

THE TRINITY AND BRAZOS VALLEY RAILWAY CO.

EMPLOYEES' TIME TABLE NO. 22

TAKING EFFECT

SUNDAY, JAN. 9th, 1910

12:01 A. M. "CENTRAL TIME"

SUPERSEDING TIME TABLE NO. 21, DATED NOV. 28, 1909

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

R. H. BAKER,

PRESIDENT AND GENERAL MANAGER

HOUSTON, TEXAS

Clarke & Courts, Manufacturing Stationers, Galveston.

J. MUNDAY,

SUPERINTENDENT

TEAGUE, 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. BACON SAUNDERS, Chief Surgeon.....Fort Worth, Texas

Dr. Roy F. Saunders, Assistant Chief SurgeonFort Worth, Texas
Dr. Frank D. Boyd, Oculist and Aurist.....Fort Worth, Texas
Dr. Howard J. Reger, Local Surgeon.....Fort Worth, Texas
Dr. W. P. Alexander, Local SurgeonCleburne, Texas
Dr. C. C. Davis, Local Surgeon.....Hillsboro, Texas
Dr. W. A. Wood, Local Surgeon.....Hubbard, Texas
Dr. J. Fain Moore, Local Surgeon.....Coolidge, Texas
Dr. J. J. Oates, Local SurgeonMexia, Texas
Dr. H. B. Jester, Local Surgeon.....Corsicana, Texas
Dr. D. G. Thompson, Local SurgeonWaxahachie, Texas

Dr. Chas. W. Simpson, Local Surgeon.....Waxahachie, Texas
Dr. Chas. M. Rosser, Local SurgeonDallas, Texas
Dr. W. P. Harrison, Local Surgeon.....Teague, Texas
Dr. Jas. E. Payne, Local SurgeonNormangee, Texas
Dr. W. A. Franklow, Local SurgeonShiro, Texas
Dr. W. W. Pugh, Local SurgeonDobbin, Texas
Dr. J. J. Trichee, Local Surgeon.....Tom Ball, Texas
Dr. A. Philo Howard, Local Surgeon.....Houston, Texas
Hall & Rogers, Oculist and Aurist.....Houston, Texas
Drs. Kennedy and Heard, Local SurgeonsGalveston, Texas

LIST OF WATCH INSPECTORS

J. E. Mitchell Co., Chief Inspectors.....Ft. Worth, Texas
Walter and Hafner Jewelry Co.....Teague, Texas

Sweeny Jewelry Co.....Houston, Texas
M. O. Nobbe Co.....Galveston, Texas

SPECIAL INSTRUCTIONS

SECOND AND INFERIOR CLASS TRAINS WILL APPROACH ALL STATIONS, AND INDUSTRY SIDINGS, AND WATER TANKS UNDER FULL CONTROL EXPECTING TO FIND MAIN LINE OCCUPIED. RESPONSIBILITY FOR REAR END COLLISIONS AT SUCH POINTS WILL REST WITH FOLLOWING TRAIN.

No train will leave an initial station without a train order or a clearance card.

Schedule meeting and passing points are indicated on the time table by full face type.

Excepting parties in charge of live stock, no passengers will be carried on freight trains.

Second and inferior class trains will run carefully through the yard limits at all stations, expecting to find the main line occupied.

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 Trainmaster.

REGISTERING STATIONS

Santa Fe Yard Telegraph Office, Fort Worth, Cleburne, Teague, Tom Ball, Belt Junction, Houston, South Yard, Galveston, Sylvania, Waxahachie and T. & B. V. Junction, the latter being one mile from M. K. & T. station at Dallas.

BULLETIN BOARDS

Santa Fe Yard Office, Fort Worth, Cleburne, Teague, Tom Ball, H. B. & T. Office Houston, South Yard, Galveston, Sylvania, T. & B. V. Junction and Waxahachie.

WATER STATIONS

Cleburne, one and one-half miles south of Covington, Hillsboro, three miles north of Hubbard City, Coolidge, Tehuacana, Teague, Donie, two and one-half miles south of Concord, two miles south of Zulch, Singleton, Dacus, Tom Ball, Nor. Houston, Houston, Streetman, Corsicana Onion Creek and Waxahachie.

