

MISSOURI, KANSAS & TEXAS RAILWAY OF TEXAS

C. E. SCHAFF, Receiver

SAFETY

FIRST

TRINITY DISTRICT

EMPLOYEES' TIME TABLE No. 2

Effective Sunday, December 11, 1921

At 12:01 O'clock A. M. Central Standard Time

Superseding Previous Time Tables and Supplements

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

A. M. ACHESON,
Superintendent

H. E. McGEE,
General Manager

W. M. WHITENTON,
Assistant Chief Operating Officer

C. N. WHITEHEAD,
Chief Operating Officer

SOUTHWARD TRAINS

SABINE DIVISION

NORTHWARD TRAINS

FOURTH CLASS		SECOND CLASS		FIRST CLASS	Register Station, Fuel, Water, Turn Table, Scales, Wye	Distance from Trinity	Time Table No. 2 Effective 12:01 A. M. Dec. 11, 1921		Station Numbers	Car Capacity	FIRST CLASS	SECOND CLASS	FOURTH CLASS	
91 Way	91 Monday, Wednesday, Friday	53 G. L. & N. Mixed	53 Daily Except Sunday	11 Passenger			11 Daily	12 Passenger			54 G. L. & N. Mixed	54 Daily Except Sunday	92 Way	92 Tuesday, Thursday Saturday
	AM 8.47			AM 8.37	SWROY		LEAVE N	TRINITY		155	PM 4.27		PM 1.24	
f	8.58			f	8.51	4.0	N	ASHWORTH	N 4	155	4.12		f	1.09
s	9.09			s	9.01	P 7.0	N	GLENDALE	N 7	10	4.03		s	12.59
f	9.16			s	9.08	9.0	N	SADON	N 9	43	3.56		s	12.52
f	9.45		PM	s	9.27	P 15.1	N	WESTVILLE	N 15	18	3.37	AM	s	12.32
	9.55		L 3.05	s	9.35	18.0	N	G. L. & N. JUNCTION	N 18		3.27	A 9.50	s	12.22 ^{PM}
s	9.59		A 3.10	s	9.41	PSRY 19.2	D	GROVETON	N 19	61	3.23	L 9.45	s	11.58
f	10.18		PM	s	9.50	21.7	N	JOSSEKAND	N 22	15	3.13	AM	f	11.50
f	10.22			f	9.54	23.0	N	NELMS	N 23	18	3.08		f	11.46
f	10.33			f	10.14	26.0	N	JASON	N 26	17	2.59		f	11.36
f	10.49			s	10.19	P 30.2	N	CARMONA	N 30	17	2.44		s	11.20
	10.53				10.22	30.9	N	SANER JUNCTION	N 31	23	2.40			11.15
f	11.07			f	10.35	35.1	N	ASIA	N 35	17	2.27		f	11.01
s	11.17			s	10.46	92 PSRT 38.0	D	CORRIGAN	N 38	73	2.18		s	10.51
s	11.42				10.51	P 39.8	HE&WT	CLARKE	N 40		2.09		s	10.12 ¹¹
	11.48				10.58	P 41.7		BENFORD	N 42	8	2.03		s	10.00
s	12.05 ^{PM}			s	11.04	43.3		STRYKER	N 44	15	1.56		f	9.52
f	12.13			f	11.17	47.6		BOWERS	N 48	13	1.42		f	9.38
s	12.27			s	11.24	PY 49.6		BARNUM	N 50	24	1.36		s	9.31
f	12.35			f	11.34	P 52.7		HAMPTON	N 53	19	1.26		f	9.20
f	12.47			s	11.40	P 54.2	D	CHESTER	N 54	24	1.20 ⁹¹		s	9.15
s	12.52 ¹²			f	11.56	59.0		SEABUR	N 59	9	1.04		f	8.57
f	1.25			s	12.03 ^{PM}	61.0		MOBILE	N 61	11	12.58		f	8.50
f	1.38			f	12.11	62.9		BILLUM	N 63	5	12.51		f	8.43
f	1.45				12.22 ^{PM}	PORT 66.6	D	COLMESNIEL	N 67	38	12.39 ^{PM}		f	8.30 ^{AM}
f	1.52						ARRIVE							
	2.04 ^{PM}													
	91			53	11						12	54	92	
	12.6			12.4	17.7			66.6			17.5	12.4	13.6	
Average speed per hour.														



