

## Louisiana, Arkansas & Texas Rail- way Company Employees' Hospital Association

DR. WILLIAM CANTRELL, Chief Surgeon,  
Greenville, Texas

—Local Surgeons—

**McKinney:**

Dr. Ben F. Largent, Crouch Building.  
Dr. Todd Largent, Crouch Building.

**Princeton:**

Dr. S. J. Dobbs, Wilson Drug Store.

**Farmersville:**

Dr. J. D. Burt, Warden Building.  
Dr. W. C. Wright, Warden Building.

**Greenville:**

Dr. W. C. Morrow, Resident Surgeon, Medical Arts Bldg.  
Dr. D. R. Waddle, Oculist, Graham-Fagg Building.  
Dr. S. D. Whitten, X-Ray, Cv. Natl Exc. Bank Bldg.  
Dr. W. B. Reeves, Consulting Surgeon, Reeves Hospital.  
Dr. E. F. Wright, Consulting Surgeon, Medical Arts Bldg.  
S. B. Neer, Ambulance Operator.

**Cumby:**

Dr. W. E. Conner, next door east Guaranty State Bank,  
(Main street).

**Sulphur Springs:**

Drs. W. C. & E. Sterling, Sterling Drug Store.  
Dr. W. S. Southerland, First National Bank Building.

**Como:**

Dr. T. E. McGarity, McGarity & Petty Drug Store.

**Winnsboro:**

Dr. R. T. Dickey, Fowler Drug Store.  
Dr. J. H. Wylie, M. & P. Bank Building.

**Newsome:**

Dr. W. H. McDonald.

**Pittsburg:**

Dr. R. Y. Lacy, Dr. C. F. Henderson, Hall Building.

**Cason:**

Dr. T. A. Russell, Patterson Drug Store.

**Daingerfield:**

Dr. D. J. Jenkins, Jenkins Block, near Depot.  
Dr. D. R. Baber  
Dr. W. L. Britton

**Hughes Springs:**

Dr. A. E. Starnes, McMillan Drug Store.  
Dr. H. L. D. Jenkins, Ryle Drug Store.

**Lassater:**

Dr. J. N. McCasland.

**Jefferson:**

Dr. J. A. R. Moseley, New Moseley Building.  
Dr. Felix Peebles, Moseley Building.

**Waskom:**

Dr. H. H. Vaughan, Dr. L. A. Colquitt.

**Greenwood:**

Dr. F. A. Baker.

|                            |                            |
|----------------------------|----------------------------|
| E. H. HILL                 | Chief Dispatcher           |
| E. E. Latil, Dispatcher    | F. J. Fava, Dispatcher     |
| W. E. Salyards, Dispatcher | J. T. Kernodle, Dispatcher |
| S. S. Handley, Dispatcher  | W. W. Hitesman, Dispatcher |
| B. T. Moore, Dispatcher    | R. B. Martin, Dispatcher   |
| C. H. Bland, Dispatcher    | F. C. Guelfo, Dispatcher   |

Alexandria, La.



