

# UNITED STATES RAILROAD ADMINISTRATION

WALKER D. HINES, Director General of Railroads

## THE TRINITY AND BRAZOS VALLEY RAILROAD

### EMPLOYEES' TIME TABLE NO. 1

TO TAKE EFFECT

**Sunday, July 27, 1919.**

12:01 A. M. "CENTRAL TIME"

SUPERSEDING TIME TABLE NO. 32, DATED AUGUST 26, 1917

### NOTE IMPORTANT CHANGES IN TIME TABLE RULES

THIS TIME TABLE IS FOR THE USE AND GUIDANCE OF EMPLOYEES ONLY, AND IS NOT INTENDED FOR THE INFORMATION OF THE PUBLIC, OR AS AN ADVERTISEMENT OF THE TIME OF ANY TRAIN. THE COMPANY RESERVES THE RIGHT TO VARY FROM IT AT PLEASURE

**W. B. SCOTT,**  
FEDERAL MANAGER,  
HOUSTON, TEXAS

**G. S. WAID,**  
GENERAL MANAGER,  
HOUSTON, TEXAS

# WARNING OF DANGER TO EMPLOYEES

It is dangerous to approach oil tanks, oil cars, oil pipe lines, oil pumps, 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, jeopardize the lives of the engine and train crew and destroy Company 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.

All employes are hereby advised that in order to decrease the hazard account striking stock, this Company has found it necessary to extend its fences at a number of stations on the line, so as to include portions of the side tracks, and that surface or pit cattle-guards have been or will be placed in the main and side tracks at various stations. All employes having to do switching or other work on such tracks will take notice hereof, and from time to time advise themselves of the location of such cattle-guards and use the necessary precaution from being caught in same, as the Company will not be liable or responsible in damage to any one injured by being caught in such cattle-guards.

## LIST OF SURGEONS--HOSPITAL DEPARTMENT

DR. A. PHILO HOWARD, Chief Surgeon, Kress Bldg., Houston, Texas

Dr. W. P. Harrison, Division Surgeon.....	Teague, Texas	Dr. J. H. Hendrix, Local Surgeon.....	Bynum, Texas
Dr. W. Burton, Thorning, Consulting Surgeon.....	Houston, Texas	Dr. E. O. Boggs, Local Surgeon.....	Flynn, Texas
Dr. T. A. Dickson, Eye, Ear, Nose and Throat .....	Houston, Texas	Dr. Homer B. Jester, Local Surgeon.....	Corsicana, Texas
Dr. P. R. Cruse, Local Surgeon.....	Houston, Texas	Dr. I. N. Suttle, Local Surgeon.....	Corsicana, Texas
Dr. W. P. Alexander, Local Surgeon.....	Cleburne, Texas	Dr. W. O. McDaniel, Local Surgeon.....	Streetman, Texas
Dr. J. P. Wier, Local Surgeon.....	Covington, Texas	Dr. J. E. Johnson, Local Surgeon.....	Kirven, Texas
Dr. J. S. McKown, Local Surgeon.....	Covington, Texas	Dr. J. D. Davidson, Local Surgeon.....	Donie, Texas
Dr. J. J. Robert, Local Surgeon.....	Hillsboro, Texas	Dr. V. L. Smith, Local Surgeon (P. O., Jewett).....	Newby, Texas
Dr. Edwin P. Vaughn, Surgeon.....	Hillsboro, Texas	Dr. Z. J. Spruiell, Local Surgeon.....	Newby, Texas
Dr. Livingston Barnes, Surgeon.....	Hubbard, Texas	Dr. Joe Rogers, Local Surgeon.....	Normangee, Texas
Dr. J. Fain Moore, Local Surgeon.....	Coolidge, Texas	Dr. J. P. Williams, Local Surgeon.....	North Zulch, Texas
Dr. J. V. Cochrum, Local Surgeon.....	Coolidge, Texas	Dr. James E. Burney, Local Surgeon.....	North Zulch, Texas
Dr. T. F. Oates, Local Surgeon.....	Mexia, Texas	Dr. W. J. Quinn, Local Surgeon.....	Iola, Texas
Dr. C. W. Simpson, Local Surgeon.....	Waxahachie, Texas	Dr. W. R. Cates, Local Surgeon.....	Shiro, Texas
Dr. T. H. Cheatham, Local Surgeon.....	Waxahachie, Texas	Dr. C. D. Francklow, Local Surgeon.....	Shiro, Texas
Dr. J. F. Forehand, Local Surgeon.....	Bardwell, Texas	Dr. Roy Saunders, Local Surgeon.....	Ft. Worth, Texas
Dr. W. G. Worsham, Local Surgeon.....	Emhouse, Texas	Dr. G. C. Sanders, Local Surgeon.....	Richards, Texas
Dr. C. M. McMillan, Local Surgeon.....	Jackson, Texas		