SOUTHWARD TRAINS

BEAUMONT DIVISION

NORTHWARD TRAINS

SECOND CLASS		FIRST CLASS		Register Station, Coal, Water, Turn Table, Scale, Wye	Distance from Weldon	Time Table No. 2 Effective 12:01 A. M. Dec. 11, 1921		Station Numbers	Car Capacity	FIRST CLASS		SECOND CLASS	
57 Mixed	55 Mixed	7 Passenger	5 Passenger			STATIONS	6 Passenger			56 Mixed			
Daily Except Sunday	Daily Ex. Sunday	Sunday Only	Sunday Only			STATIONS	Sunday Only	Daily Ex. Sunday					
PM 3.00		PM 4.40		PYR	0	LEAVE D WELDON		T 0	27	PM 4.30		PM 2.53	
f 3.11		f 4.51			3.7	ARRIVE W KITTRELL		T 4	5	f 4.19		f 2.41	
f 3.25		f 5.06			8.0	AUBURN		T 8		f 4.04		f 2.27	
f 3.30		f 5.11			9.8	1.8 BARNES		T 10	7	f 3.59		f 2.21	
f 3.41		f 5.22			13.4	3.6 SEQUOYAH		T 13		f 3.48		f 2.09	
3.44		5.25			14.3	0.9 MILL JUNCTION		T 14		3.45		2.06	
3.47		5.27			15.1	L.&G.N. 0.8 TRINITY JUNCTION	Crossing	T 15		3.43		2.03	
3.49 PM		5.29 PM		NWRYPOS	15.5	0.4 TRINITY	ARRIVE DY LEAVE NW	T 16	155	3.41 3.36		1.59 1.29	
	AM 7.50		AM 11.30		15.1	0.4 TRINITY JUNCTION	ARRIVE NW LEAVE D	T 15		3.34		1.27	
	7.52		11.32		20.1	5.0 PAGODA		T 20	10	s 3.18		s 1.10	
	s 8.09		s 11.48		22.7	2.6 SEBASTOPOL		T 23	13	s 3.09		s 1.01	
	s 8.18		s 11.57		26.5	3.8 CARLISLE		T 26	11	s 2.56		s 12.46	
	s 8.33		s 12.10 PM	P	30.8	4.3 PENNEL		T 31	5	f 2.43		f 12.31	
	f 8.47		f 12.23		34.0	3.2 ONALASKA	ARRIVE D LEAVE Y	T 34	112	2.33 2.26		12.20 PM 11.50	
	8.58 9.38		12.33 12.38	PSYR	36.0	2.0 KICKAPOO	ARRIVE NW LEAVE D	T 36	5	s 2.21		s 11.43	
	s 9.45		s 12.45	P	39.9	3.0 BLANCHARD		T 40	10	s 2.08		s 11.30	
	s 9.58		s 12.58	P	41.4	1.4 VREELAND		T 41	6	f 2.03		f 11.25	
	f 10.03		f 1.03		44.1	2.7 TEMPE JUNCTION		T 43		1.55		11.16	
	10.12		1.11		44.5	0.4 EAST TEMPE		T 44	14	f 1.52		f 11.15	
	f 10.13		f 1.13		47.0	HE&WT 2.5 W. LIVINGSTON	Crossing	T 47		1.45		11.07	
	10.22		1.21		47.6	0.6 LIVINGSTON	ARRIVE D LEAVE VN	T 48	96	1.43 PM		11.04 AM	
	10.34 AM		1.23 PM	PWYR									
57 18.0	55 11.7	7 18.9	5 17.5							6 17.4		56 12.4	

Average speed per hour.

Northward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.

EXPLANATION OF SYMBOLS:

- W—Water
 - O—Fuel
 - S—Track Scales
 - Y—Wye
 - P—Telephone
 - T—Turn Table
 - D—Day Telegraph Station
 - N—Day and Night Telegraph Station
 - R—Register Station
- Water Stations not shown in body of time table Mile 24.2

SPECIAL INSTRUCTIONS

1. Northward and Eastward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.

1-a. Third class and inferior trains and yard engines will clear first class trains at least ten minutes.