## LOUISIANA, ARKANSAS & TEXAS RAILWAY COMPANY

SAFETY

FIRST



### Employes' Time Table No. 4

EFFECTIVE SUNDAY, MAY 31st, 1931

at 12:01 o'clock a. m. Central Standard Time

Superseding Previous Time Table

THIS TIME TABLE IS FOR THE GOVERNMENT AND  
INFORMATION OF EMPLOYES ONLY

R. R. FARMER  
Vice-President  
Greenville, Texas

H. L. MONEY  
Ass't. to Vice-President  
Greenville, Texas



| Third Class            |                          | First Class              | Distance from Shreveport | CAPACITY   |              | TIME TABLE NO. 4<br>EFFECTIVE<br>May 31, 1931<br>STATIONS | Telegraph Calls | Station Numbers | First Class            | Third Class |
|------------------------|--------------------------|--------------------------|--------------------------|------------|--------------|---|-----------------|-----------------|------------------------|-------------|
| 39<br>Freight<br>Daily | 31<br>Passenger<br>Daily | 32<br>Passenger<br>Daily |                          | Pass Track | Other Tracks |   |                 |                 | 38<br>Freight<br>Daily |             |
|                        | L 10:20am                |                          | 171.51                   |            | YD           | GREENVILLE  |                 | X 172           | A 5:30 pm              |             |
| L 6:10 am              |                          |                          | 171.56                   |            | YD           | 1.17<br>HUNT  | A               | T 172           |                        | A 8:50 pm   |
|                        |                          |                          |                          |            |              | S.S.W. 5.76<br>T.&N.O. Crossing                           |                 |                 |                        |             |
| 6:35                   | f 10:38                  |                          | 165.80                   | 25         |              | HUSBANDS  |                 | T 166           | f 4:59                 | 8:27        |
| 6:50                   | s 10:48                  |                          | 161.07                   | 40         | 12           | 4.73<br>CAMPBELL  |                 | T 161           | s 4:47                 | 8:12        |
| 7:11                   | s 11:03                  |                          | 154.36                   | 30         | 20           | 6.71<br>D CUMBY   | BF              | T 154           | s 4:32                 | 7:41        |
| 7:30                   | s 11:17                  |                          | 148.19                   | 30         |              | 6.17<br>BRASHEAR  |                 | T 148           | s 4:18                 | 7:22        |
| 8:04                   | s 11:37                  |                          | 140.32                   |            | YD           | 7.87<br>D SULPHUR SPRINGS                                 | XN              | T 140           | s 4:00                 | 6:58        |
| 8:23                   | f 11:50                  |                          | 134.29                   | 25         |              | 6.03<br>CRUSH   |                 | T 134           | f 3:42                 | 6:34        |
| 8:33                   | s 11:58 am               |                          | 130.99                   | 25         | 10           | 3.30<br>D COMO  | KO              | T 131           | s 3:34                 | 6:24        |
| 8:49                   | s 12:08 pm               |                          | 125.73                   | 32         |              | 5.19<br>D PICKTON   | PK              | T 126           | s 3:22                 | 6:08        |
| 9:14                   | s 12:22                  |                          | 117.71                   |            | YD           | 8.09<br>D WINNSBORO                                       | WN              | T 118           | s 3:05                 | 5:43        |
| 9:20                   | f 12:26                  |                          | 116.46                   |            | YD           | 1.25<br>ESER  | Y               | T 116           | f 2:50                 | 5:34        |
| 9:36                   | s 12:36                  |                          | 111.31                   | 25         |              | 5.15<br>SCROGGINS   | P               | T 111           | s 2:38                 | 5:18        |
| 9:45                   | s 12:43                  |                          | 108.42                   | 30         |              | 2.89<br>NEWSOME   | P               | T 108           | s 2:31                 | 5:09        |
| 9:59                   | s 12:50                  |                          | 105.01                   | 30         |              | 3.41<br>LEESBURG  |                 | T 105           | s 2:22                 | 4:55        |
| 10:36                  | s 1:10                   |                          | 98.36                    | 25         | YD           | 6.65<br>D PITTSBURG                                       | W-P             | T 98            | s 2:06                 | 4:28        |
| 10:53                  | f 1:20                   |                          | 94.18                    | 25         |              | S.S.W. 4.18<br>FAKER                                      | Crossing P      | T 94            | f 1:54                 | 4:11        |
| 11:22                  | s 1:38                   | 32                       | 88.51                    | 25         | 3            | 5.67<br>CASON   |                 | T 89            | s 1:38                 | 3:42        |
