT AT 12:01 A. M.
CENTRAL STANDARD TIME

SUNDAY, DEC. 29, 1974

W. C. Hoenig
Vice-President &
General Manager

W. J. Pasta
Sr. Asst.
General Manager

C. F. Haley
Superintendent

PREVENT INJURY
SAFETY FIRST

SUBDIVISION No. 1

SOUTHWARD — MAIN LINE — NORTHWARD

Station Numbers	Rule 6 A Signs	Mile Post Location	STATIONS TIME TABLE NO. 3 DEC. 29, 1974		Capacity of Sidings	Capacity of Other Tracks	TRAIN ORDER OFFICE OPEN
200	BCFKQ RWYZ		FR	NORTH YARD	Yard	Yard	Continuous
			4.1				
	Trains between North Yard and Peach Yard are governed by rules and timetable of FW&D Ry.						
198	BCFJKQ RTWYZ		F	CRIP PEACH YD.	Yard	Yard	
	Trains between Peach Yd. and North Jct. are governed by rules and timetable of CRI&P Ry.						
			33.5				
185		301.3	CJ	CADIZ ST.	Yard	Yard	Continuous
	Trains between North Jct. and Endot are governed by rules and timetable of U. T. Co.						
			1.5				
		299.8		ENDOT			
	Trains between Endot and JTD Jct. are governed by rules and timetable of MK&T Ry.						
			28.2				
	I	271.6		JTD JCT.			
			0.7				
184	CKPRY	270.9	HC	WAXAHACHIE	90	60	Continuous
			0.5				
	M	270.4		SP CROSSING			
			11.7				
183	P	258.7		BARDWELL	110	26	
			17.1				
180	PY	241.6		NORTH CORSICANA	125		
			1.7				
179	OPY	239.9		CORSICANA	45	95	
			0.2				
	CIPY	239.7	C	SSW CROSSING			Continuous
			17.3				
176	P	222.4		STREETMAN	78	22	
			18.1				
168	BCFJKP QRTWYZ	204.3	DO	TEAGUE	125	Yard	Continuous

A. B. S.

SUBDIVISION No. 3

SOUTHWARD — NORTHWARD

Station Numbers	Rule 6 A Signs	Mile Post Location	STATIONS TIME TABLE NO. 3 DEC. 29, 1974		Capacity of Sidings	Capacity of Other Tracks	TRAIN ORDER OFFICE OPEN
174	Y	A217.9		MEXIA	Yard		
			1.5				
	M	A216.4	SP CROSSING	SEE SPL. INSTNS.			
			2.4				
170	Y	A214.0		HOLDEN	Yard		
			9.7				
168	BCFJKP QRTWYZ	204.3		TEAGUE	Yard		Continuous

SUBDIVISION No. 2

SOUTHWARD — MAIN LINE — NORTHWARD

Station Numbers	Rule 6 A Signs	Mile Post Location	STATIONS TIME TABLE NO. 3 DEC. 29, 1974		Capacity of Sidings	Capacity of Other Tracks	TRAIN ORDER OFFICE OPEN
168	BCFJKP QRTWYZ	204.3	DO	TEAGUE	125	Yard	Continuous
			11.1				
166	P	193.2		DONIE	53	15	
			8.6				
164	P	184.6		NEWBY	125	24	
			16.1				
158	P	168.5		FLYNN	125	17	
			16.7				
154	OP	151.8	NZ	NORTH ZULCH	110	16	NOTE 1:
			21.3				
148	P	130.5		SINGLETON	125	8	
			5.2				
146	OPQ	125.3	RO	SHIRO		57	NOTE 1:
			19.6				
140	P	105.7		DOBBIN	58	18	
			0.1				
	A	105.6		ATSF CROSSING			
			8.4				
138	P	97.2		KAREN	125	5	
			12.4				
132	OPT	84.8	CK	TOMBALL	90	163	NOTE 1:
			6.4				
128	P	78.4		LOUETTA	63	8	
			7.0				
124	PY	71.4		CASEY	110		
			6.5				
112	PY	64.9		ROSSLYN	67	8	
			7.5				
108	CIJ OPRTYQ	57.4	NX	BELT JCT.	Yard	Yard	Continuous

