

Burlington-Rock Island Railroad Company

TIME TABLE No. 1

Taking Effect 12:01 A. M.

MONDAY, JUNE 1, 1931

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,
General Superintendent.

182
75
260

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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.

Freight Trains only register at Cleburne Yard.

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, the train should be stopped every fifty (50) miles for trainmen to make a careful inspection.

REGISTER STATIONS:

Cleburne	Cleburne Yard	Houston
Belt Jct. Tower	New South Yard	Galveston
	Teague	

STANDARD CLOCKS:

Cleburne	New South Yard	Teague
Cleburne Yard		Houston

BULLETIN BOARDS:

Cleburne	New South Yard	Teague
Cleburne Yard		Houston

YARD LIMITS:

Hubbard	Teague	Mexia
Hillsboro	Cleburne	Tomball

MAXIMUM SPEED FREIGHT TRAINS:

Teague and Belt Junction.....	40 miles per hour
Curves	30 miles per hour
Teague and Cleburne.....	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.....	15 miles per hour
Entering sidings	8 miles per hour

CITY ORDINANCE SPEED:

Hillsboro	6 miles per hour	Cleburne	6 miles per hour
Hubbard	6 miles per hour	Malone15 miles per hour
Mexia.....	12 miles per hour	Coolidge10 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
Cross		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
Cross	144	144.46	5
Polk	133	133.00	6
Northwood	116	115.89	8
Jackson	100	100.49	8
Mostyn	95	94.90	6

CLEBURNE SUB-DIVISION—BETWEEN CLEBURNE AND TEAGUE 2

Length of Sidings in Feet of Scales, Water, Stations, Turning	TRAINS—SOUTHWARD		Distance from Cleburne	TIME TABLE No. 1 TAKING EFFECT JUNE 1, 1931	Station Numbers	TRAINS—NORTHWARD	
	SECOND CLASS	FIRST CLASS				FIRST CLASS	SECOND CLASS
	121	101				102	120
	Freight	Passenger				Daily	Freight
	Tuesday Thursday Saturday	Daily				Daily	Monday Wednesday Friday
	A.M.	A.M.				P.M.	P.M.
WY Yard	L 8.00	L 7.05	299.1	D	CLEBURNE BR	A 7.15	
			298.4	D	CLEBURNE YARD YD	298	A 3.45
					G. C. & S. F. CROSSING 1.50 PARKER (Interlocker)	289	3.02
30	8.40	7.38	288.9		4.50 COVINGTON	284	6.16
30	9.02	7.56	284.1		3.55 OSCEOLA	280	6.02
26	9.20	8.10	280.2		3.01 MAYFIELD	277	5.51
4		8.21	277.1		7.54 D/ M-K-T CROSSING HO N/ST. L. S. W. CROSSING (Interlocker)	269	5.21
	10.20	8.51	269.3		7.50 HILLSBORO	260	4.46
W Yard 26	11.05	9.29	269.0		9.45 BYNUM	260	4.46
			262.4		7.00 MALONE	252	4.16
22	11.45	10.00	262.4		L-G. N. CROSSING (Interlocker)		
WY 21	12.35	10.30	244.5	D	HUBBARD RD	244	3.46
					6.45 ST. L. S. W. CROSSING (Interlocker)	237	3.20
25 W	1.05	10.56 ¹⁰²	237.5		4.50 MUNGER	233	3.05
26	1.25	11.12	238.0	D	COOLEIDGE CG	230	2.55
30	1.37	11.20	229.0		5.18 DATURA	226	2.44
50 WY Yard	1.55	11.32	225.3		4.57 TEHUACANA	221	2.33 ¹²¹
	2.33 ¹⁰²	11.44	231.1	D	MEXIA M	214	2.12
			214.4		1.49 T. & N. O. CROSSING (Interlocker)	208	1.50
38 WFOY Yard	3.00	11.59	214.4		5.20 LIMESTONE	208	1.50
	A 3.30	12.15	207.6	DN	TEAGUE DS		1.45
	Tuesday Thursday Saturday	P.M.			91.55		Monday Wednesday Friday
	12.21	17.44			Average Speed Per Hour	16.90	11.44
	7.30	5.15			Schedule Time	6.25	8.00

No. 101 is superior to No. 102.