| 11:52 am               | s 1:53                   |                          | 82.63                    | 30         |              | 5.88<br>D DAINGERFIELD                                    | DG              | T 83            | s 1:23                 | 3:12        |
| 1:07 P                 | s 2:11                   | 38                       | 76.33                    |            | YD           | 6.30<br>D HUGHES SPRINGS TWFP                             | HU              | T 76            | s 1:07                 | 2:11        |
| 1:34                   | f 2:25                   |                          | 70.99                    | 50         |              | 5.34<br>PATMAN  |                 | T 71            | f 12:45                | 1:34        |
| 1:52                   | s 2:36                   |                          | 67.44                    | 30         |              | 3.55<br>D AVINGER   | VC              | T 67            | s 12:35                | 1:12        |
| 2:20                   | s 2:52                   |                          | 61.07                    | 35         |              | 6.37<br>LASSATER  |                 | T 61            | s 12:20                | 12:44       |
| 2:38                   | f 3:03                   |                          | 55.34                    | 40         |              | 5.73<br>NEWLINE   |                 | T 55            | f 12:09 pm             | 12:26       |
| 2:54                   | 3:14                     |                          | 50.32                    | 30         |              | 5.02<br>C NORTH JEFFERSON                                 | P               | T 50            | 11:59 am               | 12:09       |
| 3:08                   | s 3:20                   |                          | 49.31                    | 25         | 20           | T.&P. 1.01<br>D JEFFERSON                                 | Crossing S-W-P  | T 49            | s 11:56                | 12:05 pm    |
| 3:10                   | 3:22                     |                          | 48.81                    | 25         |              | T.&P. .50<br>SOUTH JEFFERSON                              | Crossing        | T 48            | 11:52                  | 11:52 A     |
| 3:37                   | f 3:37                   | 39                       | 41.64                    | 25         |              | 7.17<br>BALDWIN   | P               | T 42            | f 11:38                | 11:24       |
| 3:54                   | s 3:47                   |                          | 36.81                    | 30         |              | 4.83<br>D KARNACK   | KC              | T 37            | s 11:28                | 11:03       |
| 4:11                   | s 3:57                   |                          | 31.96                    | 25         |              | 4.85<br>LEIGH   | P               | T 32            | s 11:18                | 10:46       |
| 4:31                   | f 4:08                   |                          | 28.00                    | 25         |              | 3.95<br>LEMO  |                 | T 28            | f 11:07                | 10:26       |
| 5:11                   | s 4:25                   |                          | 22.17                    | 50         |              | 5.83<br>D WASKOM  | P               | T 22            | s 10:50                | 9:46        |
| 5:15                   | f 4:28                   |                          | 20.92                    | 20         |              | T.&P. 1.25<br>LORRAINE                                    | Crossing Y      | T 21            | f 10:46                | 9:40        |
| 5:29                   | f 4:36                   |                          | 16.53                    | 40         |              | 4.39<br>D GREENWOOD                                       | GR              | T 17            | f 10:37                | 9:26        |
| 5:58                   | f 4:50                   |                          | 10.91                    | 30         |              | T.&P. 5.62<br>NICHOLS                                     | Crossing        | T 11            | f 10:22                | 8:57        |
| 6:25                   | f 5:03                   |                          | 5.63                     | 35         |              | 5.28<br>JEWELLA   | P               | T 6             | f 10:08                | 8:30        |
| 6:35                   | 5:09                     |                          | 3.23                     |            | YD           | T.&P. 2.40<br>WEST SHREVEPORT                             | Crossing        | T 3             | 10:02                  | 8:20        |
| 6:45                   | 5:15                     |                          | 1.73                     |            | YD           | 1.50<br>C SPRING ST. JCT.                                 | BU              | T 2             | 9:56                   | 8:10        |
| A 6:55pm               | 5:21                     |                          | .93                      |            | YD           | .80<br>C SILVER LAKE YARD                                 | N               | T 1             | 9:50                   | L 8:00 am   |
|                        | A 5:30 pm                |                          | 0                        |            | YD           | .93<br>C CENTRAL STATION<br>SHREVEPORT                    | SR              | T 0             | L 9:45 am              |             |



