

WACO  
WOBBLY  
HISKEY

BEAUMONT  
WOBBLY  
BEER

TRINITY  
TURNOVER  
TOBACCO

&

SABINE  
TOP  
NUFF

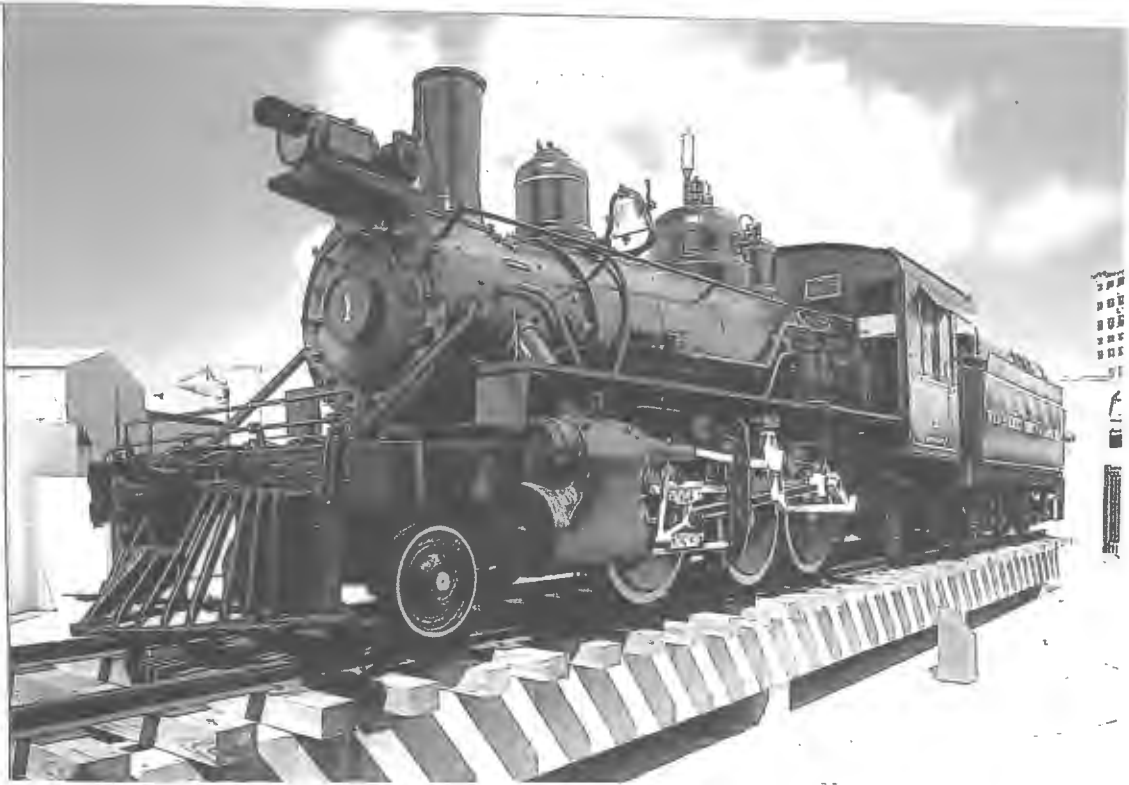
by Don Ross

Waco Beaumont Trinity & Sabine 1 at Trinity, TX, 20 Sep 1966



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The Railroad Museum at The Center for Transportation and Commerce is located on The Strand at 25<sup>th</sup> Street. The museum is open from 10:00 a.m. until 5:00 p.m. daily. The 1920 Baldwin steam locomotive rests on a simulated turntable. The locomotive was formerly Engine #117 of the Waco, Beaumont, Trinity and Sabine Railroad. The engine has been renamed "The Mary and Elizabeth, Too!" in honor of Mary Moody Northen, the lifetime Chairman of the museum.

THE CENTER FOR TRANSPORTATION  
AND COMMERCE  
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SECTION A  
“In The Beginning”

**The Birth and Death of the Wobbly Bobbly.**  
**by Charles H. Elliott, Trinity Texas**  
**previously printed in the *Trinity Writers Magazine* 2001**

Until 1872 the only transportation in and out of Trinity was by water in the Trinity River, and it was only during the rainy season when the river was up that boats could move freight up the river. Inland travel prior to 1872 had to be by wagon, buggy, horseback or foot. I was told by my grandmother that General Sam Houston travel by horseback or foot from his home in Huntsville, crossing the Trinity River, and following along the banks of White Rock Creek, north to visit his sister in Crockett, Texas.

Railroads brought a new era to transportation and was not dependent on the weather. It also brought the telegraph, a speedy way to transmit messages.

I am not too knowledgeable about what each railway company built and serviced. The ones that played a role in our area were the HG & N( Houston and Great Northern), I & GN (International and Great Northern), later the Missouri Pacific, MK & T know as Miss Katie and Tom, and now Union Pacific. In the early part of the century, the BG & N became known as the Waco, Beaumont, Trinity and Sabine Railroad Company, locally known as Wobbly, Bobbly, Turnover and Stop.

One must understand that the main reason for this railroad was that the pine timber belt extended east from Interstate 45 to the Atlantic Coast. I can recall two large sawmills, in Trinity and Groveton; however, there were many small mills. These were logged by mules and there was no way to move the finish product. The WBT&S had over 160 miles of track that serviced Trinity to Weldon, east to Groveton, Corrigan, Woodville, and another line to Carlisle to Livingston. Most of these small mills clean cut their lands, and as a result after cutting their timber, had to shut down the mill.

I recalled one small saw mill mentioned by my father that was owned and operated by Jim West, of which the community of the Westville was named. It is about 7 miles west of Groveton on Highway 94; however, there is no sign of the mill or its location today. After Mr. West shut down his mill, he moved to Houston, and struck it rich in the oil business. He became one of the wealthiest men in the State of Texas, and was the largest ad valorem taxpayer in the state.

After the mill closing in Groveton, and several other mills, the WBT & S had rough sledding, and it went into receivership in 1930. Mr. Paul T. Sanderson, President of Texas Long Leaf Company was made Receiver. His company was one of the largest shippers by rail. The Trinity basket company was another large shipper.

Mr. Luce moved here in the early 30's and built a fullers earth plant this side of Carlisle and on the WBT&S rail line. They proved to be a good shipper. I might add, Mr. Luce and family lived in the Gibson Hotel during the time they were in Trinity. The mill burned, and was rebuilt and later sold to Mr. Jay Simmons, who continued its operation. A second fire destroyed the building and he moved the plant about a half mile east of the Trinity Basket Company, but still on the WBT&S rail line. After a third fire, the plant was not rebuilt. As the demand for the now obsolete fullers earth product became less and less, the plant here, and the two in Riverside were shut down.

The discovery of the Kittrell oil field prove to be a good source of income as the oil was shipped by tanker cars. The management got most of the incoming company Ford and Chevrolet cars shipped in to be unloaded at the dock on WBT&S property. Also, most of the pulp wood produced was loaded out of the WBT&S yard.

An attorney, Colonel R. C. Duff of Beaumont became the key "player" in the promoting of the WBT&S from about 1905 until it was placed in receivership. He worked with the major railroads as previously named, and had connections with financial giants in the railway business in New York.

Over a 20 year period, Colonel Duff was connected to the railroad as owner. He sold it two more times, but always bought it back. The owners of the WBT&S tried to abandon it in the early twenties, however the Interstate Commerce Commission blocked the move due to the service rendered to the area. Colonel Duff acquired the railroad again, thinking he could make it profitable. Failing to turn the railroad around, it went into receivership in 1930.

William Carlisle purchased it at one time and build the line between Livingston and Trinity. He later sold it back to colonel Duff. The community of Carlisle was named for him.

The business owners used the WBT&S for shipping whenever possible, as all of the employees of the rail company lived in Trinity. I recall the merchants at one time promoted to production of tomatoes as a money crop. The local farmers main source of income was cotton. A tomato shed was built on the WBT&S property for grading and packing, and they were to be shipped by rail. This venture did not prove to be successful, as it lasted only one or two years.

At Mr. Sanderson's death in 1944, T. L. Epperson was appointed Receiver. About the only customers remaining were the American box company and Kittrell oil field. In about the middle fifties, the only engine died due to the boiler. It was condemned, and there was not sufficient funds to rebuild. Mr. Epperson had begun selling off assets to meet his payroll, and redeem the "old" payroll checks or warrants issued by the WBT&S that were not cashable at the time of issuance.

The Office of personnel of the 30's and 40's that I can remember were Harry Anders, Harry Saye, and John Parker Johnson. There were many families that depended on the WBT&S, namely, the George Ramey's, Howard Ramey, Jim Baird, Will Splestoesser, the Taylors, Simmons, Dials, Buehrings, Shields, Jack Wagner and others whose names will not come to mind. Two of George Rameys sons are still living, Jack of Lufkin and George H. of Groveton.

At Mr. Epperson's death, Edwin Sanhop was appointed Receiver of the WBT&S and it was his job to liquidate all the assets of the railroad, and write the final chapter of the Wobbly Bobby Turnover and Stop.

This article was taken from "TRINITY COUNTY--A Legend of Its Own" Pg.216

## **Chamber of Commerce Railroad**

**By Bill Nesbitt**

**Submitted by Rita Nesbitt -- Trinity Texas**

How many Chambers of Commerce do you know that own their very own railroad? Probably only one, and its the Trinity Peninsula Chamber. The Chamber of Commerce didn't particularly want to get into the railroad business, but circumstance sort of forced it to.

The Waco, Beaumont, Trinity and Sabine railroad know more affectionately as the Wobbly, Bobbly, Turnover and Stop, had three routes out of Trinity, to Weldon, Colmesneil and Livingston. The line heading east to Livingston also served the Stinson Huston's basket factory just southeast of town, permitting the shipping of baskets by rail car. The basket factory, owned by American Box Company, is now a saw mill owen by Louisiana Pacific.

The Wobbly had been bankrupt and in receivership for many years when T. L. Epperson, the receiver, decided to give up the ghost and not operate the road anymore after the last engine was condemned because of a dangerous boiler.

The track going as far as American Box was still used for shipping, with Missouri Pacific doing the switching; when the tract got so bad it could not be used anymore. American Box, which converted to a saw mill about this time in 1965, said it would have to move its mill if it could not have access to a railroad.

That's when the Trinity Chamber of Commerce stepped in and went into the railroad business.

Charles Elliott was active in the Chamber at the time and related the story to me.

The chamber bought the right of way from town to White Rock Creek, half of it being out right purchase and the other half with a reversion clause.

