

Burlington-Rock Island Railroad Company

TIME TABLE

No. 8

Taking Effect 12:01 A. M.

SUNDAY, FEBRUARY 23, 1936

Superseding Previous Time Tables

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.

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 Nos. 718 and 2.

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 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:

Belt Jct. Tower	New South Yard	Houston
	Teague	Galveston

STANDARD CLOCKS:

New South Yard	Teague
	Houston

BULLETIN BOARDS:

New South Yard	Teague
	Houston

YARD LIMITS:

Hubbard	Teague	Mexia
		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 Hubbard	.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
Entering sidings	.10 miles per hour
Loaded Tank cars	.40 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:

Hubbard 6 miles per hour	Coolidge 10 miles per hour
Mexia 12 miles per hour		

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

BUSINESS TRACKS:

Name	Mile Post	Car Capy.
Holden	214.09	12
Koch	183.00	15
Cullinan	174.00	11
Polk	133.00	6

HUBBARD SUB-DIVISION—BETWEEN HUBBARD AND TEAGUE

2

Length of Sidings in Cars and Location of Scales, Water Fuel and Turning Stations.

TRAINS—SOUTHWARD

FIRST CLASS

103

Monday
Wednesday
Friday

P.M.
L 12.01

s 12.30

s 1.00

s 1.20

s 1.45

s 2.30

f 2.55

A 3.30
P.M.

10.5

3.30

Distance from Galveston

244.5

237.5

233.0

229.0

225.3

221.1

214.4

207.5

TIME TABLE No. 8

FEBRUARY 23, 1936

STATIONS

D..... HUBBARD..... RD 244

0.42

ST. L. S. W. CROSSING

6.58 (Interlocker)

MUNGER 237

4.59

D..... COOLIDGE..... CG 233

3.13

DATURA 230

4.57

TEHUACANA 225

4.29

D..... MEXIA..... M 221

1.49

T. & N. O. CROSSING (Interlocker)

5.20

LIMESTONE 214

6.90

DN..... TEAGUE..... DX 208

37.0

Average Speed Per Hour

Schedule Time

Station Numbers

TRAINS—NORTHWARD

FIRST CLASS

104

Monday
Wednesday
Friday

A.M.
A 11.30

s 10.45

s 10.25

s 9.55

s 9.30

s 9.05

f 8.25

L 8.00
A.M.

10.5

3.30

WY 21

25

W 25

30

50

WY Yard

38

WFOTY Yard

No. 88 Bell Jet to Teague average speed per hour 30.4 - Schedule time 4.50.
No. 89 Teague to Bell Jet average speed per hour 30.4 - Schedule time 4.50.