**SOUTHWARD**

**McKINNEY DISTRICT**

**NORTHWARD**

**3**

| Second Class |            | Distance from Shreveport | CAPACITY   |              | TIME TABLE NO. 4                |       | Telegraph Calls | Station Numbers | Second Class |    |
|--------------|------------|--------------------------|------------|--------------|---------------------------------|-------|-----------------|-----------------|--------------|----|
| 45           | 46         |                          | Pass Track | Other Tracks | EFFECTIVE May 31, 1931 STATIONS |       |                 |                 | 46           | 46 |
| A 3:25 PM    | L 8:00 AM  | 171.51                   |            | YD           | GREENVILLE                      | FYWRP |                 | 172             | L 8:00 AM    |    |
| 3:05         | 8:20       | 171.56                   |            | YD           | HUNT                            | O     | A               | T 172           | 8:20         |    |
| 2:25         | 9:00       | 178.35                   | 33         |              | FLOYD                           |       |                 | T 178           | 9:00         |    |
| 1:35         | 9:50       | 185.2                    |            | YD           | FARMERSVILLE                    | W     | SA              | T 185           | 9:50         |    |
| 12:45        | 10:40      | 194.2                    | 32         |              | PRINCETON                       |       | PN              | T 194           | 10:40        |    |
| L 12:05 PM   | A 11:20 AM | 202.1                    |            | YD           | McKINNEY                        | TRWY  | NY              | T 202           | A 11:20 AM   |    |

**SPECIAL INSTRUCTIONS**

**M. Clearances:**

Overhead trestle just south of Jefferson Junction will not clear man on top or side of cars. This trestle is 17 ft. 6 inches high above rail.

Bridge across East Fork River M. P. 198.8 will not clear man on top or side of cars. This bridge is 19 ft. 8 inches high.

**3. Standard Clocks:**

- Hunt Yard,
- Hughes Springs,
- Silver Lake Yard,
- Shreveport Central Station.

**Time Inspectors:**

- Sidney F. Ball, General Inspector, Chicago, Ill.
- G. A. Pfaeffle, Greenville, Texas.
- Keller-Youngblood, Shreveport, La.

**6. Trains will stop on signal as follows:**

|              |       |        |
|--------------|-------|--------|
| Flournoy     | M. P. | 12.26  |
| Blocker      | M. P. | 25.56  |
| Lotta        | M. P. | 29.36  |
| Fitzpatrick  | M. P. | 34.69  |
| Kelleyville  | M. P. | 54.41  |
| Sarber       | M. P. | 58.29  |
| Orrs         | M. P. | 62.88  |
| Musgrove     | M. P. | 113.89 |
| Cornersville | M. P. | 120.31 |
| Thermo       | M. P. | 134.74 |
| Cottonland   | M. P. | 181.34 |
| Ethelmore    | M. P. | 189.72 |
| Jack Davis   | M. P. | 197.67 |

**Water Tanks Between Stations:**

|         |    |        |
|---------|----|--------|
| Cumby   | MP | 157.78 |
| Sarber  | MP | 58.70  |
| Blocker | MP | 25.61  |

**14. Engine Whistle Code:**

Jefferson Interlocker. For main line — — — —  
 Enginemen notifying Leverman he cannot accept signal  
 0000.

**72. Northward Trains are superior to trains of the same class in opposite direction.**

**83(b). Train Registers:**

- McKinney,
- Hunt,
- Winnsboro,
- Hughes Springs,
- Y. & M. V. Yard Office,
- Silver Lake Yard.
- Central Station Shreveport.

**Train Registers (Continued):**

All trains register by slip Y. & M. V. Yard Office. Southward trains check register Wilson Alley keeping clear of Y. & M. V. first class trains. Westward Y. & M. V. first class trains will register at Wilsons Alley flag shanty.

**93. Yards:**

Y. & M. V. and L. & A. railroad rules and regulations apply in their respective yard limits of Shreveport.

**Yard Limits:**

**Greenville:** Mile Post 172.54 3500 feet north of north Switch Hunt, to Mile Post 169.24 2500 feet south of T. & N. O. crossing.

