

LOUISIANA RAILWAY & NAVIGATION CO.

EMPLOYEES' TIME TABLE No. 15

To Take Effect 12.01 A. M. Sunday, June 9, 1907.

CENTRAL STANDARD TIME, 90th MERIDIAN.

ALL RULES INCONSISTENT WITH THOSE HEREIN ARE REVOKED

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 time of any train. The Company reserves the right to vary from it at pleasure.

Study Carefully the Within Regulations and Rules. Important Changes Have
Been Made which Must be Understood Alike by All

H. B. HELM,
General Superintendent,
SHREVEPORT, LA.

C. WILLIAM WITBECK

R. L. GARDNER,
Train Master,
SHREVEPORT, LA.

MILEAGE.

| | |
|--|-------------|
| ALEXANDRIA DIVISION—Shreveport to Alexandria..... | 122.6 miles |
| NAPLES DIVISION—Alexandria to Naples..... | 52.4 miles |
| WINNFIELD DIVISION—Aloha to Winnfield..... | 27.6 miles |
| NEW ORLEANS DIVISION..... | 130 miles |
| Total..... | 332.6 miles |
| BOAT DIVISION—Angola Transfer Co., Naples to Angola..... | 8 miles |
| Total..... | 340.6 miles |

CONNECTIONS.

| | | |
|---|---|--|
| <p>SHREVEPORT. { H. E. & W. T. Texas & Pacific Ry. K. C. S. Ry. V. S. & P. Ry. M. K. & T. Ry. St. L. S. W. Ry.</p> <p>BOSSIER JUNCTION. { V. S. & P. Ry. St. L. S. W. Ry.</p> <p>HAGEN..... L. & N. W. Ry.</p> | <p>WINNFIELD..... { L. & A. Ry. C. R. I. & P. Ry.</p> <p>ALEXANDRIA { T. & P. Ry. St. L., I. M. & S. Ry. M. L. & T. Ry. S. L., W. & G. Ry. L. & A. Ry.</p> <p>SCOTLAND..... Y. & M. V. Ry.</p> | <p>MONTEGUT..... Y. & M. V. Ry.</p> <p>NEW ORLEANS. { Y. M. & V. Ry. I. C. Ry. L. & N. Ry. T. & P. Ry. N. O. & G. N. Ry. N. O. Terminal. N. O. & N. E. Ry. N. O. Ft. J. & G. I. M. L. & T. Ry.</p> |
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SPECIAL INSTRUCTIONS.

SPEED.

Passenger trains will not exceed a maximum speed of 45 miles per hour, and freight trains, 26 miles per hour.

Engines backing up with or without trains will not run to exceed 12 miles per hour in daylight and 10 miles per hour after dark.

All trains will come to a full stop before crossing, and will not exceed a speed of six miles per hour, while any portion of train is on following bridges:

Red River Bridge, at Shreveport (draw).

Loggy Bayou Bridge (draw), Mile Post 30.4,

Red River Bridge, at Alexandria (draw),

Bayou des Glaises Bridge (draw), Mile Post 171.3,

and will not exceed a speed of ten miles per hour on Bridge No. 66 (slow boards) Mile Post 49.7.

Draw Bridge over New Basin, New Orleans, stands open against trains.

Iron Mountain Crossing is protected by a gate, which will be set and locked against L. R. & N. Co. trains, and before conductors and engineers allow trains to cross Iron Mountain track, they will have flagman set the gate against Iron Mountain trains, and remain at crossing until train has passed, and must see that gate is reset and locked against L. R. & N. Co. trains.

All trains will be governed by time table and rules of V., S. & P. Ry., between Bossier Junction and Shreveport. Conductors and engineers must supply themselves with current time tables of the above named road, and be governed strictly by same while on their tracks.

Trains will not exceed a speed of six (6) miles per hour within the yard or city limits of Shreveport, Alexandria, Baton Rouge and New Orleans.

Conductors of all trains will report for orders before leaving initial stations. If no orders, operator will furnish clearance card.

STANDARD CLOCKS.

| | |
|------------------|---------------------|
| Shreveport..... | Dispatcher's Office |
| Alexandria..... | Telegraph Office |
| Aloha..... | Telegraph Office |
| Naples..... | Telegraph Office |
| Angola..... | Telegraph Office |
| Baton Rouge..... | Telegraph Office |
| New Orleans..... | Telegraph Office |

YARD LIMITS.

Shreveport and Bossier Junction—One Yard.
Alexandria, Pineville and Heard—One Yard.

Baton Rouge.