## LIST OF WATCH INSPECTORS

Houston Watch Company.....	Houston, Texas
J. M. Bireline, Local Inspector.....	Teague, Texas

## CLEBURNE DIVISION—Between Teague and Cleburne

SOUTH BOUND					NORTH BOUND													
THIRD CLASS		SECOND CLASS		FIRST CLASS	Capacity of Passing Tracks	Capacity of Other Tracks	Distances from Galveston	Time Table No. 1		Fuel, Water, Wyes and Turntables	Station No.	FIRST CLASS		SECOND CLASS		THIRD CLASS		
51				7								TO TAKE EFFECT		SUNDAY, JULY 27, 1919		8		
Local Freight				Mail and Express			STATIONS				Mail and Express				Local Freight			
Daily Ex. Sunday Leave				Daily Leave							Daily Arrive				Daily Ex. Sunday Arrive			
AM				AM							PM				PM			
7.00				9.15	59		295.88		D..... CLEBURNE..... BR		295		7.10		7.05		5.45	
7.55				9.18	32		285.68		D..... CLEBURNE YARD.....		286		6.30		4.55		4.55	
8.15				10.00	30		280.88		D..... G. C. & S. F. Crossing.....		281		6.17		4.35		4.35	
8.35				10.10	26		277.02		D..... PARKER..... VN		277		6.05		4.15		4.15	
10.00				10.20	9		274.01		D..... COVINGTON..... OA		277		5.53		4.15		4.15	
10.40				10.40	20		266.17		D..... OSCEOLA.....		266		5.30		3.15		3.15	
11.30 <sup>AM</sup>				11.30 <sup>51</sup>	22		249.21		D..... MAYFIELD.....		257		5.05		2.25		2.25	
12.55 <sup>PM</sup>				11.55 <sup>AM</sup>	21		240.93		D..... HILLSBORO..... BO		249		4.41		1.45		1.45	
1.25				12.19 <sup>PM</sup>	25		234.15		D..... MALONE..... MA		241		4.10		12.55 <sup>51</sup>		12.55 <sup>51</sup>	
1.55				12.30	25		229.78		D..... HUBBARD..... RD		234		3.54		12.19 <sup>PM</sup>		12.19 <sup>PM</sup>	
2.15				12.39	30		226.65		D..... MUNGER.....		230		3.40		11.10 <sup>AM</sup>		11.10 <sup>AM</sup>	
3.05				12.50	6		222.21		D..... COOLEGE..... CG		227		3.30		11.00		11.00	
3.45				1.00	37		217.92		D..... DATURA.....		222		3.15		10.15		10.15	
4.30 <sup>PM</sup>				1.23	38		211.23		D..... TEHUACANA.....		218		3.05		9.25		9.25	
9.64				1.40 <sup>PM</sup>	1240		204.26		D..... MEXIA..... M		211		2.46		9.00		9.00	
9.30				20.77	91.62		91.62		D..... LIMESTONE.....		204		2.30		9.00		9.00	
4.25				20.77	Average Speed per Hour		20.36		D..... TEAGUE..... DI		204		PM		9.39		9.39	
4.25				4.25	Time over Division		4.30		OWTY		204		PM		9.45		9.45	
4.25				4.25	Time over Division		4.30		OWTY		204		PM		9.45		9.45	

North bound trains are superior to trains of the same class in the opposite direction.