**Sulphur Springs:** Mile Post 141.61 2500 feet north of north switch to Mile Post 139.47 3500 feet south of south switch.

**Crush:** Mile Post 155.21 2500 feet north of Thermo to Mile Post 133.63 2500 feet south of south switch at Crush.

**Winnsboro:** Mile Post 118.82 3000 feet north of New Oil Mill Switch to Mile Post 115.71 2500 feet south of south switch at Eser.

**Pittsburg:** Mile Post 99.50 3800 feet north of north Log Track Switch to Mile Post 97.62 2500 feet south of south switch.

**Hughes Springs:** Mile Post 77.48 2500 feet north of north switch New Yard to Mile Post 75.20 2500 feet south of south Planer Track Switch.

**Avinger:** Mile Post 68.07 3000 feet north of north House Track Switch to Mile Post 66.19 3300 feet south of Planer Track Switch.

**Jefferson:** Mile Post 50.92 2500 feet north of Compress Switch, North Jefferson, to Mile Post 48.20 2500 feet south of south passing track switch South Jefferson.

**Waskom:** Mile Post 22.81 2500 feet north of north passing track switch to Mile Post 20.23 2500 feet south of south Y. & M. V. passing track switch Lorraine.

**98. Railroad Grade Crossings:**

| Location      | Railroad      | Description |
|---------------|---------------|-------------|
| 185.22        | G. C. & S. F. | Full Stop   |
| 170.15        | S. S. W. Rwy. | Full Stop   |
| 169.71        | T. & N. O.    | Full Stop   |
| 98.26         | S. S. W. Rwy. | Full Stop   |
| 50.17         | T. & P. Rwy.  | Interlocker |
| 49.16         | T. & P. Rwy.  | Full Stop   |
| 21.67         | T. & P. Rwy.  | Full Stop   |
| 14.41         | T. & P. Rwy.  | Automatic   |
| W. Shreveport | T. & P. Rwy.  | Full Stop   |



**SPECIAL INSTRUCTIONS—Continued**

**99. Extract from the Regulations of the Louisiana Public Service Commission:**

When a train stops or is delayed under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail when the conditions require it. The front of a train must be protected in the same way when necessary by front brakeman. If the front brakeman is not available the fireman must act in his place.

A sufficient distance to insure full protection requires that flagman shall go back to a point one-fourth mile from the rear of his train, where he must place one torpedo on the rail. He must then continue to go back at least one-half mile from the rear of his train and place two torpedoes on the rail not more than two rail lengths apart; he may then return to within one-fourth mile from the rear of his train, and remain there until recalled. Should a train be seen or heard approaching he must remain until it arrives. When he comes in he will remove the torpedo nearest to train, but the two torpedoes must be left on the rail as a caution signal to a following train.

The recall of flagman is the most critical period and when there is not a clear view of at least one-half mile, train must be moved forward a sufficient distance to insure safety before flagman is recalled. During foggy or stormy weather, or in the vicinity of obscure curves or descending grades, or when other conditions require it, the flagman will increase the distance. When the train is flagged the enginemen must obtain a thorough explanation of the cause, stopping if necessary.

(a) Between sunset and sunrise the flagman shall immediately after he leaves his train light a red fusee and carry it with him back one-quarter of a mile to the point where he places the first torpedo and must leave a burning fusee at the same point as the first torpedo.

(b) Should the speed of a train be reduced and its rear there by endangered, making it necessary to check a following train before a flagman can get off, a lighted fusee must be thrown off the train on the track at intervals to insure safety of the leading train.

(c) When a flagman is sent out with specific instructions affecting the rights of trains, such instructions must be in writing.

(d) When a flagman is sent to a station on a train, he will ride on the engine and enginemen must stop and let him off at the first switch.

Above Rule to be applied for the protection of trains within the State of Louisiana in addition to Rule 99.