COALING STATIONS

Cleburne, Teague, Shiro, Tom Ball, Sylvania and Waxahachie.

OIL STATIONS

Teague, Shiro, Tom Ball, Trice on H. B. & T. tracks Galveston, Waxahachie and Hillsboro.

GOVERNING RAILWAY CROSSINGS

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.; **Bobbin**—G. C. & S. F.; **1,000 feet south of Corsicana station**—St. L. S. W.

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. **Galveston**, G. H. & S. A. 57th St. and at 51st St.

FORT WORTH DIVISION—Between Teague and Cleburne

SOUTH BOUND						NORTH BOUND							
THIRD CLASS		SECOND CLASS		FIRST CLASS				FIRST CLASS		SECOND CLASS		THIRD CLASS	
51		203		7				8		204		52	
Local Freight		Through Freight		Mail and Express				Mail and Express		Through Freight		Local Freight	
Except Sunday Leave		Daily Leave		Daily Leave				Arrive Daily		Daily Arrive		Except Sunday Arrive	
						Capacity of sidings in Cars	Distance from Galveston	Time Table No. 22					
								TAKING EFFECT					
								SUNDAY, JAN. 9, 1910					
								STATIONS	Fuel, Water, Wyes and Turntables	Station No.			
								FORT WORTH UNION STATION					
								ROCK ISLAND YARD					
								DENVER YARD					
								SANTA FE YARD					
								CLEBURNE					
								CLEBURNE YARD					
								G. C. & S. F. Crossing					
								PARKER					
								COVINGTON					
								OSCEOLA					
								MAYFIELD					
								M. K. & T. Crossing					
								St. L. S. W. Crossing					
								HILLSBORO					
								BYNUM					
								MALONE					
								I. & G. N. Crossing					
								HUBBARD					
								St. L. S. W. Crossing					
								MUNGER					
								COOLEIDGE					
								DATURA					
								TEHUACANA					
								MEXIA					
								H. & T. C. Crossing					
								LIMESTONE					
								TEAGUE					
								120.12					
								Average Speed per Hour					
								Time over Division					

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 T. & P. Ry. between T. & P. Passenger station and Denver Yard at Fort Worth.

All trains will be governed by the rules and regulations of the G. C. & S. F. Ry. between Santa Fe Yard and Denver Yard and Rock Island Yard. Train and enginemen must provide themselves with a book of rules and the current time table of that road.

Train and Enginemen will also provide themselves with book of rules and the current time table of the Ft. W. & D. C. Ry., and Rock Island Ry., and be governed thereby while using the rails of these companies at Fort Worth.