2. Maximum speed: (miles per hour.)

Division	Passenger trains	Freight trains	On curves
Sabine	20	18	18
Beaumont	20	18	18

2-a. Maximum speed over bridges:

Division	Name	Mile post	Miles per hour
Sabine	White Rock	3.3	10
Beaumont	White Rock	21.4	10
	Kickapoo	35.9	10
	Long King	45.8	10

2-b. Maximum speed engine backing up with or without cars 12 miles per hour.

2-c. Maximum speed entering or leaving main line turnouts, passenger trains 15 miles per hour, freight trains 10 miles per hour.

2-d. Maximum speed trains handling loaded oil tanks 15 miles per hour.

3. Stations, tracks and spur not known on schedule page.

DIVISION	NAME	End Connected to Main Track	Car Capacity	Location
Sabine	Pope	West	2	2.6
	Meadows	West	4	64.5
Beaumont	Hansard	West	5	22.0
	Skrove	East	4	32.8

3-a. Water tanks, other than those at stations shown on schedule page.

DIVISION	NAME	MILE POST
Sabine	White Rock	3.3
	Bull Creek	29.2
	Fritz	32.5
Beaumont	Russell Creek	55.3
	Mill Creek	24.2

3-b. The following yards are protected by yard limit boards, Trinity.

3-c. Car capacities of tracks are exclusive of engine and caboose, and based on average of 40 feet per car.

4. Bulletin books located at, Dispatcher's office, Trinity and Round House Trinity.

5. Standard clocks located at, Dispatcher's office, Trinity, Onalaska, Livingston and Groveton Stations.

6. Watch Inspector, E. C. MacDonald, Trinity, Texas.

7. Engine large than 26 per cent must not run over, Sabine Division and 30 per cent over Beaumont Division.

8. Abbreviations: W—Water, T—Turn table, Y—Wye, D—Day telegraph office, C—Coal, S—Tramway, P—Telephone, N—Day and night telegraph office, O—Oil, NO—Night telegraph office.

9. 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 is or may be exposed with lighted lantern or torch or any light made by a flame.

10. Enginemen must keep close lookout and when automobiles or other vehicles are approaching track additional crossing whistle signals must be sounded until engine reaches the crossing, or vehicles have been seen to stop. Firemen will notify engineer in every case when such vehicles are approaching from fireman's side. The additional whistle signals must also be sounded approaching crossing where view is obscured so enginemen cannot see approaches to crossing.

Station	Name	Office Address	Residence
Trinity	G. R. Barnes		Trinity
	Examiner		
Groveton	C. H. Bradley		Groveton
Groveton	W. J. McGee		Groveton
Groveton	C. S. Murphy		Groveton
Benford	J. R. Towns		Benford
Corrigan	J. W. Pullen		Corrigan
Chester	L. R. Cade		Chester
Colmesnell	R. A. Parcin		Colmesnell
Weldon	Sam Beason		Weldon
Weldon	H. Nelson	West Lumber Co.	Weldon
Onalaska	M. D. Williams		Onalaska
Livingston	Henry Bergman		Livingston
Livingston	R. B. Love		Livingston
Livingston	W. K. McCardo		Livingston
Livingston	B. C. Marsh		Livingston

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TONNAGE RATING TABLE

STATIONS	20% Eng.	22% Eng.	23% Eng.	24% Eng.
Trinity to Jason	450	610	615	620
Jason to Corrigan	610	775	780	790
Corrigan to Colmesnell	450	610	615	620
Colmesnell to Corrigan	450	610	615	620
Corrigan to Jason	510	670	680	685
Jason to Trinity	610	775	780	790
Weldon to Trinity	715	880	890	900
Trinity to Onalaska	690	855	865	870
Onalaska to Livingston	740	905	915	925
Livingston to Onalaska	765	935	945	955
Onalaska to Trinity	690	855	865	870
Trinity to Weldon	740	905	915	925

SPEED TABLE

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

TEXAS STATE LAWS GOVERNING RAILROAD EMPLOYEES

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 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 street; 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 railways 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 arrange-

ment, 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 the 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, 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 \$500.00 for each violation of the Act and any 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 any 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 \$300.00 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 trains 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 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 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 circumstance 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 of 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 whistle and the bell at highway crossings.

E. WEBSTER,
Train Dispatcher