**101. Speed Restrictions:**

|                  | MILES PER HOUR       |                    |
|------------------|----------------------|--------------------|
|                  | Passenger<br>Trains: | Freight<br>Trains: |
| MP. 6 to MP 16   | 25                   | 12                 |
| MP 16 to MP 22   | 35                   | 20                 |
| MP 22 to MP 33   | 25                   | 12                 |
| MP 33 to MP 63   | 35                   | 20                 |
| MP 63 to MP 94   | 25                   | 12                 |
| MP 94 to MP 109  | 30                   | 15                 |
| MP 109 to MP 171 | 35                   | 20                 |
| MP 171 to MP 185 | 15                   | 10                 |
| MP 185 to MP 202 | 12                   | 8                  |

Engines backing up will not exceed 15 miles an hour.

Freight engines on passenger trains or engines running light will not exceed 30 miles an hour.

**Speed Restrictions (Continued):**

Trains and engines must run at a restricted speed through Greenville and Hunt Yards expecting to find main track occupied. The moving train or engine will be held responsible. Trains or engines standing or moving under obscure conditions unprotected by flagman, ample distance for safety, when superior trains overdue will be held equally responsible.

Do not exceed 15 miles an hour between distance signals Jefferson interlocker.

First class trains will run at a restricted speed between Jewella and Spring Street Junction expecting to find main track occupied.

All trains stop and flag Clabourne Avenue, Mansfield Road, Velva, and Louisiana Street crossings in Shreveport.

|                                     |                  |
|-------------------------------------|------------------|
| Corporate limits of Greenville      | 10 miles an hour |
| Corporate limits of Sulphur Springs | 6 miles an hour  |
| Corporate limits of Winnsboro       | 10 miles an hour |
| Corporate limits of Pittsburg       | 10 miles an hour |
| Corporate limits of Hughes Springs  | 10 miles an hour |
| Corporate limits of McKinney        | 6 miles an hour  |

**D-151. Two Tracks:**

L. A. & T. trains between Hunt and Greenville use track east of M-K-T. water tank. This track will also be used by M-K-T. Mineola Branch trains and M-K-T. main line trains as a passing track keeping clear of L. A. & T. trains.

707. Employees are cautioned not to approach openings of oil tanks, oil tenders, oil cars, oil pipe lines, oil pumps, oil vats or oil receptacles of any kind, used in the handling or storing of fuel oil where oil or gas may be exposed with lighted lantern or torch or any light made by a flame.

It is not lawful to sound a locomotive whistle or permit engines to pop within the city limits of city of Shreveport.

718. Enginemen must watch close for vehicles approaching crossings and an additional whistle signal will be sounded until engine reaches crossing or vehicles stop. Fireman will notify engineer of vehicles approaching from fireman's side. Additional whistle will be sounded when approaching crossing where view is obstructed.

729. Bulletin books located at Hunt Yard, Greenville Roundhouse, Hughes Springs, Shreveport.

**Stations and tracks not shown on Train Schedules:**

| Station     | Number | M. P.  | Connected | Capacity |
|-------------|--------|--------|-----------|----------|
| Buncombe    | T 9    | 8.62   | South     | 12       |
| Flournoy    | T 12   | 12.26  | North     | 3        |
| Waterman    | T 18   | 18.24  | North     | 6        |
| Bullen      | T 20   | 19.68  | North     | 12       |
| Blocker     | T 26   | 25.56  | South     | 3        |
| Lo'ta       | T 29   | 29.36  | South     | 6        |
| Kelleyville | T 54   | 54.41  | South     | 8        |
| Sarber      | T 58   | 58.29  | North     | 20       |
| Orrs        | T 63   | 62.88  | North     | 8        |
| Veals       | T 79   | 78.67  | Both      | 12       |
| Johnson     | T 91   | 90.67  | North     | 5        |
| Thermo      | T 135  | 134.74 | South     | 5        |
| Cotton Land | T 181  | 181.34 | South     | 6        |

Track capacities are based on average of 45 foot per car exclusive of caboose and engine.