A. B. S.

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

			11.5				
104	BCFIJK RWY		HA	NEW SO. YD. HOUSTON	Yard	Yard	Continuous

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

			48.2				
100			GZ	GALVESTON FRT. YD.	Yard	Yard	

NOTE 1: Refer to General Orders For Open Office Hours

OTHER TRACKS NOT SHOWN AS STATIONS IN TIME TABLE

Name	Location	Car Capacity	Switch Opens
SUBDIVISION NO. 1			
175 Kirvin	MP 214.7	50	Both
177 Superock	MP 225.7	50	North
178 Navarro	MP 231.5	25	North
181 Emhouse	MP 248.4	50	North
SUBDIVISION NO. 2			
110 Oak Forest	MP 62.5	27	Both
112 Acme Brick Co.	MP 65.1	10	North
114 Parker Bros.	MP 65.5	20	North
114 Ryder	MP 66.0	4	North
114 Mabry	MP 66.4	13	North
116 FW&D North Houston Ind. Park	MP 66.6	84	South
116 CRI&P TOFC Term.	MP 66.6	206	Both
118 Housh Drilling	MP 68.3	5	South
122 Cont'l Carbon and Coastal Fence	MP 69.3	17	North

Name	Location	Car Capacity	Switch Opens
SUBDIVISION NO. 2 (Cont.)			
122 Hudson	MP 69.5	44	North
122 Manufacturers Warehouse	MP 69.7	14	North
122 Chgo Br Iron	MP 70.2	110	South
124 Radcliff	MP 71.4	40	South
124 HL&P Co.	MP 72.7	60	South
124 Chem Spray	MP 73.1	7	North
124 Hou. Shell	MP 73.5	60	North
124 Walker Kurth	MP 73.5	5	North
126 Deco	MP 74.8	20	Both
130 Orr	MP 81.2	60	Both
134 Ventura	MP 91.7	69	Both
144 Richards	MP 119.0	41	Both
152 Iola	MP 141.4	50	Both
156 Normangee	MP 159.6	14	Both
162 Koch (MP Tfr)	MP 183.3	12	South

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. Speed Restrictions: Maximum Speeds Permitted

Freight Trains ---- 50 MPH.
The above speed is subject to modification under speed restrictions indicated under each subdivision special instructions.

Sidings, turnouts, and crossovers ---- 10 MPH.

Maximum speed for following engines:
RI 529-546, ---- 45 MPH.
RI 550-559, 551-563, 900-915 ---- 40 MPH.
FWD 605-610 ---- 40 MPH.

Road Freight or Passenger Diesels, other than road Switchers, backing up ---- 40 MPH.
When this is 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.

Engines running forward light, or with only one car---- 35 MPH.

Where present curves are posted 45 MPH and 50 MPH, Trains and Engines having a six-axle locomotive in engine consist (except E-7 and E-8 passenger units) must not exceed ---- 40 MPH.

When gross tonnage of freight trains exceeds 80 tons per operative brake, (to determine tons per operative brake, divide the gross tonnage by the number of cars in the train) ---- 45 MPH.

Equipment:
BN, C&S or FW&D Scale test car ---- 25 MPH.
Scale test cars moving in trains will be handled next ahead of caboose. RI scale test cars may be handled at maximum speed.
Steam Derricks, Pile Drivers, Spreader cars with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by officer ---- 25 MPH.

RI Pile Drivers 95231, 95232 and Crane 95260:
Main Line ---- 35 MPH.
Branch Line ---- 20 MPH.

Relief derricks with boom trailing when trained behind engine in relief train service, speed restrictions will be as follows:
Main Line ---- 40 MPH.
Branch Line ---- 15 MPH.

Air Dump cars:
RI under load ---- 40 MPH.
Others ---- 25 MPH.

Short wheel base ore cars ---- 30 MPH.

Jumbo type tank cars and high capacity hopper cars must not be moved over track scales and privately owned scales coupled together.

Trains handling pulpwood on bulkhead flat cars ---- 40 MPH.

Maximum Speed Diesel Units dead in tow: RI 765-797, 811-840, 901, 904, 907, 909, 913, 914---- 45 MPH.
FW&D 605-610 ---- 40 MPH.

2. 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 dispatcher.

Diesel passenger, freight, road switcher, and switch engines will be handled dead in engine consist when practicable. When so handled, all connections will be made that normally would be made if engine were operating in consist.