Trains 7 and 8 will stop on signal at Reunion, south of Hillsboro.

Business Spurs—Tehuacana Quarry, M. P. 222-86—25 cars.

Time shown CLEBURNE YARD applies to main line switch just south of Water Tank.

## SPECIAL INSTRUCTIONS

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1. The following stations have yard limits—Waxahachie, Corsicana, Teague, Cleburne, Hillsboro, Bynum, Hubbard, Mexia, Newby, Richards, Dobbin and Tom Ball. All trains and engines will have the right to work within such yard limits regardless of second or third class trains or extras, but will give way as soon as possible upon their approach. All except first class trains will approach stations protected by yard limits under control—Responsibility for accidents at such points will rest with the approaching trains.
2. No train will leave an initial station without a train order or a clearance card.
3. Schedule meeting and passing points are indicated on the time table by full face type.
4. Excepting parties in charge of live stock, and such persons as are otherwise authorized to do so, no passengers will be carried on freight trains.
5. Trains in the same direction must run ten minutes apart, except where the movement is controlled by some form of Block Signal, or by order of the Chief Dispatcher.
6. Trains cannot pass Corsicana or Hubbard without clearance furnished by operator or dispatcher.
7. Freight trains will not exceed one mile in three minutes between Waxahachie and Teague and between Teague and Cross; one mile in two minutes and twenty-four seconds between Cross and North Houston; one mile in four minutes between North Houston and Mile Post 60; one mile in three minutes between Mile Post 60 and Belt Junction and one mile in four minutes on Cleburne Division.
8. Trains handling steam derrick or pile driver will not exceed one mile in four minutes over any portion of the line.

City ordinances, governing speed through the following stations: Speed per Hour: Malone 15, Cleburne 6, Cooledge 10, Hubbard 6, Mexia 12, Waxahachie 6, Bardwell 12, Corsicana 6, Ft. Worth 18, Hillsboro 6.

### REGISTERING STATIONS

Cleburne, Teague, Belt Junction, Houston Union Depot, Frisco Junction, New South Yard Houston, Waxahachie, H. & T. C. Freight Office and F. W. D. C. 9th Street Office, Fort Worth.

### BULLETIN BOARDS

Cleburne, Teague, H. B. & T. Yard Office, Houston, Waxahachie, F. W. D. C. Yard Office, Fort Worth.

### WATER STATIONS

Cleburne, Hillsboro, three miles north of Hubbard City, Cooledge, Mexia, Teague, Donie, two and one-half miles south of Concord, two miles south of Zulch, Singleton, Dacus, Tom Ball, North Houston, Streetman, Corsicana, Onion Creek, Bardwell and Waxahachie.

### OIL STATIONS

Teague, two miles south of Zulch, Tom Ball, Waxahachie, and Cleburne.

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## GOVERNING RAILWAY CROSSINGS

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The following crossings are protected by Standard Interlocking System. When proper signals are set trains may cross, not exceeding 10 miles per hour:

**2.37 miles south of Cleburne**—G. C. & S. F.; **Hillsboro**—St. L. S. W. and M. K. & T.; **Malone**—I. & G. N.; **Hubbard City**—St. L. S. W.; **One and one-half miles south of Mexia**—H. & T. C.; **Dobbin**—G. C. & S. F.; **1,000 feet south of Corsicana station**—St. L. S. W.; **Waxahachie**—M. K. & T. and H. & T. C.