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

Length of Sidings in Cars and Location of Scales, Water, Fuel and Turning Stations.	TRAINS—SOUTHWARD				Distance from Galveston	TIME TABLE No. 8 FEBRUARY 23, 1936		Station Numbers	TRAINS—NORTHWARD			
	SECOND CLASS		FIRST CLASS						FIRST CLASS		SECOND CLASS	
		93 Texas Special Colorado Fast Freight	1 Passenger Motor	817 Passenger Limited					718 Passenger Limited	2 Passenger Motor	98 Texas Chicago Colorado Red Ball	
	Daily	Daily Except Sunday	Daily		STATIONS		Daily	Daily Except Sunday	Daily			
	P.M.	A.M.	A.M.				P.M.	P.M.	A.M.			
FO W T Y	L 10.00	L 7.00	L 10.35	207.5	DN.....TEAGUE.....DX	208	A 7.00	A 6.45	A 2.30			
59	10.12	7.09	10.42	201.3	6.11FREESTONE.....	201	6.53	s 6.34	2.14			
60	10.22	7.20	10.48	196.5	4.84DONIE.....	196	6.48	s 6.25	2.05			
65	10.39	7.35	10.57	187.8	8.71 D.....NEWBY.....NW	188	6.39	s 6.10	1.49			
W	10.52	7.49	11.06	179.8	8.04CONCORD.....	180	6.30	s 5.56	1.33			
71	11.07	8.03	11.15	171.6	8.12FLYNN.....	172	6.21	s 5.43	1.17			
60	11.22	8.18	11.26	162.7	8.89 D.....NORMANGEE.....NG	163	6.11	s 5.28	1.00			
59	11.22	8.18	11.26	162.7	4.35GEORGE.....	159	6.06	s 5.20	12.49			
53	11.30	8.25	11.31	158.5	3.41 D.....NORTH ZULCH.....NZ	155	6.01	s 5.14	12.42			
31	11.37	8.30	11.36	154.9	2.06ZULCH.....	153	5.59	5.10	12.38			
FW	11.59	8.47	11.49	144.5	8.40IOLA.....	145	5.51	s 4.57	12.23			
51	11.41	8.36	11.39	152.9	5.22GRIMES.....	139	5.45	4.47	12.13 ⁹³			
53	12.13 ⁹⁸	8.59	11.55	139.1	5.62SINGLETON.....	134	5.37	s 4.39	12.03			
W	12.23	9.10	12.03	133.6	P.M.I-G. N. CROSSING.....				P.M.			
51	12.23	9.10	12.03	133.6	5.22SHIRO.....	128	5.28	s 4.30	11.53			
69	12.34	9.19	12.11	128.4	6.24 D.....RICHARDS.....CH	122	5.21	s 4.19	11.41			
60	12.46	9.29	12.19	122.2	7.27DACUS.....	115	5.13	f 4.07	11.28			
W	1.00	9.40	12.28	115.0	5.91DOBBIN.....	109	5.07	s 3.59	11.17			
70	1.00	9.40	12.28	115.0	DN...G. C. & S. F. CROSSING...BN							
73	1.12	9.50	12.35	109.0	8.68KAREN (Interlocker).....	100	4.58	3.44	11.00			
54	1.29	10.04	12.45	100.2	5.49VENTURA.....	95	4.52	3.35	10.50			
58	1.39	10.13	12.52	94.8	6.92 D.....TOMBALL.....CK	88	4.45	s 3.23	10.36			
FW Y	1.54	10.25	1.01	87.9	6.45LOUETTA.....	81	4.39	3.10	10.23			
75	2.05	10.37	1.09	81.4	6.92NORTH HOUSTON.....	75	4.32	2.59	10.11			
W	2.18	10.49	1.17	74.5	6.44ROSSLYN.....	68	4.26	2.48	9.59			
77	2.18	10.49	1.17	74.5	7.67 DN...BELT JUNCTION (Tower)...NX	61	4.16	L 2.37	L 9.40			
Y	A 2.50	A 11.14	A 1.34	60.6	4.37HOUSTON.....BX	60	L 4.00	L 2.20	P.M.			
Yard		A 11.30	A 1.50	60.4	6.91 DN.....NEW SOUTH YARD.....HA	58	P.M.	P.M.	L 9.00			
Yard		A 11.30	A 1.50	60.4	57.5 DN.....T.&N.O.-H.B.&T.JUNCT.KX	53			P.M.			
	3.30			53.4	51.5 DN.....T. & N. O. YARD.....GZ							
				1.9	1.5 D...GALVESTON FRT. DEPOT	0			L 6.00			
Yard	A 6.30								P.M.			
					151.35 158.40 New South Yard							
	24.4	33.61	46.57		Average Speed Per Hour		50.45	34.27	24.4			
	8.30	4.30	3.15		Schedule Time		3.00	4.25	8.30			

No. 93 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, Incl.	47 to 51, Incl.	32 Class
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
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.

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. G. C. Farrish, Eye, Ear, Nose and Throat....Houston, Texas

Division Surgeon:

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

Local Surgeons:

Dr. Guy E. Knolle.....Houston, Texas
Dr. Wm. B. Thorning.....Houston, 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. R. M. Winn.....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

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.
J. M. LONG, Dispatcher.
J. L. STOVER, Dispatcher.

} TEAGUE, TEXAS.