When not possible to move dead units in engine consist as outlined above, they must be moved next behind the working units, and in no case more than twenty (20) cars behind power units.

Whenever more than three (3) GP-7 units or a combination of GP-7 and other units totaling more than three (3) units on a train are working and it becomes necessary to back up or to shove train, only three (3) units immediately next to the train should be used for traction.

Whenever necessary for a following train to assist a preceding train up a grade or to the next siding, engine must be detached from the following train and the engine only used for assistance.

Under these circumstances, the brake pipe must be connected to the helper engine and the doubleheading or automatic brake valve cut-out cock closed and the amperage controlled to the extent necessary to prevent jack knifing.

3. Following equipment loaded or empty must be handled on rear of trains, unless otherwise provided:
   Outfit cars
   Scale test cars (Next ahead of caboose)
   Relief Derricks
   Pile Drivers
   Loco Cranes
   Rotary Snow Plows, Dozers, Wedge Plows
   Jordan Spreaders
   Air Dump Cars loaded or empty

   Covered hopper cars loaded or empty, and other loaded open top cars or open top TOFC with lading extending above top of car or trailer, must not be trained next ahead of caboose in trains.

4. Before making a movement of engines or cars through gates, doorways and similar openings, stop must be made and it must be ascertained that gates, doors or openings are completely open and secured. Where overhead or side clearances are doubtful, adequate protection must be provided.

5. Heavy Cars—Maximum gross weight of cars handled on Sub-Divisions No. 1 and No. 2 must not exceed 263,000 pounds, and maximum gross weight of cars handled on Sub-Division No. 3 must not exceed 200,000 pounds.

6. RULES 200 and 83(b) and other rules pertaining to authority for, and signatures on train orders and clearances are modified to permit train orders and clearances to be issued by authority and over signature of the Chief Dispatcher.

7. Rule 222(B) of the Consolidated Code of Operating Rules, Burlington Lines, Signal Aspects, is amended as follows: Semaphore arm of train order signal will be in vertical position in upper quadrant when no train order aspect is displayed.

8. Signal Aspects and Indications as contained in the 1974 Edition of Form 15307 are in effect on the Joint Texas Division, Waxahachie to Belt Junction.

9. Derailments of 85 Foot piggyback cars have been caused by a combination of high drawbar pull and severe track curvature. This hazard can be eliminated by limiting traction motor amperage as indicated on the load meter in the lead unit, to control the drawbar pull, while the train is on certain track curvatures. While any portion of train handling one or more 85 foot or longer cars on curves shown below, the traction motor current, as indicated by the load meter on the lead unit, must be limited as follows:

   (a) MP 270.92 — 9°00′ curve between SP Railroad crossing and JTD Jct. at Waxahachie.
   4 Units—980 Amperes
   5 Units—825 Amperes
   6 Units—780 Amperes
   7 Units—690 Amperes
   8 Units—630 Amperes

   (b) MP 271.40 — 9°30′ curve at JTD Jct. Waxahachie.
   4 Units—980 Amperes
   5 Units—825 Amperes
   6 Units—780 Amperes
   7 Units—690 Amperes
   8 Units—630 Amperes

   Whenever the locomotive consist is of a lesser number of units than mentioned in the above instructions, there is no need to limit Amperage.

   On some locomotives the load meter is not calibrated in Amperes. When one of these units is in the lead an approximate value can be estimated by using the continuous rating, which is at the low end of the red area, as 900 Amperes, half way between this point and zero is 450 Amperes, etc.
   The locomotive should always be operated so that Amperage is on the safe side while the train with 85 foot or longer cars is on the curves listed above.

10. Switch locks have been applied to switch point toe locks on all main track switches Waxahachie to Oak Forest Inclusive. Switch point toe locks must be locked when not in use.

11. 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.

12. At stations where telephones are located, conductors must communicate with train dispatcher within fifteen minutes after arrival unless expected train is heard, or seen approaching. 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.

    Conductors of trains departing Teague will advise the operator at Teague by radio, if practicable, their departure time.

    Conductors and engineers of crews which tie up at an intermediate station on hours of service must contact the train dispatcher prior to leaving the train so that train dispatcher may annul the running order of their train if he so desires.

13. If due to accident, on an engine other than steam, operating without cars, causing complete failure of the air brake, proceed as follows:
    (a) Close throttle to idle.
    (b) Move the reversing handle to reverse position.
    (c) Open throttle to No. 1 position.