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

TEAGUE DIVISION—Between Teague and Tom Ball

SOUTH BOUND						NORTH BOUND																	
THIRD CLASS		SECOND CLASS		FIRST CLASS		Capacity of sidings in Cars	Distance from Galveston	Time Table No. 22		Fuel, Water, Wyes and Turntables	Station Numbers	FIRST CLASS		SECOND CLASS		THIRD CLASS							
53		205		201				3				7		8		4		202		206		54	
Local Freight		Through Freight		Manifest Freight				Express Limited				Mail and Express		Mail and Express		Express Limited		Manifest Freight		Through Freight		Local Freight	
Except Sunday Leave		Daily Leave		Daily Leave				Daily Leave				Daily Leave		Daily Arrive		Daily Arrive		Daily Arrive		Daily Arrive		Except Sunday Arrive	
7.00 ^{AM}	3.20 ^{PM}	9.00 ^{AM}	2.45 ^{AM}	2.20 ^{PM}	Yd.	204.26	DN	TEAGUE	DI	CWTY	204	1.55 ^{PM}	3.15 ^{AM}	4.40 ^{PM}	10.45 ^{PM}	5.30 ^{PM}							
7.25	4.05 ^{PM}	9.30	3.00 ^{PM}	2.34 ^{PM}	76	198.15	DN	FREESTONE			198	1.40 ^{PM}	3.00 ^{PM}	4.05 ^{PM}	10.15	5.00							
7.45	4.30 ^{PM}	9.55	3.10 ^{PM}	2.45 ^{PM}	83	193.31	DN	DONIE	DN	W	193	1.30 ^{PM}	2.50 ^{PM}	3.40 ^{PM}	9.50	4.30 ^{PM}							
8.25	5.10 ^{PM}	10.30	3.26 ^{PM}	3.03 ^{PM}	74	184.60	D	NEWBY	J		185	1.11 ^{PM}	2.34 ^{PM}	3.03 ^{PM}	9.10	3.50							
9.00	5.50 ^{PM}	11.05	3.41 ^{PM}	3.20 ^{PM}	58	176.56		CONCORD	CD	W	177	12.54 ^{PM}	2.18 ^{PM}	2.10 ^{PM}	8.30	3.20 ^{PM}							
9.40	6.25 ^{PM}	11.40 ^{AM}	3.57 ^{PM}	3.39 ^{PM}	94	168.44	D	FLYNN	BG		168	12.38 ^{PM}	2.02 ^{PM}	1.35 ^{PM}	7.50	2.40							
10.15	7.05 ^{PM}	12.19 ^{PM}	4.13 ^{PM}	3.58 ^{PM}	158	159.55	DN	NORMANGEE	NO		160	12.19 ^{PM}	1.45 ^{PM}	1.05 ^{PM}	7.05 ^{PM}	2.00							
10.35	7.30 ^{PM}	12.42 ^{PM}	4.22 ^{PM}	4.08 ^{PM}	61	155.20		GEORGE			155	12.09 ^{PM}	1.35 ^{PM}	12.42 ^{PM}	6.40	1.35							
				4.16 ^{PM}	8	151.79	D	NORTH ZULCH	NZ		152	12.01 ^{PM}											
11.00	7.52 ^{PM}	1.10 ^{PM}	4.33 ^{PM}	4.21 ^{PM}	103	149.73	D	ZULCH	Z	W	150	11.55 ^{AM}	1.23 ^{PM}	12.15 ^{PM}	6.05	1.10 ^{PM}							
				4.37 ^{PM}		144.46		CROSS				11.41 ^{PM}											
11.35 ^{AM}	8.30 ^{PM}	1.50 ^{PM}	4.52 ^{PM}	4.44 ^{PM}	102	141.33	D	IOLA	A		141	11.35 ^{AM}	1.05 ^{PM}	11.35 ^{AM}	5.20	12.30							
12.05 ^{PM}	8.55 ^{PM}	2.15 ^{PM}	5.02 ^{PM}	4.54 ^{PM}	71	136.11		GRIMES			136	11.24 ^{PM}	12.53 ^{PM}	11.00	4.54 ^{PM}	12.05 ^{PM}							
12.55 ^{PM}	9.20 ^{PM}	2.40 ^{PM}	5.13 ^{PM}	5.05 ^{PM}	85	130.49	D	SINGLETON	S	W	130	11.12 ^{PM}	12.42 ^{PM}	10.35	4.27	11.35 ^{AM}							
								I. & G. N. Crossing															
1.25 ^{PM}	9.55 ^{PM}	3.05 ^{PM}	5.24 ^{PM}	5.15 ^{PM}	128	125.27	DN	SHIRO	HN	C	125	11.01 ^{PM}	12.31 ^{PM}	10.10	4.02 ^{PM}	11.01 ^{PM}							
2.05 ^{PM}	10.30 ^{PM}	3.35 ^{PM}	5.36 ^{PM}	5.28 ^{PM}	85	119.03	D	RICHARDS	CH		119	10.47 ^{PM}	12.19 ^{PM}	9.40	3.35 ^{PM}	10.20							
				5.38 ^{PM}	48	115.89		ULMER				10.39 ^{PM}											
2.50 ^{PM}	11.00 ^{PM}	4.10 ^{PM}	5.53 ^{PM}	5.45 ^{PM}	60	111.76		DACUS		W	112	10.29 ^{PM}	12.04 ^{AM}	9.05	2.50 ^{PM}	9.30							
3.20 ^{PM}	11.52 ^{PM}	4.40 ^{PM}	6.05 ^{PM}	5.58 ^{PM}	118	105.85	DN	DOBBIN	X		106	10.15 ^{PM}	11.52 ^{PM}	8.35	2.25	9.00							
								G. C. & S. F. Crossing															
4.00 ^{PM}	12.30 ^{AM}	5.20 ^{PM}	6.21 ^{PM}	6.15 ^{PM}	76	97.17		KAREN	MO		97	9.58 ^{PM}	11.37 ^{PM}	7.50	1.40	8.15							
				6.20 ^{PM}	20	93.90		MOSTYN				9.50 ^{PM}											
4.30 ^{PM}	12.50 ^{AM}	5.45 ^{PM}	6.30 ^{PM}	6.25 ^{PM}	83	91.68		VENTURA			92	9.44 ^{PM}	11.27 ^{PM}	7.20	1.10	7.40							
5.00 ^{PM}	1.20 ^{AM}	6.15 ^{PM}	6.42 ^{AM}	6.40 ^{PM}	Yd.	84.76	DN	TOM BALL	CK	CWY	85	9.30 ^{AM}	11.12 ^{PM}	6.50 ^{AM}	12.30 ^{PM}	7.00 ^{AM}							
Arrive Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				119.50				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Except Sunday							
11.90	13.33	13.00	30.30	28.67				Average Speed per Hour				28.00	30.68	12.49	11.70	11.42							
10.	9.00	9.15	3.58	4.20				Time over Division				4.25	4.03	9.50	10.15	10.30							

