Burlington-Rock Island Railroad Company

TIME TABLE No. 5

Taking Effect 12:01 A. M.

SUNDAY, MAY 20, 1934

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. G. WHITTINGTON,
Vice President & Gen'l Supt.

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SPECIAL INSTRUCTIONS

Northward Trains are superior to Southward Trains of the same class except No. 817 is superior to No. 718 and No. 2; and No. 101 is superior to No. 102.

Time Table Schedule Trains will get Clearance Card at Hubbard.

Freight Trains register by Register Check at Belt Junction Tower.

Time shown at Galveston, Houston and New South Yard is for information only.

Employes will be governed by the rules and regulations of the Houston Belt & Terminal Railway Company between Belt Junction, Houston, and New South Yard, and of the T. & N. O. Railway between T. & N. O.-H. B. & T. Junction, Tower 86, and Galveston.

When stops for water or other operating conditions do not require a train to stop, freight trains must be stopped every fifty (50) miles for trainmen to make a careful inspection.

REGISTER STATIONS:

Hillsboro	New South Yard	Houston
Belt Jct. Tower	Teague	Galveston

STANDARD CLOCKS:

Hillsboro	Teague
New South Yard	Houston

BULLETIN BOARDS:

Hillsboro	Teague
New South Yard	Houston

YARD LIMITS:

Hubbard	Teague	Mexia
Hillsboro		Tomball

MAXIMUM SPEED FREIGHT TRAINS:

Teague to H. B. & T. Connection, Tangent Track	40 miles per hour
Curves	30 miles per hour
Teague to Datura	20 miles per hour
Datura to Hillsboro	15 miles per hour
Steam derrick or pile driver	15 miles per hour
Engines backing	12 miles per hour
Railroad crossing at grade, interlocked	20 miles per hour
Loaded oil cars, 10,000 gallons capacity and over	25 miles per hour
Entering sidings	10 miles per hour

MAXIMUM SPEED PASSENGER TRAINS:

Teague to H.B.&T. Connection, 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

CITY ORDINANCE SPEED:

Hillsboro .... 6 miles per hour	Malone .....15 miles per hour
Hubbard .... 6 miles per hour	Coolidge.....10 miles per hour
Mexia.....12 miles per hour	

Trains flag Franklin Street Crossing, Hillsboro.

Passenger trains approach street crossings Mexia at restricted speed.

Freight trains flag street crossings Mexia.

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.	Y—Wye Tracks.
F—Fuel Stations.	T—Turn Table.
	O—Track Scales.

TRAINS 1 AND 2 STOP ON FLAG:

Cullinan	Pinery	Keisler
	Polk	Mostyn

BUSINESS TRACKS:

Name	Mile Post	Car Capy.
Meador	261.72	2
Burnham	219.46	30
Ben Stephens	215.05	10
Holden	214.09	12
Koch	183.00	15
Cullinan	174.00	11
Polk	133.00	6
Mostyn	94.90	6

TIME TABLE No. 5

MAY 20, 1934

Length of Sidings in Cars and Location of Scales, Water, Fuel and Turning Stations.	TRAINS—SOUTHWARD FIRST CLASS				Distance from Galveston		Station Numbers	TRAINS—NORTHWARD FIRST CLASS			
				101 Mixed		STATIONS		102 Mixed			
				Daily Except Sunday				Daily Except Sunday			
				A.M.				P.M.			
WFT Yard				L 6.30	269.3	D HILLSBORO BO	269	A 5.50			
						9.46					
26				s 7.10	259.9	BYNUM	260	s 5.05			
						7.50					
22				s 7.40	252.4	MALONE	252	s 4.25			
						0.10					
						I.-G. N. CROSSING (Interlocker)					
WY						7.80					
21				s 8.40	244.5	D HUBBARD RD	244	s 3.40			
						0.42					
						ST. L. S. W. CROSSING					
						6.58 (Interlocker)					
25 W				s 9.10	237.5	MUNGER	237	s 3.00			
						4.50					
25				s 9.40	233.0	D COOLIDGE CG	233	s 2.40			
						3.13					
30				s 9.52	229.9	DATURA	230	s 2.15			
						4.57					
50				s 10.12	225.3	TEHUACANA	225	s 2.00			
WY Yard				s 11.00	221.1	4.29					
						D MEXIA M	221	s 1.45			
						1.49					
						T. & N. O. CROSSING (Interlocker)					
						5.20					
38				f 11.30	214.4	LIMESTONE	214	f 1.00			
						6.90					
WFOTY Yard				A 11.50	207.5	DN TEAGUE DX	208	L 12.40			
				A.M.				P.M.			
						61.8					
				11.6		Average Speed Per Hour		12.0			
				5.20		Schedule Time		5.10			

