

# Burlington-Rock Island Railroad Company

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## TIME TABLE

### No. 2

Taking Effect 12:01 A. M.

**SUNDAY, DECEMBER 4, 1932**

Superseding Previous Time Tables

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FOR THE GOVERNMENT OF EMPLOYEES 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.

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Note carefully important changes in foot notes and special instructions.

CONSULT BULLETIN BOOKS DAILY

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CENTRAL STANDARD TIME

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A. G. WHITTINGTON,  
General Superintendent.

# Burlington-Rock Island Railroad Company

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**SPECIAL INSTRUCTIONS**

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

Employees 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 88, and Galveston.

When stops for water or other operating conditions do not require a train to stop, the train should 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 and Belt Junction..... 40 miles per hour  
Curves . . . . . 30 miles per hour  
Teague and Hillsboro . . . . . 15 miles per hour  
Steam derrick or pile driver..... 15 miles per hour  
Engines backing . . . . . 12 miles per hour  
Loaded oil cars, over 10,000 gallons capacity..... 25 miles per hour  
Entering sidings . . . . . 8 miles per hour

**CITY ORDINANCE SPEED:**

Hillsboro .... 6 miles per hour Malone .....15 miles per hour  
Hubbard .... 6 miles per hour Cooleedge ....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 Jackson  
Northwood Polk Keisler  
Mostyn

**BUSINESS TRACKS:**

Name	Station No.	Mile Post	Car Capy.
Meador . . . . .	262	261.72	2
Bass . . . . .	221	221.10	18
Burnham . . . . .	219	219.00	30
Ben Stephens . . . . .	215	215.05	10
Holden . . . . .	214	214.09	12
Worthy . . . . .	190	189.66	5
Koch . . . . .	183	183.00	15
Robinson . . . . .	179	179.45	5
Cullinan . . . . .	174	174.00	11
Pure Oil Co. . . . .	167	167.44	18
Heath . . . . .	163	163.20	7
Polk . . . . .	133	133.00	6
Northwood . . . . .	116	115.89	8
Jackson . . . . .	100	100.49	8
Mostyn . . . . .	95	94.90	6

**HILLSBORO SUB-DIVISION—BETWEEN HILLSBORO AND TEAGUE 2**

Length of Sidings in Miles of Sand, Water, Fuel and Turning Stations.	TRAINS—SOUTHWARD		Distance from Galveston	TIME TABLE No. 2 TAKING EFFECT DECEMBER 4, 1932	Station Numbers	TRAINS—NORTHWARD			
	FIRST CLASS					FIRST CLASS			
		<b>101</b>				<b>102</b>			
		Mixed				Mixed			
		Daily		<b>STATIONS</b>		Daily			
		A.M.				P.M.			
WFT Yard	L	8.00	269.3	D	HILLSBORO	BO	269	A	7.45
26	s	8.40	259.9		BYNUM		260	s	7.00
22	s	7.10	252.4		MALONE		262	s	6.25
WV 21	s	8.10	244.5	D	I-G. N. CROSSING (Interlocker)				
					HUBBARD	RD	244	s	5.45
					ST. L. S. W. CROSSING (Interlocker)				
25	s	8.40	237.5		MUNGER		237	s	4.50
W 25	s	9.10	233.0	D	COOLEEDGE	CG	233	s	4.30
30	s	9.22	229.9		DATURA		230	s	4.15
50 WY Yard	s	9.42	225.3		TEHUACANA		225	s	3.50
	s	10.45	221.1	D	MEXIA	M	221	s	3.30
					T. & N. O. CROSSING (Interlocker)				
38	f	11.20	214.4		LIMESTONE		214	f	2.30
WFO TY Yard	f	12.01 P.M.	207.6	DN	TEAGUE	DS	208	L	2.00 P.M.
					61.7				
		10.01			Average Speed Per Hour				10.04
		6.01			Schedule Time				5.45

No. 101 is superior to No. 102.

