

**Louisiana, Arkansas & Texas Rail-
way Company Employes'
Hospital Association**

DR. WILLIAM CANTRELL, Chief Surgeon
Greenville, Texas

—Local Surgeons—

Dallas:

Marvin D. Bell, Local Pathologist, Medical Arts Bldg.
Dr. Dexter H. Hardin, 610 Medical Arts Bldg.
Dr. Robert W. Giles, Medical Arts Bldg.
Dr. David E. Davis, Eye, Ear, Nose and Throat, 521
Medical Arts Bldg.
Dr. Jay L. Touchstone, Medical Arts Bldg.

McKinney:

Dr. C. M. Shumway
Dr. P. D. Robinson

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 Sur., Medical Arts Bldg.
Dr. D. R. Waddle, Oculist, Graham-Fagg Bldg.
Dr. S. D. Whitten, X-Ray, Gv. Nat'l. Exc. Bank Bldg.
Dr. W. B. Reeves, Consulting Sur., Reeves Hospital
Dr. T. C. Strickland, Consulting Sur., Med. Arts Bldg.
Dr. W. M. Dickens, Nat'l. Exc. Bank Bldg. Radiologist
Neer & LyBrand, Ambulance Operators.

Sulphur Springs:

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

Como:

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

Pickton:

Dr. R. E. Burrus

Winnsboro:

Dr. Frank B. Wheeler, Rexall Drug Store
Dr. E. E. Addy, Cummings Drug Store.

Pittsburg:

Dr. R. Y. Lacy
Dr. R. L. Martin

Cason:

Dr. T. A. Russell, Patterson Drug Store

Daingerfield:

Dr. D. J. Jenkins, Jenkins Block, near Depot
Dr. D. R. Baber

Hughes Springs:

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

Avinger:

Dr. Jos. W. Miller, Johnson Pharmacy

Lassater:

Dr. J. N. McCasland

Jefferson:

Dr. Felix Peebles, Moseley Building
Dr. A. J. Childress

Waskom:

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

Greenwood:

Dr. F. A. Baker

SAFETY



FIRST

**LOUISIANA, ARKANSAS
& TEXAS RAILWAY
COMPANY**

18

Employes' Time Table No. 18

EFFECTIVE THURSDAY, OCTOBER 20, 1938

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
Superintendent
Greenville, Texas

Third Class 37 LOCAL DAILY EXCEPT SUNDAY	Third Class 39 LOCAL DAILY EXCEPT SUNDAY	Second Class 51 Fast Freight Daily L 12:10 AM Via Joint Track 2:12 A 3:00 AM	TIME TABLE NO. 18 Effective October 20 1938				Distance From Shreveport	CAPACITY	
			STATIONS	Telegraph Calls	Station Numbers	Pass Track		Other Track	
			DALLAS		T-223	223.31		YD	
			FARMERSVILLE						
			HUNT	PS	A T-172	171.56		YD	
	L 3:45 AM		GREENVILLE		X-172	171.51		YD	
	4:00	L 7:00 AM	HUNT	PS	A T-172	171.56		YD	
	4:32	7:32	CAMPBELL	P	T-161	161.07	35	12	
	4:53	7:53	CUMBY		T-154	154.36	35	15	
	5:14	8:14	BRASHEAR		T-148	148.19	26		
	5:38	8:40	SULPHUR SPRINGS	WP	XN T-140	140.32	43	YD	
	6:08	9:10	COMO		T-131	130.99	44	18	
	6:28	9:30	PICKTON		T-126	125.73	31	21	
	6:53	9:55	WINNSBORO	YPW	WN T-118	117.71		YD	
	7:13	10:15	SCROGGINS		T-111	111.31	27		
	7:21	10:23	NEWSOME	P	T-108	108.42	27		
	7:30	10:32	LEESBURG	P	T-105	105.01	31		
	7:48	10:50	PITTSBURG	W-P	H T-98	98.36	34	YD	
	7:59	11:01	FAKER		T-94	94.18	34		
	8:15	11:17	CASON	P	T-89	88.51	21	14	
	8:33	11:35 AM	DAINGERFIELD		DG T-83	82.63	31	17	
	9:17	12:15 PM (33)	HUGHES SPRINGS TWFP		HU T-76	76.33		YD	
	9:32	12:30	PATMAN		T-71	70.99	45		
	9:44	12:42	AVINGER		VC T-67	67.44	30	16	
	10:03	1:01	LASSATER		T-61	61.07	46	5	
	10:21 ⁽³⁸⁾	1:17	NEWLINE		T-55	55.34	45		
	10:29	1:25	BURFORD		T-52	52.22	35	35	
	10:34	1:30	NORTH JEFFERSON	P	J T-50	50.32		27	
L 9:45 AM	A 10:40 AM	1:37	JEFFERSON	Y-S-W	JN T-49	49.31	28	26	
	9:47	1:40	SOUTH JEFFERSON		T-48	48.81	25	18	
	10:07	1:59	BALDWIN	P	T-42	41.64	25		
	10:20	2:15	KARNACK		T-37	36.81		44	
	10:34	2:30	LEIGH	P	T-32	31.96		33	
	10:47	2:42	LEMO		T-28	28.00	26		
	11:02	3:01	WASKOM		WS T-22	22.17	21	26	
	11:06	3:06	LORRAINE	Y	T-21	20.92	18		
	11:24	3:22	GREENWOOD		GR T-17	16.53	34	20	
	11:42	3:40	NICHOLS		T-11	10.91	31		
	11:59 AM	Via Joint Track 4:00	JEWELLA		T-6	5.63	58		
A 12:30 PM		A 4:45 PM	SILVER LAKE YARD	S	N T-1	.93		YD	
		Via Joint Track	SHREVEPORT CENTRAL STATION		CD DS T-0	0		YD	