The road had to be rebuilt, Missouri Pacific gave the Chamber the crossties from a mile-long siding at Red Branch, which was not being used anymore. MoPac took up the rails for its own use, and Lloyd Parr and Alfred Riley picked up all the crossties to refurbish the spur to American Box. "We used what ties we needed, burned the bad ones, and sold the rest," Elliott said. "We hired a Houston company to rebuild the road at a cost off \$5,000, with the American box paying half and the Chamber the other half.

Some years later The chamber sold the excess right of way to the adjacent landowners and turned a profit of about \$27,000.

The railroad is still there, and Louisiana-Pacific uses its from time to time, with Union Pacific doing the switching.

This article was taken from "TRINITY COUNTY--A Legend of Its Own" pg.50



## **The Great Train Robbery**

by Charles H. Elliott, Trinity, Texas  
*previously printed in Trinity Writers Magazine 2001*

My dad is probably the only person and Trinity to have "held up a train." It took place in front of his home on Maple Street, which is the McComa's home today. The Waco, Beaumont, Trinity and Sabine Railway Company had purchased a strip of land on the west side of Elliott Addition to lay their track. The track had been laid and extended to Weldon. However, Dad had never been paid for the land.

One day when the train was on its way to Weldon, Dad took his trusty 32-20 pistol and stop the train. Now, you must realize the train did not travel at a very high rate of speed. I would guess five or six miles per hour. He told the conductor and engineer they could continue when he had been paid. The depot was about three blocks south. The conductor walked to the office and explained their predicament, and that they would not be able to move until my father was paid. Fund was scraped up and Dad was paid. Under the circumstances, you might call him a "Friendly Train Robber." I would say he knew how to collect an old debt; however, I would not advise the same tactics be used today.

I recalled two other instances when the train was stopped. A cousin of mine who live on a ranch in West Texas, was visiting and had never seen many trains. She must have been about 10 years of age when she flag the train to stop. Another was Dorothy Pike, granddaughter of the Beuhrings who was about the same age. Both were told after they had climbed up in the engine that train was in a hurry and would let them ride in the engine and other day.

This article was taken from "TRINITY COUNTY—A Legend of It's Own" Pg. 229

## The Late Train

A TRAIN that is late one hour in these modern days is considered quite hopeless. But Beaumont has the record of once having a train roll in two years, one month, twenty-seven days, five hours and fifteen minutes behind the time scheduled for its arrival.

In 1895 Colonel L. P. Featherstone built the Gulf and Interstate from Beaumont to Bolivar Point.

In 1900 the Galveston storm swept over that section, destroying the line from the vicinity of High Island to Bolivar point. The road was not rebuilt until some two years later, its reconstruction bringing about the most novel incident of railroading in the United States.

A passenger train was standing at Bolivar Point when the storm struck, the waves scattering the steel rails and ties as if they were so much chaff. The train with its locomotives and coaches remained intact, but were separated from the track that remained by several miles of debris. When the rails were again in place steam was gotten up and the train arrived in Beaumont two years, one month, twenty-seven days, five hours and fifteen minutes late.



**Southern Pacific Depot, Pearl and Crockett**

This road was later acquired by the Gulf, Colorado and Santa Fe, and is a part of that system today. Colonel Featherstone tried to have the road known as "The Lighthouse Route" but the public insisted on calling it the "Gee Ni" and the name stuck.

Without a single exception all of the great industrial and commercial assets of Beaumont have come by continual pounding, faith in the city and this section of the country and a tenacity on the part of the early builders which thrived on defeat. It took years for the giant pines to shoot skyward and add ring by ring to their trunks until they became saw logs. It took hundreds of tiny rivulets springing from the sand hills of east Texas to converge their combined strength and make the Neches river. The same has been true of all our man-made assets. It took years to correct a defect in nature and connect the waters of the Neches river with the gulf in such a manner that ships from the seven seas might tie up at Beaumont. It took years to develop the saw mill industry from sheds where shingles were made by hand to the modern band mills cutting up to 200,000 feet a day. It took years to get a hole down to the cap rock on Spindletop and unloosen the liquid gold that had been awaiting the needs of an advancing civilization.

The same is true of railroads entering Beaumont They bring with them a breath of the old south, for they passed through the war between the states, with disastrous results, lay dormant through the poverty-stricken years of reconstruction and succumbed again to the mighty waves of the Gulf of Mexico -- real industrial tragedies if tragedies may be made of steel.

From the best information obtainable, the first effort to build a railroad in Beaumont came from rich planters who would connect their plantations and forests with the open sea through the use of rails. Shallow draft boats from Sabine Pass skipped across Sabine Lake and up the Neches river to Nacogdoches county, but this did not give the planters some distance from the river, satisfactory service. The miles of marsh land between Beaumont and Sabine Pass without roads were also a factor in encouraging railroad building.

These planters conceived the idea of building a railway from Sabine Pass into Hardin county, no doubt dreaming of reaching some of the oldest settled sections of the state in the vicinity of Jasper, Burkville, San Augustine, Nacogdoches or Livingston. Whatever their ultimate object, the dream passed away with them.

There were many slave-owners in East Texas, and the negroes were pressed into service to build the road. The general nature of the ground was flat, and this made heavy cuts and dumps unnecessary. The road passed through what was then the west end of the city, and Railroad avenue took its name from the old dump thrown up by the slaves. It has been handed down by tradition that construction was held up for several days until the negroes could recover from the effect of a sudden change in diet. Wheat was not raised in south Texas, with the result that all bread, except on special occasions at the homes of the well-to-do planters, was made of corn meal. Getting to Beaumont, where freight was brought in by water from the north, they were given wheat bread to eat. Something bordering on an epidemic resulted, and no work was done until the slaves were again given their accustomed hoe cakes.

This railroad started in 1859 and was known as the Sabine and Eastern Texas railway company. Rails were laid from Hardin county as far south as where Port Arthur now stands, in the drive toward Sabine Pass. The terminus at Taylor's bayou was called Aurora. War clouds brought about by the servitude of the slaves like those building the railroad, put a stop to further construction. The planters and their sons able to bear arms started on their way to Chickamauga, Vicksburg, Bull Run, Chancellorsville, and Gettysburg. The steel rails were left to bleach in the sun, while their thoughts were turned to the outcome of the battle. With slaves gone, their plantations reduced to a wilderness of undergrowth, and no funds, the planters had to give up the task.

In 1881 the Kountze interests, who owned most of the land in the vicinity of Sabine Pass and many thousands of acres in East Texas, took the old rails to help build the Sabine and East Texas from Sabine Pass through Beaumont to Rockland. It was placed in operation in 1883. It was purchased in 1905 by the Southern Pacific and extended to Dallas, its present terminus. The tropical hurricane of 1885 sent the Gulf of Mexico inland to the vicinity of Taylor's bayou and when the waves had subsided it was found that the rails had been twisted as so many reeds and that section of the road had to be rebuilt.

About the same year the planters started their line, 1859, a right-of-way was secured through Beaumont by the Sabine and Galveston Bay railway and lumber company. In 1860 the name of this road was changed to the Texas and New Orleans. It was constructed from Sabine river to Houston. No bridge had been built across the Neches river, which made it necessary to transfer passengers, baggage and freight across the stream by ferry and load

again on the other side. Like the Sabine and Eastern Texas, born in the same year, it succumbed to the ravages of war and felt the trampling feet of reconstruction. It was reorganized in 1874, rehabilitated, and became a part of the great Southern Pacific transcontinental system that now reaches from the Atlantic to the Pacific. It became a link in one of the great railroad systems of the New World.

In 1896 John Henry Kirby built the Gulf, Beaumont and Kansas City from Beaumont to Kirbyville in Jasper county for the purpose of furnishing an outlet for sawmills in that territory and it was extensively used until a few years ago to haul logs to the saw mills in Beaumont. In 1900 it was acquired by the Gulf, Colorado and Santa Fe. It was extended to Longview on the north with connections out of Silsbee to Somerville on the main line, and a branch from Kirbyville to De Ridder, Louisiana. It became a part of the great Santa Fe system, which blankets the west from a line drawn from Beaumont to Chicago west to the Pacific. Until it passed into the hands of the Santa Fe it was dubbed the "Kay See."

The next railroad to reach Beaumont was the Kansas City, Pittsburg and Gulf, the realization of a dream of Arthur Stillwell to give to Kansas City an airline to the gulf. Tracks were laid from Beaumont to Port Arthur in 1896, trains from Kansas City coming from Lake Charles over the Southern Pacific. A line was later extended from Beaumont to connect with the main line at DeQuincey, La. This road resulted in the building of the city of Port Arthur, which was an unhabitated prairie at that time. It utilized Railroad avenue in passing through the city, the same dump that had been built by the planters with slave labor in 1859. After passing into the hands of receivers it was reorganized by John W. Gates and the name changed to Kansas City Southern. Under the old name it was dubbed "Pee Gee" but now is called "Kay See."

The sixth and last railroad to be built out of Beaumont was the Beaumont, Sour Lake and Western, which had R. C. Duff, now president of the Waco, Beaumont, Trinity and Sabine, as its president. This line was built in 1906 from Beaumont to Sour Lake, which had become a great oil-producing center. It later became a part of the Frisco system under B. F. Yoakum, and when that road went into the hands of receivers, it became a part of the Gulf Coast lines, extending from New Orleans to Brownsville.

In 1923 R. C. Duff purchased two orphan branches of the Missouri, Kansas and Texas between Beaumont and Waco, and is now building these lines to connect with Beaumont on the south and ultimately with Waco on the north.



**When R. C. Duff was 21**

One of the interesting features about railroad building to Beaumont, is that with the single exception of the Kansas City Southern, all of the great railway systems now serving the city were started, so far as Beaumont was concerned, from short lines radiating from the city. The Southern Pacific was brought here as a result of the short line from the Sabine river to Houston, the Santa Fe came as a result of the short line built to Kirbyville by John Henry Kirby, and the Gulf and Interstate to Galveston by L. P. Featherstone. The Gulf Coast is the result of a line approximately 20 miles to Sour Lake.



**A LITTLE BUSINESS** from an oil-loading rack west of Trinity, Texas, was the only freight moved on the Waco, Beaumont, Trinity & Sabine Railway. Until an ICC inspector red-tagged the last operable locomotive, the 4-6-0 took along this decrepit

waycar-coach. The railroad had been in receivership for many years, and the track barely permitted the passage of the locomotive. In fact, there were frequent derailments. Shortly after this view was made in December of 1946, operations ended.

a board that proclaimed (in chalk) the schedule of trains. Near this station, five or six black passengers were picked up at a cotton-farmer's place.