3 TEAGUE SUB-DIVISION—BETWEEN TEAGUE, HOUSTON AND GALVESTON

TIME TABLE No. 5

MAY 20, 1934

Length of Sidings in Cars and Location of Scales, Water, Fuel and Turning Stations.	TRAINS—SOUTHWARD				Distance from Galveston		Station Numbers	TRAINS—NORTHWARD			
	SECOND CLASS		FIRST CLASS					FIRST CLASS		SECOND CLASS	
	93 Texas Special	765 Colorado Fast Freight	817 Passenger Limited	1 Passenger Motor				2 Passenger Motor	718 Passenger Limited	756 Colorado Oklahoma Fast Freight	98 Texas Chicago Colorado Red Ball
	Daily	Daily	Daily	Daily		STATIONS		Daily	Daily	Daily	Daily
FOWTY Yard	P.M. L 1.45	P.M. L 11.30	A.M. L 10.25	P.M. L 1.00	207.5	DN TEAGUE DX	208	P.M. A 12.30	P.M. A 7.25	A.M. A 11.05	A.M. A 2.30
59	2.02	11.42	10.33	s 1.12	201.3	6.11 FREESTONE	201	s 12.16 P.M.	7.17	10.49	2.14
W 60	2.15	11.52 P.M.	**10.39** 756	s 1.20	196.5	4.84 DONIE	196	s 12.05 A.M.	7.11	**10.39** 817	2.05
65	2.40	12.08 A.M.	10.50	s 1.35	187.8	8.71 D NEWBY NW	188	s 11.48	7.00	10.10	1.49
W 71	3.03	12.24	11.01	s 1.50	179.8	8.04 CONCORD	180	s 11.31	6.49	9.50	1.33
60	3.26	12.40	**11.13** 2	s 2.05	171.6	8.12 FLYNN	172	s **11.13** 817	6.38	9.30	1.17
59	3.51	**1.00** 98	11.25	s 2.20	162.7	8.89 D NORMANGEE NG	163	s 10.56	6.25	9.05	**1.00** 765
53	4.04	1.08	11.31	s 2.27	158.5	4.35 GEORGE	159	s 10.49	6.19	8.53	12.49
31 FW	4.15	1.15	11.35	s 2.32	154.9	3.41 D NORTH ZULCH NZ	155	s 10.43	6.15	8.45	12.42
51	4.20	1.19	11.38	f 2.36	152.9	2.06 ZULCH	153	f 10.39	6.12	8.40	12.38
53	4.42	1.36	11.49	s 2.50	144.5	8.40 IOLA	145	s 10.26	6.01	8.20	12.23
62 W	4.55	1.46	11.56 A.M.	f 2.58	139.1	5.22 GRIMES	139	f 10.17	5.54	7.58	12.13 A.M.
51	5.10	1.56	12.07 P.M.	s 3.07	133.6	5.62 SINGLETON	134	s 10.10	5.47	7.42	12.03
						I.-G. N. CROSSING					P.M.
69	**5.36** 718	2.07	12.14	s 3.16	128.4	5.22 SHIRO	128	s 10.01	**5.36** 93	7.32	11.53
60 W	5.49	2.19	12.21	s 3.27	122.2	6.24 D RICHARDS CH	122	s 9.51	5.29	7.19	11.41
70	6.09	2.33	12.30	f 3.39	115.0	7.27 DACUS	115	f 9.40	5.20	7.06	11.28
73	6.26	2.45	12.37	s 3.49	109.0	5.91 DOBBIN	109	s 9.31	5.13	6.55	11.17
						DN G. C. & S. F. CROSSING BN					
54	6.50	3.02	12.46	f 4.05	100.2	8.68 (Interlocker) KAREN	100	f 9.17	5.04	6.37	11.00
58	7.05	3.12	12.53	f 4.13	94.8	5.49 VENTURA	95	f 9.10	4.57	6.25	10.50
FWY Yard	7.30	3.25	1.02	s 4.25	87.9	6.92 DN TOMBALL CK	88	s 9.00	4.48	6.10	10.36
75 W	7.50	3.36	1.09	s **4.41** 718	81.4	6.45 LOUETTA	81	s 8.50	**4.41** 1	5.47	10.23
77	8.05	3.49	1.17	f 4.51	74.5	6.92 NORTH HOUSTON	75	f 8.40	4.33	5.32	10.11
77	8.20	4.02	1.24	f 5.00	67.9	6.44 ROSSLYN	68	f 8.30	4.26	5.19	9.59
Y	A 8.40 P.M.	A 4.20 A.M.	A 1.34	A 5.12	60.6	DN BELT JUNCTION (Tower) NX	61	L 8.18	L 4.16	L 5.00 A.M.	L 9.40 P.M.
Yard			A 1.50 P.M.	A 5.30 P.M.	60.4	7.67 DN HOUSTON BX	60	L 8.00 A.M.	L 4.00 P.M.		
Yard		A 5.00 A.M.			57.5	4.37 DN NEW SOUTH YARD HA	58			L 4.00 A.M.	
	A 9.40 P.M.				53.4	6.91 DN T.&N.O.-H.B.&T. JUNCT. KX	53				L 9.00 P.M.
					1.9	51.5 Tower 86 DN T. & N. O. YARD					
Yard	A 12.55 A.M.					1.5 GZ D GALVESTON FRT. DEPOT	0				L 6.00 P.M.
						151.35 158.40 New South Yard					
	18.6	28.7	44.4	33.7		Average Speed Per Hour		33.7	44.4	22.4	24.4
	11.10	5.30	3.25	4.30		Schedule Time		4.30	3.25	7.05	8.30