17.9

18.0

16.7

Average Miles per hour

GREENVILLE DISTRICT

NORTHWARD

3

CAPACITY		Distance From Shreveport	Station Numbers	Telegraph Calls	TIME TABLE NO. 18 Effective October 20 1938 STATIONS	Second Class	Third Class	Third Class
Pass Track	Other Track					52 Fast Freight Daily	38 LOCAL DAILY EXCEPT SUNDAY	36 LOCAL DAILY EXCEPT SUNDAY
	YD	223.31	T-223		DALLAS	A 6:10 AM Via Joint Track		
		185.20	T-185		FARMERSVILLE	A 4:08 AM		
	YD	171.56	T-172	A	HUNT PS	L 3:25 AM		
	YD	171.51	X-172		GREENVILLE		A 5:30 PM	
	YD	171.56	T-172	A	HUNT PS	A 2:55 AM	5:11	
35	12	161.07	T-161		CAMPBELL P	2:15	4:38	
35	15	154.36	T-154		CUMBY	1:53	4:17	
26		148.19	T-148		BRASHEAR	1:31	3:57	
43	YD	140.32	T-140	XN	SULPHUR SPRINGS WP	1:05	3:29	
44	18	130.99	T-131		COMO	12:35	3:01	
31	21	125.73	T-126		PICKTON	12:17 AM	2:45	
	YD	117.71	T-118	WN	WINNSBORO YPW	11:52 PM	2:20	
27		111.31	T-111		SCROGGINS	11:27	1:58	
27		108.42	T-108		NEWSOME P	11:18	1:49	
31		105.01	T-105		LEESBURG P	11:07	1:40	
34	YD	98.36	T-98	H	PITTSBURG W-P	10:50	1:24	
34		94.18	T-94		FAKER	10:35	1:10	
21	14	88.51	T-89		CASON P	10:20	12:56	
31	17	82.63	T-83	DG	DAINGERFIELD	10:05	12:40	
	YD	76.33	T-76	HU	HUGHES SPRINGS TWFP	9:45	12:15 PM (51)	
45		70.99	T-71		PATMAN	9:15	11:31 AM	
30	16	67.44	T-67	VC	AVINGER	9:03	11:06	
46	5	61.07	T-61		LASSATER	8:45	10:41	
45		55.34	T-55		NEWLINE	8:28	10:21 (39)	
35	35	52.22	T-52		BURFORD	8:18	10:11	
	27	50.32	T-50	J	NORTH JEFFERSON P	8:13	10:04	
28	26	49.31	T-49	JN	JEFFERSON Y-S-W	8:09	L 10:00 AM	A 9:15 AM
25	18	48.81	T-48		SOUTH JEFFERSON	8:07		9:08
25		41.64	T-42		BALDWIN P	7:45		8:50
	44	36.81	T-37		KARNACK	7:30		8:35
	33	31.96	T-32		LEIGH P	7:15		8:21
26		28.00	T-28		LEMO	7:02		8:11
21	26	22.17	T-22	WS	WASKOM	6:44		7:57
18		20.92	T-21		LORRAINE Y	6:38		7:50
34	20	16.53	T-17	GR	GREENWOOD	6:24		7:33
31		10.91	T-11		NICHOLS	6:07		7:16
58		5.63	T-6		JEWELLA	Via Joint Track 5:50		7:00
	YD	.93	T-1	N	SILVER LAKE YARD S	L 5:30 PM		L 6:30 AM
	YD	0	T-0	CD DS	SHREVEPORT CENTRAL STATION	Via Joint Track		