The WBT&S train did not quite make it into Livingston, as half a mile out of town, at a place named West Livingston, the crossing of the Texas & New Orleans was encountered. As the "Wobbly Bobbly" (its nickname thereabouts) had not paid its share of maintenance, the big road had removed the worn-out frogs of the WBT&S. Passengers had to walk into Livingston, and volunteers heaved the mail sacks! Several men showed up to assist the motorman in turning the "No. 1," which was achieved in a manner encountered on no other railroad. A jack was placed under the crankcase, and after the car was raised as much as the jack could manage, the men firmly grabbed onto the Ford, and since it did not clear the rails, they jockeyed the thing around the best they could. The small group of men were unsmiling for my movies of this event. In fact, the motorman was rather taciturn during the entire trip, obviously not appreciating a "d--- Yankee" passenger, who was asking too many questions—which were really not the business of Yankees!

We then pushed "No. 2" (the trailer) until

we came to a passing siding, where the car was switched around by hand to be in back of No. 1. The coupling was a very elementary bar-and-pin arrangement. Handing over another 70 cents to the motorman, we proceeded toward Trinity at about 20-to-25 mph. However, a mile short of that place, near the location where we used the Missouri Pacific track for the last half mile, the Ford's motor quit, and despite all efforts, it remained in that condition. The black passengers, obviously used to this, took turns pushing the train up to the Missouri Pacific depot. There was no refund (of two cents) for the mile I walked. But nonetheless, I was thankful that the vehicle did not breakdown farther out, as I had not seen much of anything in other transportation, just occasional empty dirt roads.

This was one railroad where I did not venture to its engine terminal, some distance through high weeds, a quarter-mile from the MP. I could see derelict equipment scattered around, but the intervening track was deep in weeds, which from the passage of the Ford, were smeared with oil and grease. There was a turntable, which could not be seen, but whose presence was known when the Model "A" suddenly was being turned.

SECTION B  
Excerpts from "THE HANDBOOK OF  
TEXAS"

# THE HANDBOOK OF TEXAS **Online**

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**TRINITY AND SABINE RAILWAY.** The Trinity and Sabine Railway Company was chartered on September 28, 1881. The railroad was planned by local lumber interests to connect Trinity in Trinity County on the International and Great Northern railroad with a point seventy-five miles to the east, at or near the junction of the Neches and Angelina rivers. The capital stock was \$1,125,000, and the principal place of business was Trinity. The members of the first board of directors were Ira H. Evans,<sup>qv</sup> Allen McCoy, G. J. Gooch, and A. R. Howard, all of Palestine, and D. S. H. Smith, H. M. Hoxie, and R. S. Hayes, all of St. Louis, Missouri. In 1882 the railroad built thirty-eight miles of track from Trinity east to Milepost 38. On December 9, 1882, Jay Gould<sup>qv</sup> bought the road and on the same day sold it to the Missouri, Kansas and Texas Railway Company. It was never connected with the main line and became known as the Orphan Branch of the Katy. The line was extended twenty-nine miles to Colmesneil in 1884. On November 18, 1891, the Trinity and Sabine became part of the Missouri, Kansas and Texas Railway Company of Texas, but the property was left out of the reorganized company in 1923. The line was sold to the Waco, Beaumont, Trinity and Sabine Railway Company on April 8, 1924.

*S. G. Reed*

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**BEAUMONT AND GREAT NORTHERN RAILROAD.** The Beaumont and Great Northern Railroad was chartered on June 22, 1905, to connect Trinity in Trinity County with Livingston, thirty-seven miles to the southeast in Polk County. The capital stock was \$370,000. The principal place of business was Onalaska, Polk County. The members of the first board of directors were William Carlisle and George W. Pennell, both of Atchison, Kansas; L. O. Jackson of Onalaska; James E. Hill <sup>qv</sup> and L. T. Sloan, both of Livingston; A. C. Bird of Chicago, Illinois; R. C. Fyfe of Tyler; H. E. Farrell of St. Louis, Missouri; and W. F. Davis of Groveton. Between August 1905 and May 1908 the company built thirty-three miles of track from Trinity through Onalaska to Livingston. In 1908 the B&GN was sold to R. C. Duff to become part of his proposed line from Waco to Port Arthur. Carlisle bought the road back in 1910 and by August 1911 had completed an additional fifteen miles between Trinity and Weldon. Shortly thereafter, Duff repurchased the line and sold it to the Missouri, Kansas and Texas (Katy). In 1913 the Katy asked the Texas legislature for authority to consolidate the B&GN. Permission was granted over the governor's veto, and the attorney general secured an injunction against the consolidation. The controversy was settled in 1914, when the Katy leased the B&GN for ninety-nine years and agreed to expend \$6 million to extend the line from Weldon to Waco. However, the Katy entered receivership in 1915 and, when reorganized in 1923, left the B&GN out of the new company. The B&GN reverted to its original owners, who renamed it Waco, Beaumont, Trinity and Sabine Railway Company when independent operation resumed on April 1, 1923.

*S. G. Reed*

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**WACO, BEAUMONT, TRINITY AND SABINE RAILWAY.** Chartered as the Beaumont and Great Northern Railroad on June 22, 1905, the railroad was renamed the Waco, Beaumont, Trinity and Sabine Railway Company upon resumption of independent operation on April 1, 1923. Members of the first board of directors included R. C. Duff, J. L. Thompson, L. O. Jackson, A. M. Acheson, Alexander Thompson,<sup>qv</sup> W. W. Smithey, H. E. Kitcher, William A. Vinson,<sup>qv</sup> and Carter Stewart. The business office was in Trinity. The WBT&S operated forty-eight miles from Weldon through Trinity to Livingston. On April 8, 1924, the company purchased sixty-six miles between Trinity and Colmesneil from the Missouri-Kansas-Texas Railway Company of Texas (Katy), making a total system of 114 miles. The Katy had acquired the B&GN from Duff in 1912 and in 1914 leased the company for ninety-nine years. However, the Katy entered receivership in 1915, and the reorganized company, which emerged in 1923, had no need for the "orphan" lines in East Texas. Duff reacquired the B&GN stock held by the Katy and, for \$100,000, purchased the Katy's Sabine Division from Trinity to Colmesneil. Duff continued to press for the extension of the WBT&S to both Waco and Beaumont and, although he obtained authority from the Interstate Commerce Commission for the new construction, he was unable to secure the necessary financing. In 1926 the line had six locomotives and fifty-eight cars and received \$25,802 in passenger earnings and \$243,020 in freight earnings. However, the depletion of timber resources along the WBT&S, coupled with the early effects of the Great Depression,<sup>qv</sup> forced the company into receivership on February 8, 1930. This receivership lasted until the railroad was totally abandoned in 1961 and was the longest bankruptcy of any Texas railroad. Abandonment of the line began in 1936 with the line from Trinity to Colmesneil. In 1941 the outer eight miles of the Weldon line was removed, and in 1949 the twenty-four miles between Luce and Livingston was retired. The WBT&S suspended operations in 1959, when its only locomotive was condemned, and the last track was removed in 1961. The company was widely known by its nickname Wobble, Bobble, Turnover, and Stop, which is perhaps the best indication of the condition of the railroad during much of its life.

*George C. Werner*

The following, adapted from the *Chicago Manual of Style*, 15th edition, is the preferred citation for this article.

*Handbook of Texas Online*, s.v. "," <http://www.tsha.utexas.edu/handbook/online/articles/WW/eqw3.html> (accessed October 3, 2007).

(NOTE: "s.v." stands for sub verbo, "under the word.")

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**BLANCHARD, TEXAS.** Blanchard is at the junction of Farm roads 3126 and 2457, eighty-two miles north of Houston in west central Polk County. Early settlers in the area called the community West Tempe after a local creek. Completion of the Beaumont and Great Northern Railway from Onalaska to Livingston in 1908 brought significant change in western Polk County. A railroad stop was established south of the West Tempe cemetery and named Blanchard by William Carlisle, owner of the sawmill at Onalaska, after his brother-in-law, Ben Blanchard, of New York. After the railroad had been finished, a stave mill was built at Blanchard. A post office was established there in 1908. The rail line was acquired by the Waco, Beaumont, Trinity and Sabine Railway in 1923 and abandoned in 1949. When Lake Livingston was constructed in 1968, a series of roads and parks developed in the area. Blanchard's population was estimated at fifty in the mid-1920s, mid-1980s, and early 1990s. In 2000 the population was listed as 200.

*Robert Wooster*

The following, adapted from the *Chicago Manual of Style*, 15th edition, is the preferred citation for this article.

*Handbook of Texas Online*, s.v. "," <http://www.tsha.utexas.edu/handbook/online/articles/BB/hnb46.html> (accessed March 20, 2007).

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**BARNES SWITCH, TEXAS.** Barnes Switch, also known as Barnes, is at the junction of State Highway 19 and Farm Road 1893, in western Trinity County. The settlement grew up near a switch on the Waco, Beaumont, Trinity and Sabine Railway in the early 1920s and was named for Dr. S. E. Barnes, a prominent physician. In the mid-1930s there were several stores in the area. In the early 1990s a single store remained, and the community reported a population of fifteen.

bibliography: Patricia B. and Joseph W. Hensley, eds., *Trinity County Beginnings* (Groveton, Texas: Trinity County Book Committee, 1986).

*Christopher Long*

**The following, adapted from the *Chicago Manual of Style*, 15th edition, is the preferred citation for this article.**

*Handbook of Texas Online*, s.v. "," <http://www.tsha.utexas.edu/handbook/online/articles/BB/hrbfh.html> (accessed March 20, 2007).

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**COLMESNEIL, TEXAS.** Colmesneil is at the intersection of U.S. Highway 69 and Farm Road 256, nine miles north of Woodville in north central Tyler County. The town, sometimes referred to as Colmesneil Junction, was named for one of the first conductors on the Texas and New Orleans Railroad through the area. The T&NO line was crossed at Colmesneil by the Trinity and Sabine. In 1881 Jay Gould,<sup>qv</sup> of the Missouri, Kansas and Texas Railroad, secured a charter for the Trinity and Sabine and built sixty-six miles of track from Trinity to Colmesneil, which became a railroad center for Tyler County. It had the only turntable in the county at the end of the Waco, Beaumont, Trinity and Sabine line. The actual terminus of the railroad was not located in what today is thought of as downtown Colmesneil, but rather in what flourished for a time as a neighboring town called Ogden. The two towns had a long-standing feud, largely between the Manns and Sturrocks of Colmesneil and the Ogdens and Campbells of Ogden. The two towns were consolidated under the single name of Colmesneil in early 1888.

In 1889 Colmesneil shipped cotton and other products from Jasper, Newton, Sabine, San Augustine, and Angelina counties. Since the land around the town is too hilly for cultivation, local products were confined to timber and some cattle. The Yellow Pine Lumber Company operated a sawmill in Colmesneil in the 1880s. At one time Colmesneil was larger than Beaumont. The S. H. Meadows general store, owned and operated by the same family since 1892, is the oldest business establishment in Tyler County. The East Texas Hotel was built by Levi Fortenberry in 1888, bought by C. W. Matthews in 1916, and owned by Mrs. Easter Mann in 1986. The first post office in Colmesneil opened in 1882.