14. Air brakes must be used on occupied passenger carrying equipment when switching.

15. To insure against fire damage, do not permit engines to stand over or near any open flame.

16. Should flat spots on wheels develop on engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.

17. RULE 901 of the consolidated code of operating rules will not apply.

18. Burlington Northern Air Brake and Train Handling Rules Form 15338 are in effect. Employees whose duties are in any way

affected by these rules must have a copy of this book available while on duty.

Rules 226, 414A and 414B of Air Brake and Train Handling Rules do not apply: all employees will be governed by the following Rules 226 and 414:

Rule 226

Freight trains arriving at terminals where facilities are available, and at which special instructions provide for immediate brake inspection and repairs, shall be left with air brakes applied by a service brake pipe reduction of 20 pounds so that inspectors can obtain a proper check of the piston travel. Trainmen will not close any angle cock or cut the locomotive off until the 20 pound service reduction has been made. After locomotive is detached or cut is made, ANGLE COCK MUST BE GRADUALLY OPENED AND LEFT IN FULL OPEN POSITION ON THE PORTION OF THE TRAIN OR CARS TO BE LEFT STANDING. Inspection of the brakes and needed repairs should be made as soon thereafter as practicable.

Rule 414

Before motive power is detached or angle cocks are closed on cars or trains which are to be left standing, engineer must make a full service brake pipe reduction. When reduction is completed and brake valve exhaust ceases, engineer will signal with one short blast of the whistle and the angle cocks may then be closed where cut is to be made. After cut is made, ANGLE COCK MUST BE GRADUALLY OPENED AND LEFT IN FULL OPEN POSITION ON THE PORTION OF THE TRAIN OR CARS TO BE LEFT STANDING. When required, a sufficient number of hand brakes must be applied in accordance with Rule 401.

19. HIGH-WIDE LOADS—Rule 110(a) of Uniform Code of Operating Rules will govern Joint Texas Division crews handling HIGH-WIDE LOADS.

Rule 110(a) High-Wide Load—A load which is contained on more than one car, or; on one car, or; equipment on its own wheels which measures in excess of 11'0" wide or 15'6" above top of rail, or; contained on a car longer than 54'6" so that the lading exceeds the width of the car.

High-wide loads which exceed published clearance for the route to be moved must not be moved until clearance instructions have been issued by the Office of the General Superintendent of Transportation. The Chief Train Dispatcher will supervise the movement of high-wide loads and excessive weight shipments.

"Conductors are responsible to see that waybills are checked for high-wide loads and excessive weight shipments for which they do not have instructions. They must notify the train dispacher immediately, when such conditions exist. Yard Conductors, in making up trains, must notify the Yardmaster of any of these cars being lined up for movement in trains. Yardmasters must notify the train dispatchers.

Conductors of trains handling high-wide or excessive weight shipments or when picking up on line these type shipments, repaired cars or equipment, or any equipment with known defects must make notation on train list of the condition and call attention of same to connecting crews or yardmaster, agent, yard forces or operator prior to or upon arrival at final terminal.

High-wide loads or excessive weight shipments must not be switched except in placing them in and taking them out of trains. In switching movements, they must not be cut off while in motion, but must be shoved to a stop; sufficient hand brakes must be set or cars properly secured to avoid rolling. They must not be stored on nor moved over yard tracks where clearance is insufficient. Employees must not ride on top, ends, or on sides of such cars. These cars must be given careful handling through turnouts, yards, sidings and interchange tracks and crews must keep a sharp lookout for close clearances. Where overhead or side clearance is doubtful, movement must be stopped and adequate protection provided.

Chief Train Dispatchers, in issuing movement instructions, will notify train and engine crews and yard forces to handle such cars in line with this Rule, listing items by numbers as shown below:

1. At no place shall the width of a load on adjacent tracks exceed the width of a large box car (11 ft. 0 inches wide).
2. On single track-trains handling this shipment, if holding main track when meeting or passing trains on adjacent tracks, must move at restricted speed until wide load has passed train clear of the main track. Trains clear of the main track when meeting or being passed by train handling wide load must be stopped. Train handling this shipment, if on other than main track when being met or passed by train on adjacent track, must be stopped and other train must move at restricted speed until entire train has passed wide shipment. On two or more tracks—trains handling this shipment, unless otherwise instructed, must be stopped when meeting, passing or being passed on adjacent tracks, other train proceed at restricted speed until entire train has passed wide load.
3. Shipment must come to a complete stop and be very carefully hand-signalled at the lowest possible speed at (location).
4. Use westward track only over Bridge 1822 Mississippi River at Davenport.
5. Do not pass any trains or equipment on Bridge 1822, Davenport.
6. Use westward track only over Bridge 1826 1/2, Perry Street, Davenport.
7. Use westward track only over Bridge 3611 at Des Moines.
8. Use eastward track only over Bridge 3611 at Des Moines.
9. Speed must not exceed_____mph at (or between)_____.
10. Other special handling instructions issued by General Superintendent Transportation.

When movement instructions include any of the items 1 through 10, Train Dispatchers must issue train orders to trains affected which must indicate which of the items shown above are to be applied.

Example:

"Extra 300 West has (car number in train measuring_____ in width and_____in height. Be governed by Rule 110(a) items One, Two and Nine. 10 mph at Bridge_____." Crews of trains receiving notice of high-wide loads in other trains must inspect their trains for open or swinging doors or anything projecting beyond normal clearance. When a train which is handling a high-wide load is notified by train order of another train handling a high-wide load on the same subdivision, the Conductor must notify the Train Dispatcher so that a meeting or passing point can be arranged.

SUBDIVISION NO. 1

1. Speed Restrictions — Maximum Speeds Permitted

Maximum Speed	50 MPH.
MP 204 to MP 206 Pole 21 Yard Limit	30 MPH.
MP 238 to MP 242 Pole 11 except as shown below	30 MPH.
MP 239 Pole 25 to MP 239 Pole 26 SSW crossing	20 MPH.
MP 261 Pole 4 to MP 262 Pole 10 (curves)	40 MPH.
MP 269 Pole 25 to JTD Jct.	10 MPH.

2. Clearance Provisions and Exceptions Rule 83(B) Conductors and Engineers of Southward trains originating at FW&D North Yard to CRI&P must receive FW&D clearance in addition to CRI&P clearance at FW&D North Yard.
Waxahachie is initial station for Southward trains.

3. Train Register Exceptions
All through trains will register by register ticket at Waxahachie.

4. Special Conditions
Between JTD Jct and North Siding Switch Waxahachie, trains have no superiority, trains and engines must run at reduced speed.

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:

MP 221.70	overhead highway bridge
MP 238.30	overhead highway bridge
MP 240.57	SP overhead bridge
MP 251.36	overhead highway bridge
MP 271.05	overhead highway bridge

At Corsicana when cars are shoved or pulled across track scales on Foundry track maximum speed of 2 MPH must not be exceeded.

SUBDIVISION NO. 2

1. Speed Restrictions — Maximum Speeds Permitted

Maximum Speed	50 MPH.
MP 57 Pole 14 to MP 61 Pole 30 Houston City Limits	40 MPH.
MP 61 Pole 30 to MP 65 Pole 1 Houston City Limits	20 MPH.
MP 65 Pole 1 to MP 67 Houston City limits	40 MPH.
MP 175 Pole 27 to MP 176 Pole 13 Curve	40 MPH.
MP 180 Pole 25 to MP 182 Pole 10 Curves	40 MPH.
MP 203 Pole 2 to MP 204 Yard limits	30 MPH.
Bridge 88.3 and Bridge 183.38, trains handling any load over 20 feet 2 inches ATR	25 MPH.

2. Clearance Provisions and Exceptions Rule 83 (B) Belt Jct is initial Station for Northward trains.

3. Train Register
All trains will register by register ticket at Belt Jct.

4. Special Conditions

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.

MP 88.30	MP overhead bridge
MP 106.10	overhead highway bridge
MP 131.00	Overhead highway bridge
MP 175.00	Overhead highway bridge
MP 183.38	MP overhead bridge
MP 183.42	Overhead highway bridge

When switching the Power and Light Company Spur at Casey and in the vicinity of the Plant Proper, keep engine bell ringing constantly and do not exceed 8 MPH.

SUBDIVISION NO. 3

1. Speed Restrictions — Maximum Speeds Permitted

Maximum Speed — 20 MPH.

2. Clearance Provisions and Exceptions Rule 83(b) Conductors and Engineers operating on Subdivision No. 3 must have clearance.