Average Miles per hour

18.2

16.4

17.9

Third Class	Second Class	Distance From Shreveport	Station Numbers	Telegraph Calls	TIME TABLE NO. 18 Effective Oct. 20, 1938	CAPACITY		Second Class	Third Class
						Pass Track	Other Track		
45 Mondays Wed'days Fridays	51 Fast Freight Daily				STATIONS			52 Fast Freight Daily	46 Mondays Wed'days Fridays
L 12:05 PM		202.10	T-202	NY	D..... McKINNEYYW 7.87	YD			A 11:20 AM
12:45		194.20	T-194	PN	D..... PRINCETON 9.00	28	13		10:40
1:35	L 2:12 AM	185.20	T-185	SA	D..... FARMERSVILLEW G.C.&S.F. 6.91 CROSSING	YD		A 4.08 AM	9:50
1:57		178.35	T-178	 FLOYD 6.79	18	5		9:28
A 2:20 PM	A 3:00 AM	171.51	T 172	A	C..... HUNTPS	YD		L 3:25 AM	L 9:05 AM

SPECIAL INSTRUCTIONS

3. Standard Clocks

Greenville Round House
Hunt
Hughes Springs
Silver Lake Yard
Shreveport Central Station
Time Inspectors:
National Railway Time Service Co., Memphis, Tenn.
G. A. Pfaeffle, Greenville, Texas.
Youngblood Jewelry Co., Shreveport, La.

Water Tanks Between Stations:
Sarber M. P. 58.70

72. Northward Trains are superior to trains of the same class in opposite direction, except No. 51 is superior to No. 52 between Farmersville and Hunt.

93. YARDS:

Y. & M. V. and L. & A. Railroad rules and regulations apply in their respective yard limits of Shreveport. G.C.&S.F. Railroad rules and regulations apply on Joint Track between Farmersville and Dallas.

Yard Limits:
Greenville: Mile Post 172.54, 3500 feet north of north switch Hunt to mile post 169.05, 3500 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.

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, 3300 feet north of north Log Track Switch to Mile Post 97.62, 2500 feet south of south switch.

Daingerfield: Mile Post 82.05, 2500 feet south of south passing track switch to Mile Post 83.32, 2500 feet north of north passing track switch.

Hughes Springs: Mile Post 77.48, 3500 feet north of Keasler Lbr. Co., spur switch to Mile Post 75.20, 3500 feet south of south turn table 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 51.16, 2500 feet north of Ware Spur, North Jefferson, to Mile Post 48.20, 2500 feet south of south passing track switch S. Jefferson

Yards — Continued

Karnack: Mile Post 36.18, 2500 feet south of south passing track switch to Mile Post 37.50, 2500 feet north of Taylor Gin Spur switch.