The population was at its height around 1890 at 1,016. By 1900 it was down to 632, and in 1931 it was 370, but by 1939 it was back to 1,000. In the late 1980s it was 600. Nearby Lake Tejas, fed by cool springs, provided water sports for a large East Texas area. At that time the town had a bank, a car dealership, several small grocery stores, and a good high school with an excellent sports record. In 1990 the population was 569, and in 2000 it was 638.

**BIBLIOGRAPHY:** Fred I. Massengill, *Texas Towns: Origin of Name and Location of Each of the 2,148 Post Offices in Texas* (Terrell, Texas, 1936). Lou Ella Moseley, *Pioneer Days of Tyler County* (Fort Worth: Miran, 1975). S. G. Reed, *A History of the Texas Railroads* (Houston: St. Clair, 1941; rpt., New York: Arno, 1981). Thomas Clarence Richardson, *East Texas: Its History and Its Makers* (4 vols., New York: Lewis Historical Publishing, 1940).

*Megan Biesele*

**The following, adapted from the *Chicago Manual of Style*, 15th edition, is the preferred citation for this article.**

*Handbook of Texas Online*, s.v. "," <http://www.tsha.utexas.edu/handbook/online/articles/CC/hlc42.html> (accessed March 20, 2007).

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**MOBILE, TEXAS.** Mobile was four miles northwest of Colmesneil and one mile west of Billiams Creek in northwest Tyler County. There a sawmill was operated by Sam Allen during the 1880s and 1890s. John Donovan became a one-fourth owner and manager of the mill after buying a team and contracting to provide logs to the mill. Allen later sold the mill to W. E. Trotti, who operated it until 1900, when it was sold to John Henry Kirby.<sup>qv</sup> A country school antedated the mill at Mobile. David Enloe, the son of Ben Enloe, a settler, was an early teacher. Before Mobile as such came into existence, the children of the Mann, Seamans, and Enloe families attended school there. The Mobile post office was established in 1883, one of a number of new company post offices started in the wake of the coming of the railroads; F. K. Wise was the first postmaster. The post office closed in 1925. Mobile was listed as School District No. 22 of Tyler County in 1917. As late as 1925 it had a population of twenty-five.

In its heyday Mobile had a commissary, a dance hall, a planer with the sawmill, and a vast lumberyard. The Futch family kept a boardinghouse. Lee Weathersby was the mill boss, and Oscar Sisk managed the commissary. Mobile was served by the Waco, Beaumont, Trinity, and Sabine Railway line. The town dwindled and disappeared shortly after 1925, when the timber had been cut out. Today the Hickory Grove Cemetery is all that is left of Mobile and its woods camp.

**BIBLIOGRAPHY:** *It's Dogwood Time in Tyler County* (Woodville, Texas), 1949, 1955, 1962. S. G. Reed, *A History of the Texas Railroads* (Houston: St. Clair, 1941; rpt., New York: Arno, 1981).

*Megan Biesele*

The following, adapted from the *Chicago Manual of Style*, 15th edition, is the preferred citation for this article.

*Handbook of Texas Online*, s.v. "," <http://www.tsha.utexas.edu/handbook/online/articles/MM/hvm92.html> (accessed March 20, 2007).

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**WELDON, TEXAS.** Weldon, on Farm Road 230 twenty-one miles south of Crockett in southern Houston County, was settled just after the Civil War.<sup>qv</sup> A post office began operating in 1869, and a school opened in the late 1870s or early 1880s. In the late 1880s the Waco, Beaumont, Trinity and Sabine Railway was extended to Weldon, and the town became a regional lumbering center. By 1885 Weldon had several steam saw and grist mills, a cotton gin, two general stores, a drug store, a meat market, and an estimated population of 150. The town continued to prosper during the 1910s and 1920s, and by the early 1930s it had a population of 200 and several businesses. After World War II<sup>qv</sup> many of the residents moved away, and by 1950 the population had dwindled to eighty. In 1990 Weldon had a population of 131.

**BIBLIOGRAPHY:** Armistead Albert Aldrich, *The History of Houston County, Texas* (San Antonio: Naylor, 1943). Houston County Historical Commission, *History of Houston County, Texas, 1687-1979* (Tulsa, Oklahoma: Heritage, 1979). *Houston County Cemeteries* (Crockett, Texas: Houston County Historical Commission, 1977; 3d ed. 1987).

*Christopher Long*

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**WOODLAKE, TEXAS** (Trinity County). Woodlake is on U.S. Highway 287 four miles southeast of Groveton in southeastern Trinity County. The area was settled around the time of the Civil War,<sup>qv</sup> but a community did not begin to grow up until the early 1880s, when John Martin Thompson<sup>qv</sup> and Henry Tucker founded the Thompson and Tucker Lumber Company. In 1889 a post office opened under the name Willard, and during the next two decades the community was known variously as Willard, Old Willard, and Jason. By 1896 the town had Presbyterian and Methodist churches, the lumberyard and mill, a general store, and a population of 250. But by World War I<sup>qv</sup> most of the timber in the region had been cut, the mill was closed, and the plant dismantled. Many of the residents moved to other sawmill towns in the region. The post office was closed in 1910 but reopened in 1920 as Jason, according to one source named for Jason Hawthorne, a distinguished black resident. In 1925 the name was changed to Woodlake, after the small reservoir that had supplied the mill. During the 1920s Helen Kerr Thompson,<sup>qv</sup> a relative of the original mill owner, organized a model farm. A trading post, a community center, and a number of houses were constructed, but the project failed in the late 1920s because of the combined effects of the Great Depression<sup>qv</sup> and the demise of the Waco, Beaumont, Trinity and Sabine Railway. In 1934 the United States government took over the project to aid farmers on relief rolls. Many new houses were constructed, as well as a new eleven-grade school, but the project failed again. By the late 1930s many of the residents had moved away. Most of the community buildings and much of the equipment was sold to the Baptist Church of East Texas, which erected a youth camp. In 1990 Woodlake was a dispersed community with a population of 301.

**BIBLIOGRAPHY:** Patricia B. and Joseph W. Hensley, eds., *Trinity County Beginnings* (Groveton, Texas: Trinity County Book Committee, 1986).

*Christopher Long*

**The following, adapted from the *Chicago Manual of Style*, 15th edition, is the preferred citation for this article.**

*Handbook of Texas Online*, s.v. "," <http://www.tsha.utexas.edu/handbook/online/articles/WW/hlw47.html> (accessed March 20, 2007).

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**SETAG, TEXAS.** Setag was on the Waco, Beaumont, Trinity, and Sabine Railway 100 miles north of Houston in north central Polk County. In 1927 Julius Reinhardt leased a 347-acre tract to James T. Gates of Harris County for the purposes of mining and operating a silica plant. Apparently the site was named by reversing the spelling of the Harris County man's last name. In 1932 Reinhardt leased the tract to the Servtex Materials Company of New Braunfels. Although no community center exists, the sand and gravel operations are still marked on highway and geological survey maps.

*Robert Wooster*

**The following, adapted from the *Chicago Manual of Style*, 15th edition, is the preferred citation for this article.**

*Handbook of Texas Online*, s.v. ", " <http://www.tsha.utexas.edu/handbook/online/articles/SS/hvs70.html> (accessed March 20, 2007).

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**SECTION C**  
**“Schedule For Trains 14, 15, 17 & 18”**

## Trains 14, 15, 17, 18

Waco, Beaumont, Trinity & Sabine Railway Co.  
March, 1937

17	15	Train Number	14	18
Ex Su	Ex Su	Miles	Ex Su	Ex Su
	11 36A Dp	0.0 Livingston, TX (CT)	Ar 10 56A	
	11 40A	0.6 West Livingston, TX	10 46A	
	F11 53A	3.1 East Tempe, TX	F10 33A	
	F12 09P	6.2 Vreeland, TX	F10 17A	
	12 17P	7.7 Blanchard, TX	10 09A	
	12 37P	11.6 Kickapoo, TX	9 49A	
	12 47P	13.6 Onalaska, TX	9 39A	
	F 1 03P	16.8 Pennell, TX	F 9 23A	
	1 25P	21.1 Carlisle, TX	9 01A	
	F 1 45P	24.9 Sebastopol, TX	F 8 41A	
	F 1 58P	27.5 Pagoda, TX	F 8 28A	
	2 25P Ar	32.9 Trinity, TX (CT)	Dp 8 00A	
3 20P	Dp	33.3 Mill Junction, TX	Ar	6 45P
F 3 30P		34.2 Sequoyah, TX		F 5 53P
F 3 48P		37.8 Barnes, TX		F 5 35P
F 3 58P		39.6 Auburn, TX		F 5 25P
F 4 20P		43.9 Kittrell, TX		F 5 05P
4 40P	Ar	47.6 Weldon, TX (CT)	Dp	4 45P

**Speed Check**

Train **14**

**Trinity-Livingston**

**10** intermediate stops

Time: **2 hrs 56 min**

Speed: **11.2** avg MPH

**Speed Check**

Train **15**

**Livingston-Trinity**

**10** intermediate stops

Time: **2 hrs 49 min**

Speed: **11.7** avg MPH

**Speed Check**

Train **17**

**Trinity-Weldon**

**4** *intermediate stops*

Time: **1 hrs 20 min**

Speed: **11.0** avg MPH

**Speed Check**

Train **18**

**Weldon-Trinity**

**4** *intermediate stops*

Time: **2 hrs 00 min**

Speed: **7.4** avg MPH

**Connections at West Livingston with Texas and New Orleans R.R. (Southern Pacific Lines) and at Trinity with International-Great Northern R.R. (Missouri Pacific Lines).**

As a teenager in the early '80s I used to go exploring—okay, trespassing—in the old Houston Union Station (now Minute Maid Park) and the now-shuttered Ben Milam Hotel across the street from it. The Ben Milam apparently had been the location of the W. B. T. & S. receiver's office before final liquidation, and the hotel had some displays telling the history of the railroad and a few of its artifacts. Everything is gone now, of course, but I do believe that I will always carry a bit of a soft spot for the old Wobble, Bobble, Turnover & Stop.