North bound trains are superior to trains of the same class in the opposite direction.
 Business Spurs Bear Grass M. P. 185.73—Cullinan, M. P. 174.11—Fields M. P. 117.39—Pinery Spur M. P. 109.86—Sibbey M. P. 98.30 La Creek M. P. 87.37.
 No's. 7 and 8 will stop on signal at Pinery Spur M. P. 109.86.

TRAINS CANNOT MEET AT MOSTYN, ULMER, CROSS OR NORTH ZULCH

GALVESTON DIVISION—Between Tom Ball and Houston

SOUTH BOUND					Capacity of sidings in Cars	Distance from Galveston	Time Table No. 22	Fuel, Water, Wyes and Turntables	Station Numbers	NORTH BOUND							
THIRD CLASS		SECOND CLASS		FIRST CLASS						FIRST CLASS		SECOND CLASS		THIRD CLASS			
55	205	201	3	7						8	4	202	206	56			
Local Freight	Through Freight	Manifest Freight	Express Limited	Mail and Express						Mail and Express	Express Limited	Manifest Freight	Through Freight	Local Freight			
Daily Ex. Sunday Leave	Daily Leave	Daily Leave	Daily Leave	Daily Leave		Daily Arrive	Daily Arrive	Daily Arrive	Daily Arrive	Daily Ex. Sunday Arrive							
8.00 ^{PM}	2.00 ^{AM}	7.30 ^{PM}	6.42 ^{AM}	6.40 ^{PM}	Yd.	84.76	DN.....	TOM BALL.....CK	WCY	85	s	9.30 ^{AM}	11.12 ^{PM}	5.45 ^{AM}	11.10 ^{AM}	6.00 ^{PM}	
8.40	2.30	8.00	6.54	6.52	f	97	78.31	.....		78	f	9.12	10.57	5.10	10.40	5.15
9.20	3.00	8.35	7.08	7.06	f	62	71.39	D.....	NORTH HOUSTON.....BA	W	71		8.59	10.45	4.40	10.10	4.35
9.45	3.25	9.00	7.22	7.20	f	62	64.93	ROSSLYN				8.46	10.32	4.10	9.30	4.00
10.18	3.45 ²⁰²	9.30	7.36	7.35	s	Yd	57.28	DN.....	BELT JUNCTION.....BJ	Y	57	s	8.33	10.18	3.45 ²⁰⁵	8.50	3.35
							54.97	H. E. & W. T. Crossing								
							54.41	MARY STREET JUNCTION								
							54.26	T. & N. O. Crossing								
							53.73	G. H. & S. A. Crossing								
11.00 ^{PM}	4.15 ^{AM}	10.00 ^{PM}	7.55 ^{AM}	7.55 ^{PM}	Yd.	52.91	DN.....	HOUSTON.....HA	Y	53	CWT	8.15 ^{AM}	10.00 ^{PM}	3.25 ^{AM}	8.20 ^{AM}	3.00 ^{PM}	
	9.35 ^{AM}	2.15 ^{AM}				4.47	.....	T. & B. V. Junction					9.55 ^{PM}	12.10 ^{AM}	3.35 ^{AM}	
						3.26	West Yard									
						2.28	G. H. & S. A. Crossing, 57th St.									
						1.78	G. H. & S. A. Crossing, 51st St.									
	9.50 ^{AM}	2.30 ^{AM}				1.0	.....	39th Street Yard						11.55 ^{PM}	3.20 ^{AM}	
			9.35 ^{AM}			0.0	.....	GALVESTON UNION STATION			0		8.20 ^{PM}			
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		84.76	.....					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
10.66	11.33	12.14	29.46	27.82			.....	Average Speed per Hour.....				27.82	29.32	13.72	11.33	12.45
3.09	7.50	7.00	2.47	1.15			.....	Time over Division.....				1.15	2.52	6.20	7.50	3.00