Waskom: Mile Post 22.81, 2500 feet north of north passing track switch to Mile Post 19.86, 4500 feet south of south Y.&M.V. passing track switch, Lorraine

83-b Train Registers:

McKinney
Hunt
Winnsboro
Hughes Springs
Silver Lake Yard
Central Station, Shreveport

All trains between Silver Lake Yard and Lorraine register by telephone to Y. & M. V. Yard Office. All trains keep clear of Y.&M.V. first class trains.

14. Engine Whistle Code:

Jefferson Interlocker: For main track — — — —
Enginemen notifying Leverman he cannot accept signal 00000.

98. Railroad Crossings at Grade:

Location	Railroad	Description
M. P. 185.22.....	G. C. & S. F. Ry.	Full Stop
M. P. 170.15.....	S. L. S. W. Ry.	Full Stop
M. P. 169.71.....	T. & N. O. Ry.	Full Stop
M. P. 98.26.....	S. L. S. W. Ry.	Full Stop
M. P. 50.17.....	T. & P. Ry.	Interlocker
M. P. 49.16.....	T. & P. Ry.	Full Stop
M. P. 21.67.....	T. & P. Ry.	Full Stop
M. P. 14.41.....	T. & P. Ry.	Automatic
West Shreveport,...	T. & P. Ry.	Full Stop

101 Speed Restrictions:

Except where lower speed is required.

	Miles per Hour
Between M. P. 6 and M. P. 22.....	20
Between M. P. 22 and M. P. 75.....	25
Between M. P. 75 and M. P. 77.....	15
Between M. P. 77 and M. P. 112.....	25
Between M. P. 112 and M. P. 185.....	20
Between M. P. 185 and M. P. 202.....	10

Engines backing up will not exceed 15 miles per hour.
Engines running light will not exceed 25 miles per hr.

Trains Handling:

Pile Drivers, Steam shovels, derricks.....15 M.P.H.
 American Ditcher15 M.P.H.
 Scale Test Cars with M. C. B. trucks.....20 M.P.H.
 Locomotive clam shell crane with M.C.B.
 trucks15 M.P.H.

(Locomotive clam shell crane booms should be detached, water tanks drained and moved whenever practicable rear of machine should face toward front of train.)

Steam (wrecking) derricks, less than 100 ton capacity15 M.P.H.

100 ton capacity steam derricks:

MP 6 to MP 32 10 MPH
 MP 32 to MP 49 20 MPH
 MP 49 to MP 76 15 MPH
 MP 76 to MP 94 10 MPH
 MP 94 to MP 108 15 MPH
 MP 108 to MP 185 10 MPH

Jordan Spreaders and Ditchers15 M.P.H.

Dead engine with side rods in position with main rods disconnected20 M.P.H.

Engines must not move over Cypress River Bridge at Jefferson coupled, three cars must be placed between engines moving over this bridge.

Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with a part or all of side rods down on authority of Superintendent. They must be placed not less than three cars from engine handling train and from each other and be headed in direction of movement, except in emergency in which case must be turned at first available point.

Switch engines not equipped with engine trucks must be moved tank first.

Trains and Engines run at 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.

Trains or light engines will not exceed 15 miles per hour between distance signals Jefferson interlocker.

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

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

Corporate limits of.....Greenville 10 miles per hour
 Corporate limits of.....Sulphur Springs..18 miles per hour
 Corporate limits of.....Winnsboro 20 miles per hour
 Corporate limits of.....Pittsburg 16 miles per hour
 Corporate limits of.....Hughes Springs..10 miles per hour
 Corporate limits of.....Jefferson 18 miles per hour
 Corporate limits of.....McKinney 6 miles per hour

729 Bulletin Books:

Hunt
 McKinney
 Greenville Round House
 Hughes Springs
 Silver Lake Yard

736 Running switches must not be made when they can be reasonably avoided. When necessary they must be carefully made, Conductor or Engine-Foreman first seeing that the tracks are clear, switches are all right and hand brakes in good order, and when made Engine must not be put through the switches or run through turnouts.