The following crossings are not protected by Standard Interlocking System. Trains must come to a full stop and know that the way is clear:

**Business track 300 feet south of station board at Waxahachie**—H. & T. C.; **Singleton**—I. & G. N.

Trains will observe stop signals on interlocking arrangement governing interurban crossing north of H. & T. C. Viaduct within yard limits Corsicana.

**TEAGUE DIVISION—Between Teague and Houston**

SOUTH BOUND					Capacity of Passing Tracks	Capacity of Other Tracks	Distance from Galveston	Time Table No. 1		Fuel, Water, Wyes and Turntables	NORTH BOUND				
THIRD CLASS		SECOND CLASS		FIRST CLASS				STATIONS			FIRST CLASS	SECOND CLASS		THIRD CLASS	
53		201		7				TO TAKE EFFECT	8			202		54	
Local Freight		Manifest Freight		Mail and Express				SUNDAY, JULY 27, 1919	Mail and Express			Manifest Freight		Local Freight	
Daily Ex. Sunday Leave		Daily Leave		Daily Leave		Daily Arrive		Daily Arrive		Daily Ex. Sunday Arrive					
AM 6.00		AM 9.00		PM 1.55	1240	204.26	D.....	TEAGUE.....DI	OWTY	204	PM 2.25		PM 6.40		PM 5.30
6.30		9.30		2.12	59	7	s	FREESTONE.....		198	2.12		6.18		5.00
6.55		9.55		2.24	58	15	D.....	DONIE.....DN	W	193	1.57		6.00		4.33
7.35		10.30		2.43	42	21	D.....	NEWBY.....J		185	1.35		5.30		3.50
8.15		11.05		3.02	71	14	s	CONCORD.....C	W	177	1.12		5.00		3.02
8.50		11.45 <sup>AM</sup>		3.22	60	21	D.....	FLYNN.....BG		168	12.48		4.27		2.24
9.35		12.25 <sup>PM</sup>		3.43	59	78	D.....	NORMANGEE.....NO		160	12.25		3.43		1.48
9.55		12.48		3.53	53	4	s	GEORGE.....		155	12.15		3.22		1.33
				4.00		31	D.....	NORTH ZULCH.....NZ		152	12.07				
10.23		1.15 <sup>54</sup>		4.05	51	18	s	ZULCH.....	W	150	12.03 <sup>PM</sup>		3.04		1.15 <sup>201</sup>
				4.17		2	f	CROSS.....			11.53 <sup>AM</sup>				
11.07		1.50		4.24	53	36	D.....	IOLA.....A		141	11.45		2.30		12.40
11.35		2.10		4.33	62		s	GRIMES.....		136	11.35		2.10 <sup>201</sup>		12.20 <sup>PM</sup>
11.59 <sup>AM</sup>		2.30		4.43	51	20	D.....	SINGLETON.....S	W	130	11.24		1.40		11.59 <sup>AM</sup>
				4.55		69	D.....	I. & G. N. Crossing.....							
12.18 <sup>PM</sup>		2.46		5.06	60	21	D.....	SHIRO.....HN		125	11.13		1.15		11.35
12.45 <sup>202</sup>		3.05		5.13		13	D.....	RICHARDS.....CH		119	11.00		12.45 <sup>53</sup>		11.00
				5.21		15	f	NORTHWOOD.....			10.53				
1.17		3.27		5.25		11	f	DACUS.....	W	112	10.44		12.19 <sup>PM</sup>		10.10
				5.35		39	DN.....	PINERY.....			10.40				
				5.46		21		DOBBIN.....X		106	10.30		11.48 <sup>AM</sup>		9.50
				5.53		11		G. C. & S. F. Crossing.....							
2.20		4.15		6.00		16	f	JACKSON.....			10.19				
				6.04		25	f	KAREN.....		97	10.11		11.23		9.16
2.45		4.35		6.19		468	f	MOSTYN.....			10.03				
3.15		5.00		6.19		84.76	D.....	VENTURA.....		92	10.00		11.00		9.00
3.45		5.20		6.30		78.31	D.....	TOM BALL.....CK	OWY	85	9.45		10.40		8.40
4.15		5.45		6.42		71.39	D.....	LOUETTA.....		78	9.32		10.22		8.20
4.45		6.15		6.57		64.95	f	NORTH HOUSTON.....BA	W	71	9.22		10.00		8.00
5.15		6.45		7.12		57.28	f	ROSSLYN.....			9.08		9.30		7.30
				7.30		52.91	s	BELT JUNCTION.....	Y	57	8.47		9.00		7.00
							DN.....	HOUSTON.....HA	OWT		8.40				
6.30		8.00						NEW SOUTH YARD.....					8.10		6.00
PM		PM		PM				HOUSTON.....			AM		AM		AM
Arrive Daily Ex. Sunday		Arrive Daily		Arrive Daily				151.35 Union Station			Leave Daily		Leave Daily		Leave Daily Ex. Sunday
13.64		14.36		27.24				158. New South Yard			26.32		15.04		13.73
12.30		11.0		5.35				Average Speed per Hour.....			5.45		10.30		11.30
								Time over Division.....							