No. 765 Teague to Belt Jct. average speed per hour 30.4 = Schedule time 4.50.
No. 98 Belt Jct. to Teague average speed per hour 30.4 = Schedule time 4.50.

RATING OF LOCOMOTIVES:

	52 to 56, Incl.	47 to 51, Incl.	32 Class
Between Hillsboro and Hubbard.....	750	900	1000
Between Hubbard and Mexia.....	950	1200	1300
Between Mexia and Teague.....	1200	1500	1700
Between Teague and Tomball.....	1400	1800	2200
Between Tomball and Galveston.....	2500	3000	3200

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.

In making out Car Cards, Agents will insert Gross Weight in Tons (car and contents). Do not show fractions of tons. Less than 1,000 pounds to be dropped; 1000 pounds or more to be counted one ton.

LOADED WEIGHT OF ENGINES IN TONS:

	On Drivers	Total Engine	Total Engine and Tender	Tractive Effort
26 to 31.....	52	68	116	18,700
52 to 56.....	61	71	122	25,000
47 to 51.....	73	94	165	30,200
32 to 46.....	81	91	162	33,400

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.

HOSPITAL DEPARTMENT

DR. A. PHILO HOWARD, Chief Surgeon.....Houston Texas
Houston Clinic Bldg.

Dr. M. B. Stokes, Asst. to Chief Surgeon.....Houston, Texas

Dr. P. R. Cruse, Chief Medical Consultant.....Houston, Texas

Dr. W. Burton Thorning, Consulting Surgeon.....Houston, Texas

Dr. T. L. Holland, Eye, Ear, Nose and Throat.....Houston, Texas

Division Surgeon:

DR. WM. P. HARRISON.....Teague, Texas

Local Surgeons:

Dr. Guy E. Knolle.....Houston, Texas
Dr. F. E. Dye.....Houston, Texas
Dr. C. O. Sansing.....Houston, Texas
Dr. H. A. Mahaffey.....Hillsboro, Texas
Dr. T. R. Barnett.....Hillsboro, Texas
Dr. G. H. Jenkins.....Bynum, Texas
Dr. R. A. Olive.....Malone, Texas
Dr. Livingston Barnes.....Hubbard, Texas
Dr. J. J. Anderson.....Coolidge, Texas
Dr. Jos. F. Moore.....Coolidge, Texas
Dr. T. F. Oates.....Mexia, Texas
Dr. E. F. Hamm.....Mexia, Texas
Dr. E. V. Headlee.....Teague, Texas
Dr. B. D. Du Bois.....Newby, Texas
Dr. Z. J. Spruiell, P. O. Jewett, Tex.....Newby, Texas
Dr. Joe Rogers.....Normangee, Texas
Dr. J. E. Burney.....North Zulch, Texas
Dr. G. C. Sanders.....Richards, Texas
Dr. J. M. Ware.....Tomball, Texas
Dr. Homer E. Prince.....Galveston, Texas
Dr. E. M. F. Stephens.....Galveston, Texas

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.

WATCH INSPECTORS:
Ball Railroad Time Service,
General Inspectors,
Chicago, Ill.

Local Inspectors:

Teague Jewelry Company.....Teague
Houston Watch Company.....Houston
B. Gantor.....Galveston

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