## SECTION D

“List of Employees of The Waco, Beaumont,  
Trinity and Sabine Railway”

EMPLOYEES OF THE WACO, BEAUMONT, TRINITY, AND SABINE RAILWAY

NAME	DUTIES	SPOUSE	CHILDREN AND FAMILY
Acheson, M. Alexander *	Superintendent	Alice	Alexander, Samuel Billie (Mrs. Bowman)
Alexander, Dewey	Fireman		Lois E.
Alexander, William	Company Storekeeper	Deann	
Anderson, H. W.	Agent At Trinity		
Arnold, Olan H.	Railway Express	Georgia	Olan, Jr., Maxine
Baird, James T.	Engineer	Janie	James, Jr., Lawrence, Mary Annie L. (Mrs. Donahoe?)
Baker, "Boe"	<i>not noted in source</i>		
Baker, Jim	Section Crew		
Ball, Josh	Section Crew		
Barnes, Samuel Rankin, Dr.	Mill Physician	Malcom (Micky)	Dan, George, Betsy (Elizabeth) Sally Edmonds
Bell, David Herbert	Inspector At Roundhouse	Allie Lee Skains	Janice, Bobby
Bittick, Henry	Train Crew		
Bittick, Moye	Train Crew		
Blankenbecker, L. E.	Administration		
Boggan, Ples	Section Foreman		Ozettie (Mrs. Vernon) Bowman, Mildred White- head, Best
Branton, Jeff	Setion Crew		
Brock, David	Railroad Car Repair	Elva?	David, Jr., Milton, Lucille, Joynell
Broyles, Benjamin Frank	Section Crew	Cora Skains	Mary Francis, Billy Frank
Buckle, Carl Herbert.	Shop Foreman	Linnie	Julian, Virginia
Buckle, Julian Carl	Engineer		
Burke, Lloyd "Dilly"	Section Crew		
Burrow, Thomas	Machinist	Gussie	Niece: Dorothy Pruett
Butler, L. C.	Newsbutch On Train		
Cauthon, P. H.	Treasurer		
Clegg, Owen W.	Wheelwright At Roundhouse	Ella Standley	Standley, Jessie Bender Virginia West, Hattie, Mary
Cochran, Earl S.	Conductor	Pearl	Christine, Wilma, Joyce Day
Currie, John	Train Crew		
Danner, J. E.	Agent at Carmona		
Dial, Quincy J.	Engineer	Minnie	Kirven?, Ruby, Victorine, Elsie L. Cousin: Evelyn Brannen Charles Duff
Duff, R. C. *	Administration		
Edwards, Dan	Section Crew		
Edwards, John H.	Brakeman	Nora	
Elly, A. C.	Agent at Onalaska		
Elsworth, Webster	Dispatcher	Martha	
Epperson, Thaxton L.	Receiver	Pearl	William Thaxton, Leighnae Hogue, Jeanette Rivenbarr
Evans, Oliver	Section Crew		
Finch, Tib	Machine Shop		
Foster, George W.	Stockholder		
Franklin, R. W.	Administration		
French, Jackson	Engineer	Minnie	Lottie, Maggie (Mrs. Jimmie Bell) Evelyn?, Marie
Garrison, Lloyd M.	Company Storekeeper		
Goettee, Frank A.	Brakeman	Mary	Howard Earl, Donald Wayne, Frances (Mrs. Jim Medley), Ola Faye (Mrs. Norris Smith), Janice Chesser
Greno, Robert	Section Crew		

Grimes, Frank	Section Crew		
Hallmark, Herman	Brakeman		<i>Joanne (Mrs. Raymond Kennedy)</i>
Hamlin, Walter	Section Crew		
Hardy, Wesley	Section Crew		
Head, Alvin E.	Conductor	Mary	<i>Billy Gene Head, Shirley Head</i>
Head, Mary Lee (Mainer)	Depot Office	Alvin	<i>Billy Gene Head, Shirley Head</i>
Heaney, H. J.	Duties Unknown		
Hickman, Daisy Bergman	Agent at Corrigan	Edgar	
Hill, Adam	Section Crew		
Hisey, F. H.	Traffic Manager		
Hitt, Moul Trie	Administration		
Hobby, W. P.	Stockholder		
Holloway, Frinklin	Duties Unknown	Ida Lee	<i>Frinklin, Jr., Frances</i>
Howard, John B.	Section Foreman	Lucy	<i>J. Raymond, Jamès B. Daniel</i> <i>Gertrude</i> <i>Terry, Jimmy, Peggy</i> <i>Herbert</i>
Huston, Stinson	Stockholder	Para	
Huston, Chester	Conductor	Glenn	
Hutton, Alex	Section Crew		
Jackson L. O.	* Administration		
James, Frank Embry	Agent at Glendale, Corrigan, & Groveton		
Jarvis, James	Section Crew		
Johnson, Houston N.	Clerical		
Johnson, Willard	Train Crew		
Jones, Charles O.	Telegrapher		
Kelly, Clyde	Section Crew		
Kennedy, G. C. "NIP"	Train Crew		<i>Roy, G. C., Jr., Earl, Ann Bolton,</i> <i>Clara, Elmer &amp; Velma</i>
Kennedy, John A.	Section Crew		
Killion, Arthur	Section Crew		
Kitcher, H. E.	* Administration		
Lansberry, Fredrick	I-GN Agent	Edna	<i>Anna (Mrs. Ebb Vinson), Paul</i> <i>Vinson</i> <i>Earne Wood</i>
Layton, Rube P.	Train Crew	Anna	
Leggett, Bernard T.	Machine Shop		
Leggett, Jesse	Engineer		
Little, Will	Conductor	Evie	
Love, D. S.	Agent at Weldon		
Love, Jesse	Section Crew		
Lowery, Pearl	Postmistress		
Lucas, Elbert Judson "Red"	Conductor	Doris Hays	<i>Adopted Twin Boys Named</i> <i>Roy &amp; Troy English</i> <i>S. S. "Jack", Jr, Niece: Joyce Day</i>
Manry, Seymour Santos "Jack"	Depot Office	Erma Beall	
McGee, Early	Fireman		
McNutt, Claude M.	Telegrapher	Liela	<i>Claude, Jr. Cecil, Trevor, Jackson</i> <i>Carrie, Julie</i>
Mitchell, John	Machinist		
Montgomery, Rod	Stockholder		
Morris, Seymour	Brakeman		
Neal, Jesse	Section Crew		
Norton, James W.	Roadmaster		
Otis, Merton "Mutt"	Train Crew		<i>Gladys; Son lives near Dallas</i>
Pennington, Otto	Bridge Foreman		
Philips, Andrew	Section Crew		
Pope, Harry K.	Section Crew		
Powell, Sam	Section Crew		
Ramey, A. E.	Conductor		
Ramey, George Sr.	Engineer		<i>George, Jr., Frank, Jake, Jack,</i> <i>Vivian Johnstone, Evelyn</i> <i>Padgett, Blanche Martin</i> <i>Howard, Jr., Ernest, Leah (Mrs.</i>
Ramey, Howard E.	Conductor	Nannie	

Ramey, Oscar "Virge"	Train Crew		Ralph Vinson), Joy (Mrs. Roy Duncan)
Ramey, Paul	Conductor, Brakeman	Helen Gates	Earl, Raymond "Skeeter", Roy Billy G., James K.
Rawls, John	Section Crew		
Rawls, Luke	Section Crew		
Rawls, Sam	Section Crew		
Reinhardt, Willie	Pumper		
Richards, Paul	Brakeman	Velma	Jim, Douglas, Jon Paul, Jerry, Nelda (Mrs. Billy Shipper)
Riley, W. B. Jr.	Conductor		
Riley, William B. Sr.	Conductor	Amie	William B. Jr., "Slag", Edie Mae; Niece: Kate Hastings
Ringo, Angus	Engineer		
Ringo, Frank	Engineer	Elzora Yarborough	Thelma
Ringo, Howard	Brakeman	Jessie	Bernice (Mrs. Sam Bigsom) Harriet; Grandchildren: Jessie Howard, "Butch" Bigson
Ringo, Sam	Engineer	Huttie	Angus, Nettie, Opal Capps, Alene Capps, Odell; Grandson: Sam Gibson
Russell, John	Section Crew		
Sanderson, Paul T.	Receiver	Hasseltine	Martha (Mrs. Ruffin), Frances (Mrs. Madely)
Saye, Harry	Auditor In Depot	Kathleen	
Schultz, Benjamin	Engineer	Minnie Swarty	Earl, Dawson?, Charles, Floyd, Lareese?, Ruth
Shields, Charles J.	Mail Clerk	Minnie	Charles, Jr., Bessie (Mrs. Stokes) Fay (Mrs. Gemon)
Simonton, Chris C.	Conductor, Brakeman, Mechanic	Della	Alice
Skinner, James W.	Section Crew		
Small, John	Section Crew		
Smith, Henry	Section Crew		
Smith, James	Section Crew		
Smithy, W. W.	* Administration		
Snell, Frank H.	Depot Clerk		Niece: Mrs. Billy Thax Epperson
Spletstoesser, Will	Engineer		
Stanford, Lynnroy P.	Agent at Onalaska		
Steel, Josh	Section Crew		
Stewart, Carter	* Administration		
Sublett, Barney	Section Crew		
Sullivan, Henry	Agent at Onalaska		
Taylor, Archie	Engineer		
Taylor, C. D.	Train Crew		
Taylor, Doug	Engineer		Archie, Barnard, Sam
Taylor, Leonard	Section Crew		
Taylor, Wesley	Section Foreman		
Teacle, C. C.	Agent at Groveton		
Thomas, William	Section Crew		
Thompson, Alexander	* Administration		
Thompson, J. L.	* Administration		
Thornton, Austin	Conductor	Birdie	Otto, Austin, Falby (Mrs. Gunner) Myrdeth (Mrs. Robert Sowell), Nina (Mrs. Harry Cohen), Grandchildren: Cloyce & Gerald Thornton, Victoria Garrison
Timberlake, Albert	Fireman	Kate	Albert, Jr., Charles, Addie Belle Parker



Timberlake, Charles	Fireman		
Vann, Sanders F.	Depot Cashier	Mary Sue	
Vinson, N. B.	Conductor ?		
Vinson, William A.	* Administration		
Wagner, Francis M.	Conductor	Medora	
Wagner, Jack	Conductor		
Walker, Pink	Section Crew		
Wallace, Len	Section Crew		
Washington, James A.	Section Crew		
Watkins, Noah	Section Crew		
Watson, Adam	Section Crew		
Watson, Tom	Section Crew		
Weems, George J.	Engineer	Willie	<i>Myrtle, Olive, Lila</i>
Wells, Martin	Section Crew		
Wilkins, Powell	Duties Unknown	Ruby	<i>Mary; Granddaughter: Linda (Mrs. Dean) Walker</i>
Williamson, Jake	Section Crew		
Wilmon, John	Engineer		
Wylie, James Willie	Agent At Chester		

\* — Indicates Members of the First Board of Directors

## SECTION E

“The Termination of The W. B. T. & S.  
Railway and Receivership and the Creation of  
“The W. B. T. & S. Foundation”

## PRESS RELEASE

Ed Sandhop today announced the termination of the receivership of the Waco, Beaumont, Trinity and Sabine Railway Company (W.B.T.&S.) and the establishment of The WBT&S Foundation, Inc., a nonprofit corporation.