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 Houston Belt & Terminal Ry. Co. between Belt Junction and Santa Fe Junction, and the G. C. & S. F. Ry. between Santa Fe Junction and T. & B. V. Junction and between 40th Street Connection and Galveston Union Station. Train and Enginemen must provide themselves with book of rules and the current time table of these roads.

Nos. 3 and 4 will use G. C. & S. F. R'y track between Island and Galveston Union Station.

DALLAS DIVISION—Between Teague and Waxahachie

SOUTH BOUND						Capacity of sidings in Cars	Distance from Galveston	Time Table No. 22		Fuel, Water, Wyes and Turntables	Station Numbers	NORTH BOUND					
THIRD CLASS		SECOND CLASS		FIRST CLASS				TAKING EFFECT				FIRST CLASS		SECOND CLASS		THIRD CLASS	
57	205	201	3	1	SUNDAY, JAN. 9, 1910			2	4			202	206	58			
Local Freight	Through Freight	Manifest Freight	Express Limited	Local Passenger	STATIONS			Local Passenger	Express Limited			Manifest Freight	Through Freight	Local Freight			
Leave Daily Ex-Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex-Sunday						
						335.16	FORT WORTH UNION STATION										
		1.00AM	8.47PM			332.06	.....^{3.1} SYLVANIA.....			2.30AM	9.05AM					
						301.96	.....^{30.1} T & P. Crossing.....									
				11.15PM	10.00AM	301.96	DALLAS TERMINAL STATION DALLAS SANTA FE STATION ⁹		5.51	7.00AM							
		4.00AM	11.00PM	11.20PM	10.05AM	Yd. 301.06	DN ^{30.2} T. & B. V. JUNCTION JC CWTY	A301	s 5.45PM	6.45AM	12.15AM	6.00AM					
8.10AM	6.40AM	1.30AM	12.15AM	11.05AM	Yd. 270.86	DN	.....^{6.08} WAXAHACHIE..... WA WT	A271	s 4.45PM	5.45AM	10.00PM	4.20AM	4.00PM			
						264.78	.....^{6.69} H. & T. C. Crossing.....									
			12.27	11.20		110	.....^{4.63} REAGOR.....	A265	s 4.28	5.28	9.30	3.50	3.00			
			12.40	11.36		86	DN..... ^{5.69} BARDWELL..... BD	A259	s 4.14	5.12	9.08	3.25	2.20				
			12.51	11.46AM		77	.....^{5.69} ONION CREEK..... W		s 4.05	5.02	8.50	2.55 ²⁰¹	1.40			
			1.03	12.01PM		63	D..... ^{8.48} ELHOUSE..... FD	A248	s 3.52	4.51	8.25	2.35	1.05 PM				
10.00	8.25	3.35	1.23	12.01PM	Yd. 239.89	DN	.....^{8.37} CORSICANA..... CO W	A240	s 3.36	4.35	7.55	2.05	12.25 ²⁰¹ 10.20 ⁵⁷ AM			
10.30 ^{1 58} AM	9.00	4.35					.....^{8.37} St. L. S. W. Crossing.....									
12.35 PM							D..... ^{9.10} NAVARRO..... NA	A232	s 3.19	4.17	7.20	1.37 ²⁰⁶	9.40 ²⁰⁵				
	9.40 ⁵⁸	5.15	1.37	12.43		53	DN..... ^{7.76} STREETMAN..... RN W	A222	s 2.59	3.59	6.45	12.50	8.55				
	10.25	6.00	1.55	1.05		89	N..... ^{7.59} KIRVIN..... KI	A215	s 2.39 ⁵⁷	3.43	6.10	12.15AM	8.15				
	2.39	11.05	6.35	2.11		70	DN..... ^{3.81} SIMS.....		f 2.23	3.27	5.40	11.40PM	7.40				
	3.20	11.40	7.00	2.27		66	DN..... ^{3.81} TEAGUE..... DI CWTY	204	f 2.15PM	3.20AM	5.30PM	11.30PM	7.30AM				
	4.00PM	11.55AM	7.15AM	2.35AM	1.45PM	Yd. 204.26											
	Arrive Daily Ex-Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		131.62		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex-Sunday				
	8.42	12.13	12.00	29.43	26.13				26.77	26.77	14.22	13.25	7.90				
	7.50	10.55	10.40	3.20	3.45				3	3.40	9.	9.39	8.30				
							Average Speed per Hour.....										
							Time over Division.....										