SPEED TABLE

Speed Per Hour		Speed Per Hour		Speed Per Hour		Speed Per Hour	
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	49	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		

Stations and tracks not shown in train schedules:

Name	Station Number	Mile Post	Cap'y Cars	Switch at
Buncombe	T-9	8.62	12	South end
Flournoy	T-12	12.26	3	North end
Waterman	T-18	18.24	6	North end
Blocker	T-26	25.56	3	South end
Lotta	T-29	29.36	6	South end
Kelleyville	T-54	54.41	14	South end
Edhi	T-56	56.31	15	North end
Sarber	T-58	58.29	20	North end
Orrs	T-63	62.88	8	North end
Veals	T-79	78.67	16	Both ends
Eser	T-116	116.46	Wye	Both ends
Thermo	T-135	134.74	5	South end
Cotton Land	T-181	181.34	8	South end

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

Composite Telephone Calls:

Greenville:

Vice.-Pres., Ch. Engr. —
 Ass't. to Vice.-Pres. OO
 Auditor & Com. Agt. O—
 Hunt —O
 Campbell —OOO
 Sulphur Springs —OOOO
 Winnsboro OO—
 Newsome — — O
 Leesburg O O — —
 Pittsburg — — —
 Veals O O O
 Hughes Springs O O O O O
 Sarber — O —
 Jefferson Tower — —
 Jefferson Station — O O
 Baldwin O — O
 Leigh O O O O —

TONNAGE RATING TABLE

		E N G I N E S									
		176	206	243	277	311	347	383	419	455	491
		Class	Class	Class	Class	Class	Class	Class	Class	Class	Class
L. A & T. Ry.	82	455	177	206	Class	243					
L. & A Ry.					Class	400	500	100	551	to	556
Between	24	27	28	31	33	37	38	40	51	59	per cent
Greenville and Farmersville	745	835	865	960	1025						
Farmersville and McKinney	600	665	700	760	810						
Greenville and Winnsboro	710	875	905	1005	1200	1330	1360	1650	1800	2100	
Winnsboro and Hughes Springs	570	640	665	740	825	975	1000	1100	1250	1450	
Hughes Springs and Silver Lake Yd.	855	960	1000	1105	1175	1320	1400	1600	1820	2150	

Under favorable conditions 33% engines will handle 850 tons and 38% engines will handle 1150 tons out of Silver Lake Yard without helper.

M. Clearances:

Overhead structures listed below will not clear man on top or side of cars:

Shreveport Spring Street Viaduct:	
Track No. 1 (Main Track)	19 feet 10 inches
Track No. 2	20 feet 2 inches
Shreveport Murphy Street Viaduct	
.....	21 feet 11 inches
Shreveport Kings Highway Street Viaduct	
.....	20 feet 8 inches
Mile Post 14.41 Highway Viaduct	
.....	22 feet 6 inches
Jefferson Cypress River Bridge	
.....	21 feet 8 inches
Mile Post 79.14 Highway Viaduct	
.....	22 feet 6 inches
Greenville M-K-T Mineola Division Overhead Trestle	
.....	17 feet 9 inches
Mile Post 198.8 Clear Fork Trinity River Bridge	
.....	21 feet 6 inches

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 tor-

pedoes 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 thereby 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 protection of trains within the State of Louisiana in addition to Rule 99.

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 knowingly haul or carry any person or property free of charge or give or grant to any person, firm, or association of persons, or corporations, a free pass, a privilege or a substitute for pay or a subterfuge 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 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 \$5,000.00 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 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 \$2,000.00 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 use 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.