THIS TIMETABLE EFFECTIVE 12:01 A. M.  
DECEMBER 18TH, 1932  
MIXED TRAINS 101 AND 102  
WILL NOT OPERATE ON SUNDAY



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

Length of Station in Cars and Location of Freight and Trailing Station.	TRAINS—SOUTHWARD			Distance from Galveston	TIME TABLE No. 2 TAKING EFFECT DECEMBER 4, 1932	Station Numbers	TRAINS—NORTHWARD			
	SECOND CLASS		FIRST CLASS				FIRST CLASS		SECOND CLASS	
	93	765	1				2	756	98	
	Fast Freight	Fast Freight	Passenger				Passenger	Fast Freight	Fast Freight	
Daily	Daily	Daily	Daily	Daily	Daily					
	P.M.	P.M.	P.M.		DN		A.M.	A.M.		
Yard	12.35	11.30	12.25	207.8	TEAGUE	DS	11.00	2.30		
59	12.55	11.42	12.36	201.3	FREETONE		10.40	2.14		
60	1.21	11.52	12.46	196.5	DOIE		10.30	2.05		
65	1.50	12.08	1.05	187.8	NEWBY	NW	10.10	1.49		
W	2.10	12.24	1.21	179.8	CONCORD		9.50	1.33		
60	2.32	12.40	1.37	171.8	FLYNN		9.30	1.17		
59	2.55	1.00	1.55	162.7	NORMAN	NO	9.05	1.00		
53	3.05	1.08	2.04	158.5	GEORGE		8.53	12.49		
31	3.14	1.15	2.11	154.9	NORTH ZULCH	NZ	8.45	12.42		
61	3.20	1.19	2.15	152.9	ZULCH		8.40	12.38		
53	3.45	1.36	2.32	144.5	IOLA		8.23	12.23		
62	4.00	1.46	2.42	139.1	GRIMES		8.10	12.13		
W	4.15	1.56	2.53	133.8	SINGLETON		7.58	12.03		
					I. G. N. CROSSING					
69	4.30	2.07	3.04	128.4	SHIRO		7.45	11.53		
60	4.45	2.19	3.17	122.2	RICHARDS	CH	7.29	11.41		
70	5.05	2.33	3.32	115.0	DACUS		7.10	11.28		
73	5.20	2.45	3.44	109.0	DOBBIN		6.55	11.17		
					DN. G. C. & S. F. CROSSING (Interlocker)					
54	5.45	3.02	4.00	100.2	KAREN		6.37	11.00		
58	6.00	3.12	4.11	94.8	VENTURA		6.25	10.50		
FWY	6.25	3.25	4.25	87.9	TOMBALL	CK	6.10	10.36		
Yard	6.40	3.36	4.38	81.4	LOUETTA		5.47	10.23		
W	6.55	3.49	4.52	74.5	NORTH HOUSTON		5.32	10.11		
77	7.10	4.02	5.04	67.9	ROSSLYN		5.19	9.59		
Y	A 7.30	A 4.20	A 5.20	60.6	DN. BELT JUNCTION (Tower)	NX	L 5.00	L 9.40		
	P.M.	A.M.	P.M.		HOUSTON	BX	L 8.40	A.M.		
Yard		A 5.00	A 5.40	57.5	NEW SOUTH YARD	HA	L 4.00	A.M.		
Yard	A 8.30	A.M.		53.4	DN. T. & N. O. - H. B. & T. JUNCT.					
				1.9	DN. T. & N. O. YARD			L 9.00		
Yard	A 11.45				D. GALVESTON FRT. DEPOT	GZ		L 6.00		
					151.35					
	18.4	28.7	28.8		159.40 New South Yard					
	11.10	5.30	5.15		Average Speed Per Hour		30.2	32.3		
					Schedule Time		6.00	7.00		
								22.5		
								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.

### SPECIAL INSTRUCTIONS

#### RATING OF LOCOMOTIVES:

	52 to 56, 47 to 51,		32
	Incl.	Incl.	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	30
8 miles per hour	7	30
10 miles per hour	6	30
12 miles per hour	5	30
15 miles per hour	4	30
18 miles per hour	3	30
20 miles per hour	3	24
25 miles per hour	2	24
30 miles per hour	2	12
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	6

#### 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 employees 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.



## 5 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. W. N. Greenwood.....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.....Cooledge, Texas  
Dr. Jos. F. Moore.....Cooledge, 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. F. Lee.....Iola, 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

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

## 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,  
St. Louis, Mo.

**Local Inspectors:**  
Teague Jewelry Company.....Teague  
Curlin Jewelry Company.....Waxahachie  
G. W. Haltom.....Fort Worth  
Houston Watch Company.....Houston