North bound trains are superior to trains of the same class in the opposite direction.  
 Business Spurs Bear Grass M. P. 185.73 75 cars. Cullinan, M. P. 174. 11 cars. Keislars M. P. 121. 9 cars. Fields M. P. 117.40 11 cars. Horton, M. P. 123.60 3 cars. La Creek M. P. 87.37. 3 cars. Greers Spur M. P. 77, 4 cars.  
 All trains will be governed by the rules and regulations of the Houston Belt & Terminal Ry. Co. between Belt Junction and New South Yard. Train and Enginemen must provide themselves with book of rules and the current time table of this road.

**TRAINS CANNOT MEET AT JACKSON, MOSTYN, PINERY, NORTHWOOD, CROSS OR NORTH ZULCH**

**FORT WORTH DIVISION—Between Teague and Fort Worth via Waxahachie**

SOUTH BOUND					Capacity of Passing Tracks	Capacity of other Tracks	Distance from Galveston	Time Table No. 1		Fuel, Water, Wyes and Turntables	Station Numbers	NORTH BOUND				
THIRD CLASS		SECOND CLASS		FIRST CLASS				TO TAKE EFFECT				FIRST CLASS	SECOND CLASS		THIRD CLASS	
57		201		1				SUNDAY, JULY 27, 1919				2	202		58	
Local Freight		Manifest Freight		Local Passenger				STATIONS				Local Passenger	Manifest Freight		Local Freight	
Daily Ex-Sunday Leave		Daily Leave		Daily Leave			Daily Arrive	Daily Arrive		Daily Ex-Sunday Arrive						
		PM 10.00				311.86	<b>FORT WORTH</b> F. W. D. C. Yard Fort Worth 41.00		A312		AM 5.00					
AM 8.00		AM 1.15		AM 10.50	52	149	DN... <b>WAXAHACHIE</b> ..... W	OWT	A271	PM 5.35	12.20AM		PM 3.45			
							H. & T. C. Crossing									
8.50		2.00		s 11.02	60	34	REAGOR SPRINGS .RG		A265	s 5.20	11.50PM		2.45			
9.35		2.25		s 11.16	60	33	D... <b>BARDWELL</b> ..... BD	W	A259	s 5.05	11.25		2.00			
10.10		2.42		s 11.30	55	10	ONION CREEK.....	W	A254	s 4.50	11.05		1.25			
10.45		3.00		s 11.47AM	60	31	D... <b>EMHOUSE</b> ..... FD		A248	s 4.35	10.45		12.50			
11.40AM <sup>58-1</sup>		4.00		s 12.10PM <sup>57-58</sup>	64	203	DN... <b>CORSICANA</b> ..... CO	W	A240	s 4.13	10.00		12.15PM <sup>57-1</sup> 11.40AM			
12.15PM							St. L. S. W. Crossing									
1.00		4.35		s 12.30	60	18	NAVARRO..... NA		A232	s 3.47	9.25		11.00			
				f 12.38		16	CHENEYBORO.....		A228	f 3.37						
2.00		5.20		s 12.50	60	27	D... <b>STREETMAN</b> ..... RN	W	A222	s 3.20	9.00		10.15			
3.01		6.00		s 1.05	60	16	D... <b>KIRVEN</b> ..... KI		A215	s 3.01 <sup>57</sup>	8.30		9.45			
3.25		6.35		f 1.20	60	8	<b>SIMSBORO</b> .....		A208	f 2.45	8.00		9.20			
3.40 PM		7.00 AM		1.35 PM		1240	D... <b>TEAGUE</b> ..... DI	OWTY	204	2.35 PM	7.45 PM		9.00 AM			
Arrive Daily Ex-Sunday		Arrive Daily		Arrive Daily			66.60			Leave Daily	Leave Daily		Leave Daily Ex-Sunday			
7.18		12.00		24.21			Average Speed per Hour.....			22.20	11.40		7.82			
9.15		9.00		2.45			Time over Division.....			3.00	9.15		8.30			