The W.B.T.&S. was chartered in 1923, but went into receivership in 1930. The first receiver was Paul Sanderson who was succeeded by T. L. Epperson. Mr. Sandhop became the receiver in 1973.

Mr. Sandhop conceived the idea of devoting the remaining assets of the railroad to charitable purposes. He was instrumental in securing passage of a bill in the Texas legislature for the purpose of terminating the receivership and authorizing its assets to be devoted to charitable purposes under the direction of Judge Joe Ned Dean and his successors in office. This could not have been done without the approval and help of State Representative Allen Hightower and State Senator Steve Ogden who sponsored the enabling act in the Texas legislature.

On June 5, 1998, Judge Dean conducted a hearing on Mr. Sandhop's application to terminate the receivership. Two people came forward to assert ownership of an interest in the railroad's assets. Fred Weinzierl informed the judge that he and his brother, Alfred, claimed ownership of two shares, but they agreed that the assets of the railroad should be devoted to charitable purposes. Thus, they waived their claim to any interest in the remaining assets. At the conclusion of the hearing, Judge Dean ordered that the receivership would be terminated and that all of its assets, other than real estate, would be turned over to the newly formed WBT&S Foundation.

The Foundation was created for the express purpose of receiving the assets and managing them for charitable purposes in Trinity County. Under the Foundation's articles of incorporation, it may expend 80% of its annual net income for two purposes: (1) 40% of its income may be expended to provide college scholarships for residents of Trinity County, and (2) 40% of its income may be expended to provide grants to nonprofit organizations in Trinity County.

The Foundation is to be managed by a five-member board of directors, one of whom will always be the County Judge of Trinity County. Judge Dean appointed these people to constitute the initial board of directors: County Judge Mark Evans, Judy Cauthan Bishop, S. E. Denman, John Thompson, and Travis E. Kitchens, Jr. The activities of the Foundation will be supervised by Judge Dean and his successors in office.

**CAUSE NO. 4,832**

**J.T. BAIRD**

**VS.**

**WACO, BEAUMONT, TRINITY &  
SABINE RAILWAY COMPANY**

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§  
§  
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§

**IN THE DISTRICT COURT**

**OF**

**TRINITY COUNTY, TEXAS**

**ORDER TERMINATING RECEIVERSHIP**

On this date, the Court heard and considered the Application to Terminate Receivership filed by Edwin G. Sandhop, Jr., Receiver. The Receiver and other interested persons appeared in person.

The Court took judicial notice of the following facts from its own files: (a) the Waco, Beaumont, Trinity & Sabine Railway Company ("W.B.T. & S.") is a railroad company located wholly within this state; (b) the receivership of the W.B.T. & S. has been in existence for more than 50 years; and (c) the Receiver has published proper notice of the proposed termination of the receivership for seven consecutive days in a newspaper of general circulation in Trinity County, the county in which the receivership is located.

The Court noted that a claim had been filed by Frederick M. Weinzierl and Alfred A. Weinzierl in which they asserted joint ownership of two shares of the capital stock of the W.B.T. & S. After hearing and considering the evidence of the claimants, the Court noted that they had failed to tender ownership of any share certificates issued in their respective names or the names of any predecessor in title; accordingly, the Court found that they had failed to prove by a preponderance of the evidence that they owned any shares of the

W.B.T. & S. The Court ordered, adjudged, and decreed that the claim of Frederick M. Weinzierl and Alfred A. Weinzierl is denied.

The Court noted that no other claims had been filed and that the time for filing claims had expired. The Court ordered, adjudged, and decreed that all claims which might have been asserted against the Receiver and The W.B.T. & S. are denied.

The Court heard evidence offered by the Receiver as to: (a) the current assets of the W.B.T. & S; and (b) the formation of The W.B.T. & S. Foundation, Inc., a nonprofit corporation (Charter No. 01488443) existing by virtue of a Certificate of Incorporation issued by the Secretary of State on May 1, 1999. (A copy of the Articles of Incorporation and the Certificate of Incorporation were admitted into evidence as Exhibit "A".) The Court found that The W.B.T. & S. Foundation, Inc. is a nonprofit charitable organization chosen by the Receiver that is acceptable to the Court as a distributee of the noncash assets of the W.B.T. & S. The Court found that the initial directors of the W.B.T. & S. Foundation were designated in the Articles of Incorporation to be: Mark Evans, Travis E. Kitchens, Jr., S.E. Denman, John Thompson, and Judy Cauthen Bishop, and these appointments should be confirmed. The Court ordered, adjudged, and decreed that the persons named above are hereby confirmed to be the initial directors of the The W.B.T. & S. Foundation, Inc. and they are hereby authorized to act as directors. The Court ordered, adjudged, and decreed that Exhibit "A" shall be retained in the Court's file.

The Court considered the proposed By-Laws of the The W.B.T. & S. Foundation, Inc. and found them to be appropriate. The Court ordered, adjudged, and decreed that the By-Laws of The W.B.T. & S. Foundation, Inc. (Exhibit "B"), along with the Articles of

Incorporation, shall henceforth govern the activities of the The W.B.T. & S. Foundation, Inc. The Court ordered, adjudged, and decreed that Exhibit "B" shall be retained in the Court's file.

Pursuant to Section 64.0721, Texas Civil Practice & Remedies Code, the Court found that the receivership of the W.B.T. & S. should be terminated and that the noncash assets of the W.B.T. & S. should be disbursed to The W.B.T. & S. Foundation, Inc. The Court ordered, adjudged, and decreed that the receivership of the Waco, Beaumont, Trinity & Sabine Railway Company is hereby terminated. The Court ordered, adjudged, and decreed that Edwin G. Sandhop, Jr. shall within 45 days deliver all of the noncash assets of the W.B.T. & S. to the directors of The W.B.T. & S. Foundation, Inc., and that upon such delivery, Edwin G. Sandhop, Jr., shall be discharged from any further duties or responsibilities with respect to the receivership.

The Court directed E.M. Schulze, Jr., attorney for the Receiver, to deliver a copy of this order to the Commissioner of the General Land Office for the purpose of advising the Commissioner that the receivership had terminated and that the real estate had escheated to the state.

The Court retained and reserved jurisdiction over the noncash assets distributed to The W.B.T. & S. Foundation, Inc., the Foundation itself, and its officers and directors for the purpose of supervising the Foundation and its activities. The Court ordered, adjudged, and decreed that: (a) as provided in the by-laws, neither the articles of incorporation nor the by-laws may be modified without court approval; (b) as provided in the by-laws, the appointment of directors is subject to approval by the Court; (c) any disputes or issues

concerning The W.B.T.&S. Foundation, Inc. or its activities shall be resolved by the Court upon the filing of a motion by any interested party seeking such relief; and (d) the Board of Directors shall, on or before the 31<sup>st</sup> day of January of each year beginning in 1999, file an annual report with the Court reflecting the financial status of the Foundation as of the end of the preceding calendar year and the expenditure of funds for the preceding calendar year.

The Court ordered, adjudged, and decreed that this cause shall remain pending indefinitely on the docket of the Court for the purpose of insuring that The W.B.T. & S. Foundation is properly and efficiently managed and that its assets are devoted to charitable purposes in Trinity County, Texas.

All other relief which might have been granted to any party to this proceeding or any creditor or claimant is hereby denied.

Signed and entered on June 4, 1998.

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JOE NED DEAN  
Judge Presiding

# Application for Employer Identification Number

(For use by employers, corporations, partnerships, trusts, estates, churches, government agencies, certain individuals, and others. See instructions.)

Keep a copy for your records.

OMB No. 1545-0043

**1** Name of applicant (Legal name) (See instructions.)  
**WBT+S Foundation, Inc.**

**2** Trade name of business (if different from name on line 1)  
**First National Bank of Huntsville**

**3** Executive (Trustee) care of name  
**First National Bank of Huntsville**

**4a** Mailing address (street address) (room, apt., or suite no.)  
**P.O. Box 659**

**4b** City, state, and ZIP code  
**Huntsville, TX 77342-0659**

**4c** County and state where principal business is located  
**Walker, TX**

**5a** Business address (if different from address on lines 4a and 4b)

**5b** City, state, and ZIP code

**6** Name of principal officer, general partner, grantor, owner, or trustee—SSN required (See instructions.)  
**Act of TX Legislature Sec. 64.0721 SubChapter E, Ch. 64 Civil Practice + Remedies Code - See attached**

**7** Type of entity (Check only one box.) (See instructions.)

<input type="checkbox"/> Sole proprietor (SSN)	<input type="checkbox"/> Partnership	<input type="checkbox"/> Personal service corp.	<input type="checkbox"/> REMIC	<input type="checkbox"/> State/local government	<input type="checkbox"/> Other nonprofit organization (specify) ▶	<input type="checkbox"/> Other (specify) ▶	<input type="checkbox"/> Estate (SSN of decedent)	<input type="checkbox"/> Plan administrator-SSN	<input checked="" type="checkbox"/> Other corporation (specify) ▶ <b>Foundation</b>	<input type="checkbox"/> Trust	<input type="checkbox"/> Federal Government/military	<input type="checkbox"/> Farmers' cooperative	<input type="checkbox"/> Church or church-controlled organization
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**8a** If a corporation, name the state or foreign country (if applicable) where incorporated

**8** Reason for applying (Check only one box.)

<input type="checkbox"/> Started new business (specify) ▶	<input type="checkbox"/> Hired employees	<input type="checkbox"/> Created a pension plan (specify type) ▶	<input type="checkbox"/> Banking purpose (specify) ▶	<input type="checkbox"/> Changed type of organization (specify) ▶	<input type="checkbox"/> Purchased going business	<input checked="" type="checkbox"/> Created a trust (specify) ▶ <b>See #7 above</b>	<input type="checkbox"/> Other (specify) ▶
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**9** Date business started or acquired (Mo., day, year) (See instructions.)  
**4/29/98**

**10** Closing month of accounting year (See instructions.)

**11** First date wages or annuities were paid or will be paid (Mo., day, year). Note: If applicant is a withholding agent, enter date income will first be paid to nonresident alien. (Mo., day, year)

**12** Highest number of employees expected in the next 12 months. Note: If the applicant does not expect to have any employees during the period, enter -0-. (See instructions.)