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

Length of Sidings in Cars and Location of Fuel and Turning Stations.	TRAINS—SOUTHWARD			Distance from Galveston	TIME TABLE No. 1 TAKING EFFECT JUNE 1, 1931	Station Numbers	TRAINS—NORTHWARD				
	SECOND CLASS		FIRST CLASS				FIRST CLASS		SECOND CLASS		
	93	75	1				2	76	98		
	Fast Freight	Fast Freight	Passenger				Passenger	Fast Freight	Fast Freight		
Daily	Daily	Daily	Daily	Daily	Daily						
	P.M. 12.35	A.M. 12.01	P.M. 12.25	207.8	DN	TEAGUE	DS	308	P.M. 1.40	A.M. 4.45	A.M. 10.05
POW TY	59	12.55	12.15	201.3	DN	FREESTONE		201	1.29	4.23	9.40
W	60	1.21	12.25	196.5	DN	DONIE		196	1.21	4.14	9.25
65	1.50	12.43	1.05	187.6	D	NEWBY	NW	188	1.05	3.56	8.58
W	71	2.10	1.00	179.8	D	CONCORD		180	12.49	3.40	8.35
60	2.32	1.20	1.37	171.6	D	FLYNN	BG	172	12.33	3.22	8.10
59	2.55	1.40	1.55	162.7	D	NORMANGEE	NO	163	12.15	3.03	7.44
53	3.05	1.49	2.04	158.5	D	GEORGE		159	12.06	2.54	7.30
31	3.14	1.56	2.11	154.9	D	NORTH ZULCH	NZ	155	11.59	2.47	7.20
FW	51	3.20	2.00	152.9	D	ZULCH		153	11.54	2.43	7.15
53	3.45	2.25	2.32	144.5	D	IOLA		145	11.38	2.25	6.50
62	4.00	2.37	2.42	139.1	D	GRIMES		139	11.27	2.05	6.35
W	51	4.15	2.50	133.0	D	SINGLETON	SG	134	11.17	1.53	6.20
69	4.30	3.02	3.04	128.4		I. G. N. CROSSING					
80	4.45	3.15	3.17	122.2	D	SHIRO		128	11.07	1.41	6.05
W	70	5.05	3.30	115.0	D	RICHARDS	CH	122	10.55	1.27	5.50
73	5.20	3.42	3.44	109.0	D	DACUS		115	10.40	1.10	5.34
					D	DOBBIN		109	10.30	1.00	5.20
54	5.45	4.01	4.00	100.2	DN	G. C. & S. F. CROSSING	BN				
58	6.00	4.13	4.11	94.8		KAREN (Interlocker)		100	10.13	12.34	4.57
FW Y	6.25	4.30	4.25	87.9	DN	VENTURA		95	10.03	12.22	4.45
75	6.40	4.43	4.38	81.4		TOMBALL	CK	88	9.50	12.05	4.30
77	6.55	4.58	4.52	74.5		LOUETTA		81	9.37	11.35	3.54
77	7.10	5.11	5.04	67.9		NORTH HOUSTON		75	9.25	11.21	3.36
Y	A 7.30	A 5.30	A 5.20	60.6	DN	ROSSLYN		68	9.14	11.07	3.20
Yard						BELT JUNCTION (Tower)	NX	61	9.00	10.50	3.00
Yard		A 6.15	A 5.40	60.4	DN	HOUSTON	BX	60	8.40		
				57.5	DN	NEW SOUTH YARD	HA	58			
	A 8.30			53.4	DN	T. & N. O. H. & T. JUNCT.		53		10.00	
	A 11.45			1.9	DN	T. & N. O. YARD					L 2.15
Yard						D. GALVESTON FRT. DEPOT	GZ	0			L 11.00
	18.4	25.4	28.8			159.40 New South Yard					
	11.10	6.14	5.15			Average Speed Per Hour			30.2	33.5	18.6
						Schedule Time			5.00	6.45	11.05

SPECIAL INSTRUCTIONS

RATING OF LOCOMOTIVES:				SPEED TABLE:	
	52 to 56, 47 to 51,	32		—ONE MILE IN—	
	Incl.	Incl.	Class	Minutes	Seconds
Between Cleburne and Hubbard.....	750	900	1000	12	..
Between Hubbard and Mexia.....	950	1200	1300	7	30
Between Mexia and Teague.....	1200	1500	1700	6	..
Between Teague and Tomball.....	1400	1800	2200	5	..
Between Tomball and Houston.....	2500	3000	3200	4	..

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; 1,000 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

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 main 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. 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. W. P. Alexander.....Cleburne, Texas

Dr. W. T. Ball.....Cleburne, Texas

Dr. J. S. McKown.....Osceola, Texas

Dr. J. P. Wier.....Covington, Texas

Dr. J. J. Robert.....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. 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

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
J. S. Butner Jewelry Co.....Cleburne

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