North bound trains are superior to trains of the same class in the opposite direction.

All trains will be governed by the rules and regulations of the H. & T. C. Ry. between Waxahachie and H. & T. C. Freight Yard, Fort Worth; also rules and regulations of the F. W. & D. C. Ry. in Fort Worth Yard.

Business tracks—Texas Oil Co. M. P. A238.90—29 cars.

“ “ Holloway Spur M. P. A225-62—6 cars.

“ “ Foster Farm A209-52—2 cars.

# RATING OF LOCOMOTIVES.

	5 to 7 Inc.	8 to 25 Inc.	52 to 56 Inc.	32 Class	47 to 51 Inc.	26 to 31 Inc.
Between Ft. Worth and Waxahachie.....	400	650	650	950	800	400
Between Waxahachie and Teague.....	800	1300	1300	1900	1700	1100
Between Cleburne and Hubbard.....	500	850	850	1100	1000	650
Between Hubbard and Mexia.....	700	1150	1150	1500	1400	1000
Between Mexia and Teague.....	900	1350	1350	1700	1600	1200
Between Teague and Tom Ball.....	800	1500	1500	2200	2000	1150
Between Tom Ball and Houston.....	1000	2500	2500	3200	3000	1600

Between Ft. Worth and Waxahachie, trains handling 75% oil, grain or other commodities averaging sixty tons per car will handle 100 tons additional.

The above rating applies under ordinary conditions and is exclusive of tender and caboose. When engines are unable to haul the rating, Enginemen will designate to Conductor the number of tons to be reduced, and will furnish report form 869.

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 interfere in no manner where additional tonnage can be handled.

The Asst. Superintendent 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 1000 pounds to be dropped, 1000 pounds or more to be counted one ton.

## OFFICERS

E. C. LILLEY, Superintendent.....Teague  
 B. M. HUDSON, Asst. Superintendent.....Teague  
 E. C. CUMMINS, Chief Train Dispatcher.....Teague  
 C. N. HIETT, General Claim Agent.....Houston

### Instructions to Govern the Handling of Freight Trains on a Tonnage Basis.

The number of tons (car and contents) must be shown on the back of Waybills in upper left hand corner, and on envelope containing Waybills, by Agent at station where cars are loaded or received from connections. Weight of Empty Foreign cars must be shown on upper right hand corner of Empty Car Bills. Form 651, or Receipt Record Cards, Form 573.