**Composite Telephone Calls:**

|                           |                          |
|---------------------------|--------------------------|
| Greenville:               | Faker O O — —            |
| V. P. and GF&PA — —       | Hughes Springs O O O O O |
| Asst. to Vice Pres. OO    | Sarber — O O             |
| Auditor and Ch. Engr. — O | Jefferson Tower — —      |
| Hunt — O                  | Jefferson O O O —        |
| Sulphur Springs — OOOO    | Baldwin O — O            |
| Winnsboro OO — —          | Leigh O O O O —          |
| Scroggins — O — —         | Waskom — O O —           |
| Newsome — — O             | Jewella — O O O          |
| Pittsburg — — —           |                          |

**Tonnage Rating Tables:**

|                          |     |     |      |      |      |      |      |      |
|--------------------------|-----|-----|------|------|------|------|------|------|
| Between                  | 23% | 27% | 30%  | 31%  | 33%  | 34%  | 36%  | 38%  |
| Greenville-Farmersville  | 730 | 825 | 925  |      |      |      |      |      |
| Farmersville-McKinney    | 650 | 750 | 850  |      |      |      |      |      |
| Greenville-Winnsboro     | 700 | 860 | 1050 | 1115 | 1250 | 1275 | 1365 | 1425 |
| Winnsboro-Hughes Springs | 575 | 650 | 750  | 785  | 850  | 925  | 950  | 1000 |
| Hughes Spgs.-Shreveport  | 755 | 870 | 1000 | 1035 | 1150 | 1225 | 1300 | 1400 |

Under favorable conditions 33% engines will handle 850 Tons and 38% engines will handle 1150 Tons out of Silver Lake Yards without helper engine.

**SPEED TABLE**

| Speed Per Hour Miles | Time   |     | Speed Per Hour Miles | Time   |     | Speed Per Hour Miles | Time   |     | Speed Per Hour Miles | Time   |     |
|----------------------|--------|-----|----------------------|--------|-----|----------------------|--------|-----|----------------------|--------|-----|
|                      | 1 Mile | M S |                      | 1 Mile | M S |                      | 1 Mile | M S |                      | 1 Mile | M S |
| 10                   | 6      | 0   | 23                   | 2      | 36  | 36                   | 1      | 40  | 45                   | 1      | 13  |
| 11                   | 5      | 27  | 24                   | 2      | 30  | 37                   | 1      | 37  | 50                   | 1      | 12  |
| 12                   | 5      | 0   | 25                   | 2      | 24  | 38                   | 1      | 34  | 51                   | 1      | 10  |
| 13                   | 4      | 37  | 26                   | 2      | 18  | 39                   | 1      | 32  | 52                   | 1      | 9   |
| 14                   | 4      | 17  | 27                   | 2      | 13  | 40                   | 1      | 30  | 53                   | 1      | 7   |
| 15                   | 4      | 0   | 28                   | 2      | 8   | 41                   | 1      | 27  | 54                   | 1      | 6   |
| 16                   | 3      | 45  | 29                   | 2      | 4   | 42                   | 1      | 25  | 55                   | 1      | 5   |
| 17                   | 3      | 31  | 30                   | 2      | 0   | 43                   | 1      | 23  | 56                   | 1      | 4   |
| 18                   | 3      | 20  | 31                   | 1      | 56  | 44                   | 1      | 21  | 57                   | 1      | 3   |
| 19                   | 3      | 9   | 32                   | 1      | 52  | 45                   | 1      | 20  | 58                   | 1      | 2   |
| 20                   | 3      | 0   | 33                   | 1      | 49  | 46                   | 1      | 18  | 59                   | 1      | 1   |
| 21                   | 2      | 51  | 34                   | 1      | 45  | 47                   | 1      | 16  | 60                   | 1      | 0   |
| 22                   | 2      | 43  | 35                   | 1      | 42  | 48                   | 1      | 15  |                      |        |     |

**TEXAS STATE LAWS GOVERNING RAILWAY EMPLOYES**

Art. 4228. Every conductor, baggage master, engineer, brakeman or other servant of any such railroad corporation employed in a Passenger train or at 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.