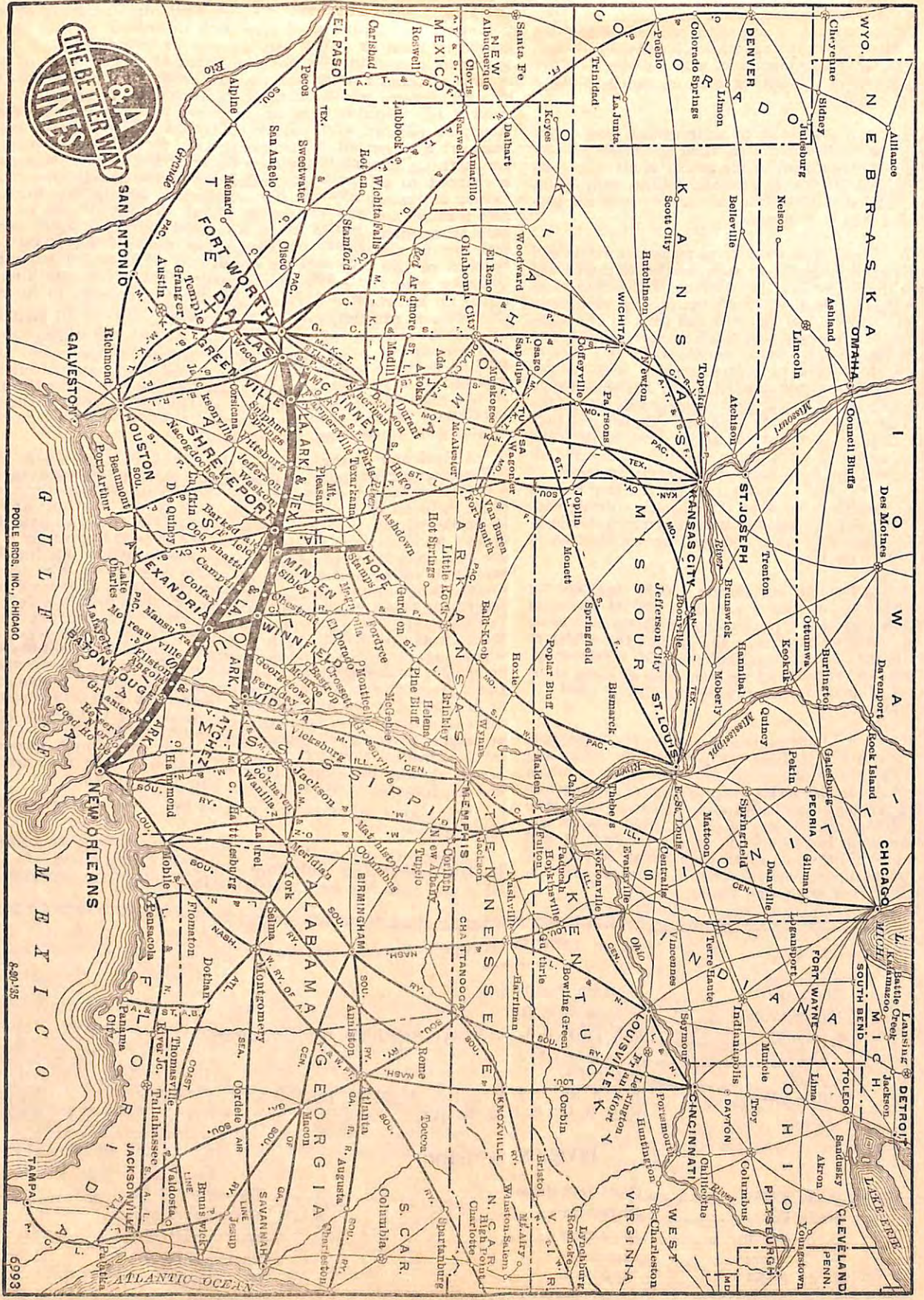
Engineers are cautioned against any failure to comply with the law concerning whistling and bell ringing and are instructed to use both the bell and whistle at highway crossings.

CONNECTIONS

McKinney	Southern Pacific Lines.
Farmersville	G. C. & S. F. Ry.
Greenville	M-K-T Ry., S. L. S. W. Ry., Southern Pacific Lines.
Pittsburg	S. L. S. W. Ry.
Jefferson	T & P Ry.
Shreveport, La.	L & A Ry. T. & P. Ry. Y. & M. V. Ry. T. & N. O. Ry. K. C. S. Ry. S. L. S. W. Ry.

DIVISION OFFICERS

R. B. Martin	Chief Dispatcher	Shreveport, La.
E. H. Hill	Dispatcher	Shreveport, La.
S. S. Handley	Dispatcher	Shreveport, La.
B. T. Moore	Dispatcher	Shreveport, La.
G. H. Bland	Dispatcher	Shreveport, La.
C. F. Guelfo	Dispatcher	Shreveport, La.



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