#### Loaded Cars:

Live Stock (car and contents).....28 tons  
 Hogs (single deck) car and contents.....24 tons  
 L.C.L. Mdse. (contents) through cars, actual weight.

L.C.L. Mdse. (contents) local cars..... 4 tons  
 B. & B. and Road Dept. equipment cars 20 tons  
 Other loads: Weight of car and contents. When weight not shown—weight and capacity of car.

#### Foreign Cars—Empty:

P. H. & P. Refrigerators .....22 tons  
 Stable Cars.....17 tons  
 Oil Tanks.....13 tons  
 Other Foreign Cars—stencilled weight. When weight not shown—Estimate by comparison with cars of similar type.

#### T. & B. V. Cars—Empty:

Box.....16 tons  
 Stable Cars.....15 tons  
 Flats (series 200-399).....11 tons  
 Flats (series 400-574).....15 tons  
 Refrigerators .....18 tons  
 Coal.....18 tons  
 Ballast (series 100-149).....18 tons  
 Ballast (series 150-199).....17 tons  
 Oil Tanks.....17 tons

## MISCELLANEOUS

In Texas a railroad company has a right to eject from its trains any passenger 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 is 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 employes; who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, whether he has paid his fare or not. In such cases such passenger 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 great distance, inclement weather, darkness or other condition or circumstance, rendering it unsafe, frightful or dangerous for such passenger or person to travel to the nearest dwelling or town; then in any of such cases, such passenger or person should be expelled at a station where reasonably safe and comfortable accommodations can be secured.

Trainmen and yardmen must, when cutting crossings, leave the entire street clear, and when coupling up must protect each crossing by having a trainman or yardman stationed at the crossing, for the purpose of flagging the crossing, before moving cars over it.

Each conductor collecting a cash fare must issue a Duplex Cash Fare Receipt therefor, in the presence of, and deliver it to the passenger, at the time collection is made.

## STATE LAWS GOVERNING RAILROAD EMPLOYEES

Art. 4228.—Every conductor, baggagemaster, brakeman or other servant of any 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.

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 their property.

Art. 4232.—A bell of at least thirty pounds weight and a steam whistle shall be placed on each locomotive engine, and the whistle shall be blown and the bell rung at 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 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 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.

## ACTS PRESCRIBING DUTIES OF RAILROAD AGENTS

Art. 4560c.—It shall be the duty of every agent who shall be authorized to sell tickets or parts of tickets or other evidence of the holder's right to travel over any railroad within this State, upon demand, to exhibit to any person desiring to purchase a ticket, or to any officer of the law who may request it, the certificate of his authority to sell, and to keep said certificate posted in a conspicuous place in his office for the information of travelers. It shall also be the duty of every such railway agent, at stations having telegraph communication with the train dispatcher of the road, to ascertain thirty minutes before the scheduled time of the arrival of passenger trains, if such train is on time, and if on time, to bulletin that fact on a board provided by the company and placed in some conspicuous place at the station. And if the train is late, he shall bulletin how late and from what cause the delay is due. If later than thirty minutes, said agent shall thereafter ascertain the latest news from such train dispatcher or some other reliable source every thirty minutes, and bulletin such information and the time of the probable arrival of such train. It shall also be the duty of such agent to keep waiting room provided by the company for passengers lighted and heated, in accordance with the law of this State. If any such depot agent shall fail or refuse to perform the duties required of him by this article, he shall be deemed guilty of a misdemeanor, and upon conviction shall be punished as may be provided by law.

THE ATTENTION OF ALL EMPLOYEES IS CALLED TO THE EXTRACTS OF LAW 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 WHISTLE AND THE BELL AT HIGHWAY CROSSINGS.



United States Railroad Administration  
Walker D. Hines, Director General of Railroads

# The Trinity and Brazos Valley Railroad

**EMPLOYES' TIME TABLE No. 1**

TO TAKE EFFECT

**SUNDAY, JULY 27, 1919.**