Art. 4229. No conductor or collector without such badge shall demand or be entitled to receive from any passenger any fare, toll, ticket, or exercise any of the powers of his office, and no other of the said officers or servants, without such badge, shall have any authority to meddle or interfere with the passengers, their baggage or property.

Art. 4232. A bell of at least thirty pounds in weight and a steam whistle shall be placed on each locomotive engine and the whistle shall be blown and the bell rung the distance of at least eighty rods from the place where the railroad shall cross any public road or street; and that such 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 railway 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 Act shall be fined in any sum not less than five nor more than one hundred dollars for such neglect; and the corporation operating such railway shall be liable for all damages which shall be sustained by any person by reason of any such neglect. Provided, however, that the full stop at such crossings 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.

Art. 4233. In forming a passenger train, 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.

Art. 1010, Sec. 9. Conductors of passenger trains provided with separate coaches shall have the authority to refuse any passengers admittance to any coach or compartment in which they are not entitled to ride under the provisions of the Separate Coach Act and the conductor in charge of the train shall have authority and it shall be his duty to remove from a coach any passenger not entitled to ride therein under provisions of said Act and upon his refusal to do so knowingly shall be guilty of a misdemeanor and upon conviction shall be fined in any sum not less than \$5.00 nor more than \$25.00.

Acts. 1907, Page 93. If any Railway Company or any officer agent or employee of any such Company in this State shall know-

ingly haul or carry any person or property free of charge or give or grant to any person, firm, association of persons, or corporations, a free pass, a privilege or a substitute for pay or a substitute which is used or which is given to be used instead of the regular fare or rate for transportation or any authority or permit whatsoever to travel or to pass or convey or transport any person or property free or sell any transportation for anything except money or for any greater or less rate than is charged to all persons under the same conditions over any railway or transportation line or part of line in this State except such persons as are expressly exempted under the provisions of this act, shall be deemed guilty of a misdemeanor and upon conviction shall pay to the State of Texas the sum of \$5000.00 for each violation of the Act and an employee or agent of such Railway Company who shall sell any transportation for anything except money or knowingly give, grant, issue or cause to be issued a free pass, a privilege or and substitute for or in lieu thereof, for the transportation of any person, article or thing except to such persons as are exempt under the provisions of the Act shall be deemed guilty of a felony and upon conviction shall be punished by a fine of not less than \$500.00 nor more than \$2000.00 and may in addition thereto in the discretion of the jury be imprisoned in the penitentiary for a term of not less than six months nor more than two years.

A Railroad Company has the right to eject from its train any passenger or person who refuses upon demand to produce a proper ticket or other transportation or satisfactory evidence of his right to ride, or to pay his fare to destination; any drunken or disorderly person whose conduct is such as calculated to operate as a serious annoyance to other passengers, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers, or train employees, who uses vile or profane language in the car or who threatens to assault any passengers or train employees, whether he has paid his fare or not. In such cases such passengers or person may be expelled from the train at any point along the line, whether at a depot or elsewhere, except in case the passenger or person is unable by reason of age, sex, infirmity or other condition or circumstances to travel from the place of ejection to a dwelling house or town, or in case of a great distance, inclement weather, darkness or other condition or circumstances, rendering it unsafe, frightful or dangerous for such passenger or person to travel to the nearest dwelling or town; then in any such cases such passenger or person should be expelled at a station where reasonably safe and comfortable accommodations can be secured.

The attention of all employees is called to the extracts published above.

Engineers are cautioned against any failure to comply with the law concerning whistling and bell ringing and are instructed to use both the bell and whistle at highway crossings.