3. Yard Limits
Track between Teague and Mexia will be operated as one yard.

4. Special Conditions
SP Crossing at MP A-216.4 is manually controlled from control box at crossing. Instructions for operating posted in control box.

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 bridge.

MP A218.04	Overhead highway bridge

JOINT TEXAS DIVISION
JOINT FW&D-CRI&P FREIGHT TRAINS
STATION NUMBERS FOR FREIGHT WHEEL REPORT PURPOSE

STATION	No.
Ft. Worth—FW&D Yard	200
Ft. Worth—CRI&P Yard	198
Sylvania	197
Richland Hills	196
Hart Spur	195
Hurst	194
Edd Pit	193
Tarrant	192
Dorothy—Great Southwest	191
Liggett	190
Irving	189
Brook Hollow	188
Dallas—RI New Yard	187
Perkins	186
Dallas—Cadiz St.	185
Waxahachie	184
Bardwell	183
Emhouse	181
North Corsicana	180
Corsicana	179
Navarro	178
Superock	177
Streetman	176
Kirvin	175
Teague	168
Donie	166
Newby	164
Koch	162

STATION	No.
Margie	160
Flynn	158
Normangee	156
North Zulch	154
Iola	152
Singleton Grain Co.	150
Singleton	148
Shiro	146
Richards	144
Dobbin	140
Karen	138
Mostyn	136
Ventura	134
Tomball	132
Orr	130
Louetta	128
Deco	126
Casey	124
Hudson	122
North Houston	116
Rosslyn	112
Oak Forest	110
Belt Junction	108
Basin Siding	107
Houston (Frt.)	104
Texas City Junction	102
Texas City (Frt. Depot)	102
Galveston (Frt. Depot)	100
Holden	170
Mexia	174

Sr. Trainmaster—R. F. of E. — W. H. Stiver, Teague
Terminal Supervisor — J. W. Wood, Teague
Roadmaster — B. L. Seeley, Teague
Chief Dispatcher — B. G. Gilbert, Fort Worth
Night Chief Dispatcher — J. E. Ham, Fort Worth
Night Chief Dispatcher — W. E. McKee, Fort Worh

Train Dispatchers

J. H. Lowder	H. W. Whitehouse	K. C. Vandaveer
T. E. Stover	D. R. Lipe	D. S. Mondey
R. L. Bedwell	S. P. Mallory	S. D. Pickens

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. CLAUDE C. CODY	Ear, Nose & Throat
Houston	DR. PERCY LOWE	Eye Specialist
Houston	DR. FRANK F. PARRISH	Orthopedist
Fort Worth	DR. W. P. HIGGINS	Local Surgeon
Dallas	DR. T. A. MARTIN	Local Surgeon
Waxahachie	DR. T. G. ESTES	Local Surgeon
Waxahachie	DR. WM. H. LINDSEY	Local Surgeon
Corsicana	DR. W. B. MAYFIELD	Local Surgeon
Corsicana	DR. LOUIS E. GIBSON	Local Surgeon
Corsicana	DR. ROBT. D. MERTZ	Eye Specialist
Corsicana	DR. ROBERT D. BONE	Local Surgeon
Corsicana	DR. L. E. McGARY	Local Surgeon
Ennis	DRS. E. J. and D. A. SKRIVANEK	Local Surgeon
Teague	DR. M. GAGE	Division Surgeon
Teague	DR. JACK 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
Fairfield	DR. JOE D. CROSSNO	Local Surgeon
Mexia	DR. O. T. CHRISTOFFER	Local Surgeon
North Zulch	DR. J. E. REED, JR.	Local Surgeon (Madisonville, Texas)
North Zulch	DR B. C. JONES	Local Surgeon (Madisonville, Texas)
Tomball	DR. N. E. GRAHAM	Local Surgeon
Galveston	DR. JOHN McGIVNEY	Local Surgeon

OFFICIAL HOSPITALS

Place	Telephone
Fort Worth, 1402 S. Main—St. Joseph's	336-9381
Teague, Teague General Hospital	739-2536
Houston, 1910 Crawford—St. Joseph's	228-0511

EMERGENCY HOSPITALS

Dallas, 3500 Gaston—Baylor	824-5411
Dallas, 3121 Bryan—St. Paul	823-4141