Nonegricultural	Agricultural	Household
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**13** Principal activity (See instructions.) ▶ **provide scholarships + grants**

**14** Is the principal business activity manufacturing?  
 If "Yes," principal product and raw material used ▶

**15** To whom are most of the products or services sold? Please check the appropriate box.

<input type="checkbox"/> Public (retail)	<input type="checkbox"/> Other (specify) ▶	<input type="checkbox"/> Business (wholesale)	<input checked="" type="checkbox"/> N/A
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**16** Has the applicant ever applied for an identification number for this or any other business?  
 Note: If "Yes," please complete lines 17b and 17c.

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
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**17a** If you checked "Yes" on line 17a, give applicant's legal name and trade name shown on prior application, if different from line 1 or 2 above.

Legal name ▶ Trade name ▶

**17b** Approximate date when and city and state where the application was filed. Enter previous employer identification number if known.

Approximate date when filed (Mo., day, year) City and state where filed Previous EIN

Under penalties of perjury, I declare that I have examined this application, and to the best of my knowledge and belief, it is true, correct, and complete.

Name and title (Please type or print clearly.) ▶ **Sydney C. Sharp VP+TO**

Signature ▶ *Sydney C. Sharp*

Date ▶ **8/21/98**

Business telephone number (include area code) **(409) 294-8037**

Home telephone number (include area code) **(409) 291-8366**

Note: Do not write below this line. For official use only.

Please leave blank ▶	Geo.	Ind.	Class	Size	Reason for applying
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FILED  
In the Office of the  
Secretary of State of Texas

MAY 1 1998

Corporations Section

ARTICLES OF INCORPORATION  
OF  
THE WBT&S FOUNDATION, INC.

ARTICLE ONE

The name of the corporation is THE WBT&S FOUNDATION, INC.

ARTICLE TWO

The corporation is a non-profit corporation.

ARTICLE THREE

The period of its duration is perpetual.

ARTICLE FOUR

The corporation is organized for two exclusive purposes: (a) to make scholarship donations to public colleges or universities in the State of Texas for residents of Trinity County, Texas (the "Scholarship Purpose"); and (b) to provide economic assistance in the form of grants to non-profit organizations devoted to public purposes in Trinity County, Texas (the "General Charitable Purpose").

So that the principal of the Foundation may increase from year to year, in each calendar year, no more than eighty percent (80%) of the net income of the corporation from the previous calendar year shall be expended for the purposes of the corporation. Funds not expended in a particular calendar year shall be added to principal and not thereafter expended.

In each calendar year, no more than forty percent (40%) of the net income of the corporation from the previous calendar year shall be expended for the Scholarship Purpose.

In each calendar year, no more than forty percent (40%) of the net income of the corporation from the previous calendar year shall be expended for the General Charitable Purpose.

The number of scholarships to be granted each year, the amount of each scholarship, and the recipients of scholarships shall be determined by the Board of Directors in its discretion, taking into consideration these factors: (a) the need of each applicant for economic assistance as demonstrated by current financial circumstances and

the availability of funds to the applicant from other sources; (b) the academic potential of each applicant as demonstrated by previous academic achievement; (c) the citizenship of each applicant as demonstrated by participation in extracurricular and public service activities; and (d) the character of each applicant as demonstrated by the applicant's work history and personal behavior. The amount of the scholarships need not be equal between recipients. All scholarship donations shall be paid directly to the college or university for the account of the recipient, and under no circumstances shall the funds be paid directly to any individual.

The number of grants for General Charitable Purposes in each year, the amount of each grant, and the recipients of the grants shall be determined by the Board of Directors in its discretion, taking into consideration these factors: (a) the need of each applicant for economic assistance as demonstrated by the organization's current financial circumstances and the availability of funds from other sources; (b) the ability of each applicant to manage its affairs in a sound fashion; and (c) the contribution to the public welfare of Trinity County which can be reasonably anticipated from making a grant to the applicant. After comparing the applicants with respect to these factors, the Board of Directors shall award grants to the applicants or applicants deemed most worthy of assistance. The amount of the grants need not be equal between recipients. Under no circumstances shall donations be made to any individual.

#### **ARTICLE FIVE**

The corporation is to have no members.

#### **ARTICLE SIX**

The street address of its initial registered office is 108 Main Street, Groveton, Texas 75845, and the name of its initial registered agent at such address is Travis E. Kitchens, Jr.

#### **ARTICLE SEVEN**

The number of directors constituting the initial Board of Directors is five (5), and the names and addresses of the persons who are to serve as directors are:

MARK EVANS  
TRINITY COUNTY COURTHOUSE  
GROVETON, TEXAS

# ENROLLED

H.B. No. 3581

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## AN ACT

relating to the termination of certain receiverships.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

SECTION 1. Subchapter E, Chapter 64, Civil Practice and Remedies Code, is amended by adding Section 64.0721 to read as follows:

Sec. 64.0721. TERMINATION OF RAILROAD RECEIVERSHIP. (a) A receiver of a railroad company located wholly within this state that has been in receivership for more than 50 years may apply to the court that appointed the receiver requesting the court to:

(1) terminate the receivership; and

(2) disburse any assets of the railroad company remaining after the payment of the company's debts to one or more nonprofit charitable organizations chosen by the receiver for use in providing services within the county in which the receiver was appointed.

(b) After a receiver makes an application under Subsection (a), the receiver shall publish notice of the proposed termination of the receivership for seven consecutive days in a newspaper of general circulation in the county in which the receivership is located. The notice must state that a person with an interest in the assets of the railroad company may file a claim with the court that appointed the receiver not later than the 90th day after the final day of the publication of the notice.

1           (c) After the expiration of the period for filing claims  
2 provided by Subsection (b) and after the court resolves all claims  
3 filed with the court relating to the railroad company, the court  
4 shall disburse any remaining assets of the receivership to the  
5 nonprofit charitable organizations chosen by the receiver that are  
6 acceptable to the court in its discretion.

7           (d) Any noncash assets of a railroad company that exist when  
8 its receivership is terminated under this section escheat to the  
9 state.

10           SECTION 2. The importance of this legislation and the  
11 crowded condition of the calendars in both houses create an  
12 emergency and an imperative public necessity that the  
13 constitutional rule requiring bills to be read on three several  
14 days in each house be suspended, and this rule is hereby suspended,  
15 and that this Act take effect and be in force from and after its  
16 passage, and it is so enacted.

<b>MGLNO</b>	<b>AREA</b>	<b>COUNTY</b>	<b>TRACT</b>	<b>ACRES</b>	<b>COMMENTS:</b>	<b>MINIMUM BID</b>
453	MCGILLIVRAY AND LEONA MCKIE MUSE WMA	BROWN	2	530.17	SAVE AND EXCEPT THE BARNETT SHALE FORMATION	\$18,555.95

**DESCRIPTION:** BEING A TRACT OF LAND CONTAINING 530.17 ACRES, MORE OR LESS AND DESCRIBED IN 3 TRACTS AS FOLLOWS: TRACT ONE - BEING 140 ACRES, BEING SUBDIVISION 95, CONTAINING 80 ACRES AND THE EAST 60 ACRES OF SUBDIVISION NO 94, OF COMANCHE COUNTY SCHOOL LANDS SURVEY NO. 44, A-167; TRACT TWO - BEING 160 ACRES OF LAND, BEING THE J.S. KAMPLAIN PRE-EMPTION SURVEY, A-1315; TRACT THREE - BEING 230.17 ACRES OF LAND IN BROWN COUNTY, TEXAS, BEING THE SOUTH 230.17 ACRES OF A SURVEY OF 330.72 ACRES SURVEYED FOR MCGILLIVRAY MUSE BY E. A. BECKHAM, COUNTY SURVEYOR, ON SEPTEMBER 11, 1942. THE ABOVE 3 TRACTS BEING DESCRIBED IN EXHIBIT "B" AS THE SEVENTH TRACT, TENTH TRACT AND TWELFTH TRACT IN GIFT

DEED  
1380,

DATED DECEMBER 14, 2000 FROM LEONA MCKIE MUSE TO TEXAS PARKS AND WILDLIFE DEPARTMENT, RECORDED IN VOLUME PAGE 77, IN THE OFFICIAL PUBLIC RECORDS OF BROWN COUNTY, TEXAS.

454	ABANDONED W. B. T. & S. RY. CO. RIGHT-OF-WAY	TYLER		38.472		\$7,694.40
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**DESCRIPTION:** BEING A 38.472 ACRES PORTION OF THE ABANDONED W.B.T. & S. R.R. WITHIN THE GAVINO ARANJO SURVEY, A-3 TYLER COUNTY, TEXAS AND FURTHER DESCRIBED IN FIVE TRACTS: TRACT 1 - 2.97 ACRES, MORE OR LESS OF LAND OUT OF THE G. ARANJO

SURVEY  
WACO,  
  
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OF  
  
IN

A-3, TYLER COUNTY, TEXAS AND MORE PARTICULARLY DESCRIBED IN THAT CERTAIN DEED DATED JULY 14, 1937 FROM THE

BEAUMONT, TRINITY & SABINE RAILWAY COMPANY BY R. C. DUFF ITS DULY AUTHORIZED PRESIDENT, AND PAUL T. SANDERSON, RECEIVER OF THE WACO, BEAUMONT, TRINITY & SABINE RAILWAY COMPANY TO W. H. LEWIS AND RECORDED IN VOLUME 90, PAGE 61 OF THE DEED RECORDS OF TYLER COUNTY, TEXAS. TRACT 2 - 9.44 ACRES, MORE OR LESS OF LAND OUT OF THE G. ARANJO SURVEY A-3, TYLER COUNTY, TEXAS AND MORE PARTICULARLY DESCRIBED IN THAT CERTAIN DEED DATED JULY 27, 1937 FROM

WACO, BEAUMONT, TRINITY & SABINE RAILWAY COMPANY BY R. C. DUFF ITS DULY AUTHORIZED PRESIDENT, AND PAUL T. SANDERSON. RECEIVER OF THE WACO, BEAUMONT, TRINITY & SABINE RAILWAY COMPANY TO JOHN H. KIRBY AND RECORDED IN VOLUME 85, PAGE 229 OF THE DEED RECORDS OF TYLER COUNTY, TEXAS. TRACT 3 - 15.91 ACRES, MORE OR LESS OF LAND OUT

THE G. ARANJO SURVEY A-3, TYLER COUNTY, TEXAS AND MORE PARTICULARLY DESCRIBED IN THAT CERTAIN DEED DATED JULY 27, 1937 FROM THE WACO, BEAUMONT, TRINITY & SABINE RAILWAY COMPANY BY R. C. DUFF ITS DULY AUTHORIZED PRESIDENT, AND PAUL T. SANDERSON, RECEIVER OF THE WACO, BEAUMONT, TRINITY & SABINE RAILWAY COMPANY TO JOHN H. KIRBY AND RECORDED IN VOLUME 85, PAGE 229 OF THE DEED RECORDS OF TYLER COUNTY, TEXAS. TRACT 4 - 5.082 ACRES, MORE OR LESS OF LAND OUT OF THE G. ARANJO SURVEY A-3, TYLER COUNTY, TEXAS AND MORE PARTICULARLY DESCRIBED IN THAT CERTAIN DEED DATED JULY 27, 1937 FROM THE WACO, BEAUMONT, TRINITY & SABINE RAILWAY COMPANY BY R. C. DUFF ITS DULY AUTHORIZED PRESIDENT, AND PAUL T. SANDERSON, RECEIVER OF THE WACO, BEAUMONT, TRINITY & SABINE RAILWAY COMPANY TO JOHN H. KIRBY AND RECORDED IN VOLUME 85, PAGE 229 OF THE DEED RECORDS OF TYLER COUNTY, TEXAS. TRACT 5 - 5.07 ACRES, MORE OR LESS OF LAND OUT OF THE G. ARANJO SURVEY A-3, TYLER COUNTY, TEXAS MORE PARTICULARLY DESCRIBED

THAT CERTAIN DEED DATED JULY 27, 1937 FROM THE WACO, BEAUMONT, TRINITY & SABINE RAILWAY COMPANY BY R. C. DUFF ITS DULY AUTHORIZED PRESIDENT, AND PAUL T. SANDERSON, RECEIVER OF THE WACO, BEAUMONT, TRINITY & SABINE RAILWAY COMPANY TO JOHN H. KIRBY AND RECORDED IN VOLUME 85, PAGE 229 OF THE DEED RECORDS OF TYLER COUNTY, TEXAS.