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 M. K. & T. Ry. between Waxahachie and T. & B. V. Junction and by rules and regulations of C. R. I. & G. Ry. between T. & B. V. Junction and Ft. Worth. Train and enginemen must provide themselves with book of rules and the current time table of these roads.

Business tracks—Texas Oil Co. M. P. A23¹90.

“ “ Sims M. P. 207-9

“ “ Cheney Spur, M. P. 228.

Nos. 1 and 2 will stop on signal at Cheney Spur, M.P. 228.

No. 4 will back into Santa Fe Station at Dallas.

RATING OF LOCOMOTIVES.

	5 to 7 Inc.	8 to 25 Inc.	52 to 56 Inc.	32 to 46 Inc. and 57	47 to 51 Inc.	26 to 31 Inc.
Between Fort Worth and Teague	500	650	850	1000	900	625
Between Fort Worth and Dallas	800	1100	1300	1500	1400	1050
Between Dallas and Waxahachie,	500	700	800	950	900	650
Between Waxahachie and Teague	700	1100	1300	1400	1300	1050
Between Teague and Tom Ball	700	1100	1300	1600	1450	1000
Between Tom Ball and Galveston		1700	1800			1600

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 Train Master 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 Train Master 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.

Engines unable to haul above tonnage will be bulletined, stating what reduction will be made.

Yardmasters will at all times make up trains in accordance with above instructions.

All Engines can handle 200 tons south of Hubbard City in addition to rating shown on Fort Worth Division,

DIVISION OFFICERS

J. MUNDAY, Superintendent.....Teague
 J. W. CARNES, Train Master.....Teague
 H. M. ESHELMAN, Chief Train Dispatcher.....Teague
 J. M. HUFFINGTON, General Claim Agent.....Houston
 R. F. HYDE, Jr., Assistant Claim Agent.....Houston
 W. F. WOODARD, Stock 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 schedule 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 EFFECTS OF LAWS PUBLISHED ABOVE.
ENGINEERS ARE CAUTIONED AGAINST ANY FAILURE TO COMPLY WITH THE LAWS CONCERNING WHISTLING AND BELL RINGING, AND ARE INSTRUCTED TO USE BOTH THE WHISTLE AND BELL AT HIGHWAY CROSSINGS.

The Trinity and Brazos
Valley Railway Co.

EMPLOYEES' TIME TABLE No. 22

TAKING EFFECT

SUNDAY, . JAN. 9, 1910