SECTION F  
Pictures



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Wobbly depot at Trinity, 1940's.



## **WACO, BEAUMONT, TRINITY, & SABINE (WBT&S)**

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WBT&S - 2-6-2 #1

Image, Waco, Beaumont, Trinity, & Sabine 2-6-2 #1

Waco, Beaumont, Trinity & Sabine Railway Company 2-6-2 locomotive #1 waits to work downgrade into a spur in Trinity, Texas August 26, 1957.

Nickname: (WBT&S) "The Wobble, Bobble, Turnover & Stop"

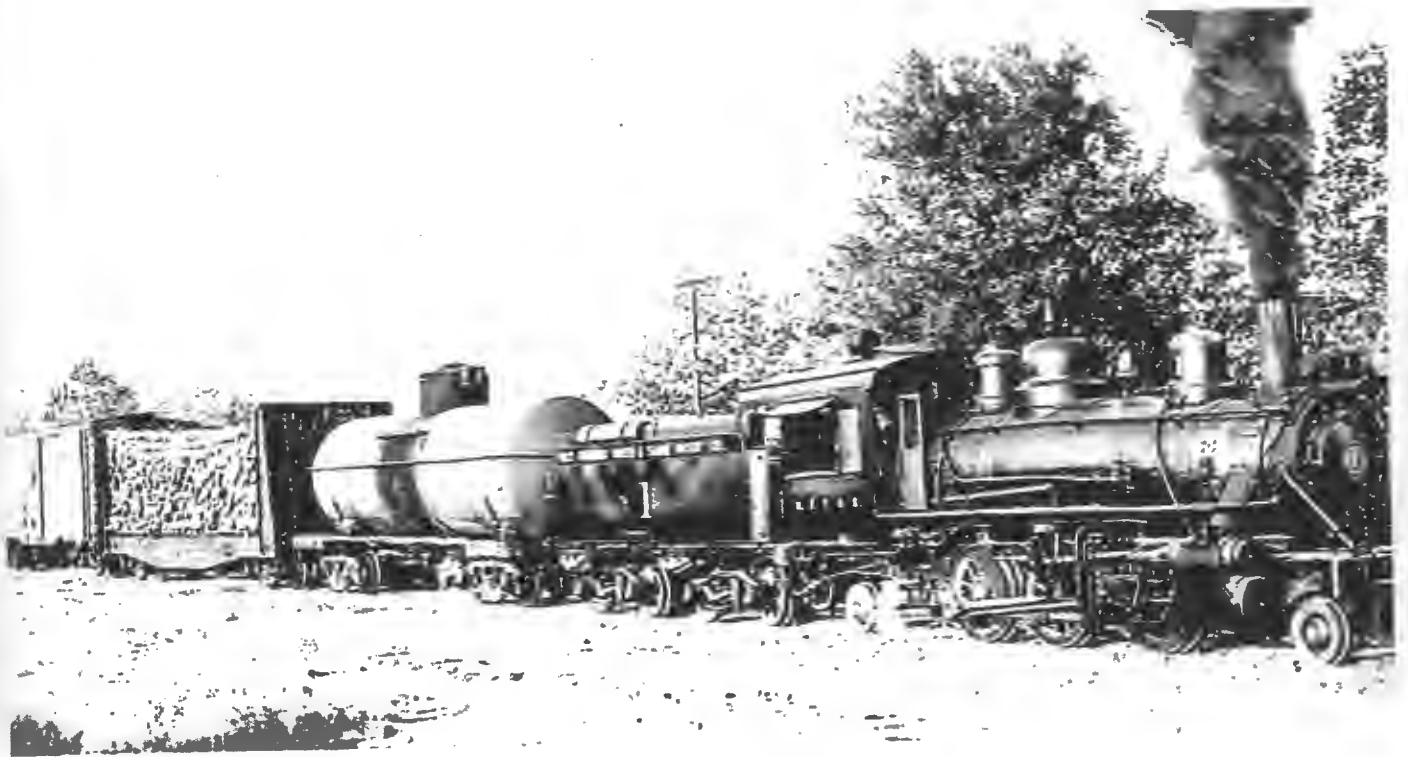




The above picture is the "Mail Car" of the WBT&S railway that ran between Trinity and Livingston, Texas. The car pulled an open trailer with a tarp on each side to let down when it rained. White passengers rode inside the car, black passengers rode in the open trailer. The picture was taken in front of the Onalaska depot, Onalaska, Polk County, Texas



This is a picture of two of the many employees of the Waco, Beaumont, Trinity and Sabine Railroad Company. Looking from left to right we have Mr. Frank Ringo in front of the small engine #1, then we see Mr. C. H. Buckle standing next to the larger #273 engine.



### **W. B. T. & S. (#1) PULLING A PAY LOAD**

**An oil car from the Kittrell oil fields, a load of short pulpwood, and a box car filed with baskets from the Basket Factory. They would pick the full cars and pull them out to the Missouri Pacific main line that ran through Trinity.**



A railroad worker in overalls collects fares from African American (Black) men, women and children passengers aboard a crowded Waco, Beaumont, Trinity and Sabine railway trailer pulled by motor car #1 near Trinity in Trinity County, Texas lettering on the trailer reads: "W. B. T. & S. 2." The trailer has rolled-up canvas awnings. Lettering on the motor car reads: "W. B. T. & S. 1." Shows a frame house with a wraparound porch near the tracks. Date October 5, 1946.



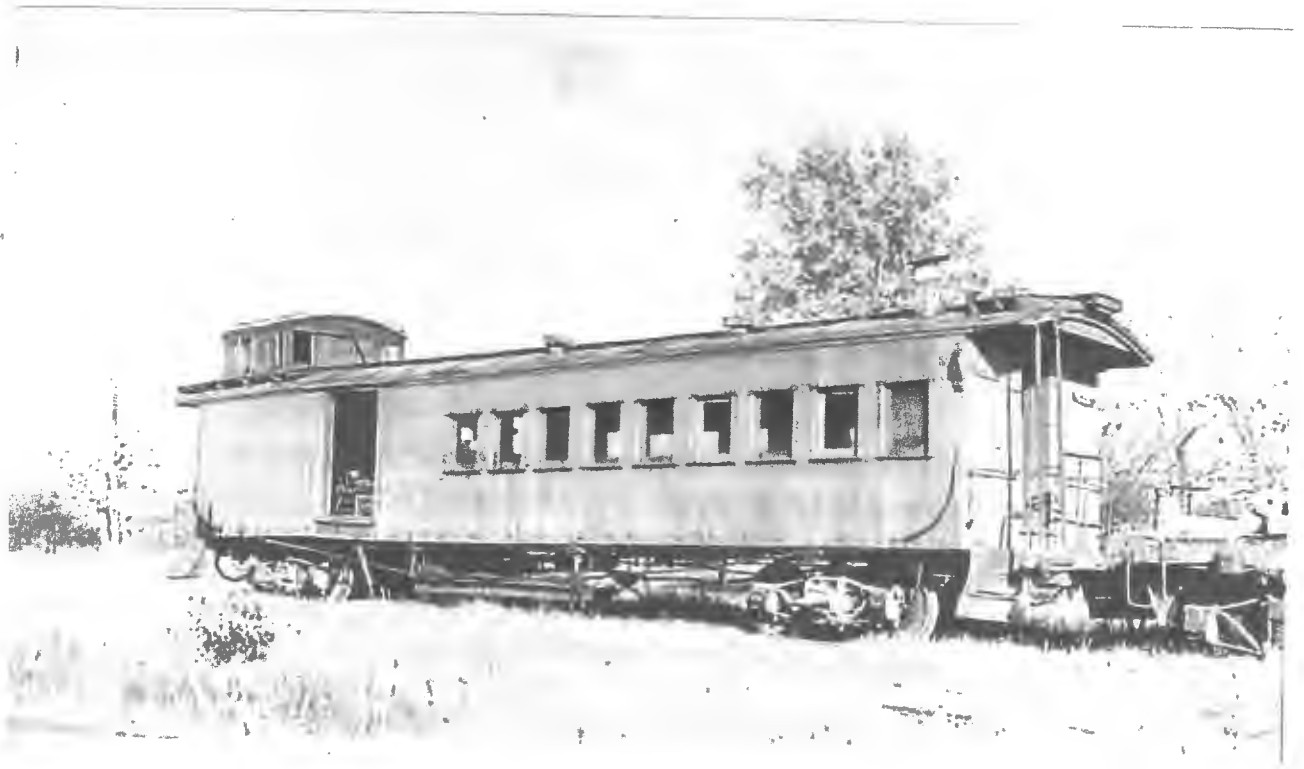
Waco, Beaumont, Trinity and Sabine railway locomotive # 273 and #277 are in the enginehouse in Trinity, (Trinity County), Texas. Shows a passenger car and tall grass along the tracks in the railroad yard. Date August 8, 1946.



Loading the "Mail Car" at the Missouri Pacific Depot in Trinity, Texas.



Driver of the "Mail Car" getting water from the bar ditch to cool the motor of the "Mail Car" some where between Livingston and Trinity.



Some of the rolling stock of the W. B. T. & S. Railway.





# Best Wishes

for the coming year  
W.B.T. and S. Ry. Co.

*J. L. Epperson Rec.*