New Orleans Yard commences at Mile Post 299.

BULLETIN BOARDS.

| | | |
|------------|------------|-------------|
| Shreveport | Alexandria | Baton Rouge |
| Aloha | Naples | New Orleans |
| | Angola | |

CHARACTERS.

| | |
|------|---|
| "D" | Day Telegraph Office. |
| "DN" | Day and Night Telegraph Office. |
| "NS" | No Siding. |
| "S" | Track Scale. (Also used to show direction spur tracks open.) |
| "T" | Turn Table. |
| "Y" | Wye. |
| "C" | Coal. |
| "W" | Water. |
| "MP" | Mile Post. |
| "* | Mail Catcher Stations. |
| "N" | When used opposite "Clearance of Sidings" indicates that siding is connected at one end only and opens north. |
| "S" | When used opposite "Clearance of Sidings" indicates that siding is connected at one end only and opens south. |

TIME INSPECTOR.

| | |
|------------------------------|------------------|
| CARTER-ALLEN JEWELRY CO..... | Shreveport, La. |
| Wm. FRANTZ..... | New Orleans, La. |

REGISTERING STATIONS.

| | | |
|------------|------------|-------------|
| Shreveport | Winnfield | Angola |
| Aloha | Alexandria | Baton Rouge |
| Hagen | Naples | New Orleans |

MAKE-UP OF FREIGHT TRAINS.

In making up freight trains, all air cars must be placed next to engine. All empty flat cars next to caboose if entire train is equipped with air; if not, all non-air cars must be placed next to caboose, and all empty flat cars must be placed immediately ahead of the non-air cars. This includes tanks, loaded or empty. Tanks to be placed at least four cars from engine and caboose.

Air hose must be coupled, and air brakes used on all cars so equipped. Conductors will not leave Terminals without all air cars being switched together. All air cars picked up on the road must be placed in the train so that the air can be used. Conductors will personally inspect the brakes on non-air cars, and know that there are sufficient hand brakes to control such cars should they become detached. Conductors and Engineers will be held responsible for testing the air before leaving Terminals; and where they pick up cars at stations, for personally knowing that the air is cut in and working on cars that are equipped with air in working order.

All trains, including way freights, both out of Terminals and between Terminals, must be composed of at least 50 per cent air cars, switched together, coupled and working with the engine. This does not apply to work trains, or to solid trains of empties, or log trains of Black Lake Lumber Co.

COMPANY SURGEONS.

| | |
|--|--------------------|
| T. E. SCHUMPERT, M. D., Chief Surgeon..... | Shreveport, La. |
| J. C. WILLIS, M. D., Local Surgeon..... | Shreveport, La. |
| O. DOWLING, M. D., Oculist..... | Shreveport, La. |
| R. C. KEMP, M. D., Local Surgeon..... | Bijou, La. |
| T. C. HIGHTOWER, M. D., Local Surgeon..... | Campiti, La. |
| J. W. ROBERTS, M. D., Local Surgeon..... | Colfax, La. |
| J. J. PETERS, M. D., Local Surgeon..... | Winnfield, La. |
| R. O. SIMMONS, M. D., Local Surgeon..... | Alexandria, La. |
| EMILE REGARD, M. D., Local Surgeon..... | Mansura, La. |
| W. L. WHARTON, M. D., Local Surgeon..... | Bordelonville, La. |
| A. F. BARROW, M. D., Local Surgeon..... | Bayou Sara, La. |
| CHARLES McVEA, M. D., Local Surgeon..... | Baton Rouge, La. |
| M. S. PICARD, M. D., Local Surgeon..... | Gonzales, La. |
| SIDNEY MONTEGUT, M. D., Local Surgeon..... | Montegut, La. |
| H. B. GESSNER, M. D., 705 Morris Building..... | New Orleans, La. |

N. S. BROOKS, Chief Dispatcher, Shreveport, La.

ALEXANDRIA DIVISION—SHREVEPORT TO CAMPTI.

| SOUTH-BOUND | | | | | | | | | | NORTH-BOUND | | | | | | | | | | | | | | | | | | | |
|------------------|------|--------------------|-------|----------------|------|----------------|--------|------------------------------|----------|------------------------------|-------|--------------------------|---|-------------------------|-------|---------------------------|----|-----------------|---------|-----------------|----|----------------|------|----------------|------|--------------------|-------|------------------|----|
| THIRD CLASS. | | | | FIRST CLASS. | | | | LOCATION OF WATER TANKS, ETC | | CLEARANCE OF SIDINGS IN FEET | | DISTANCE FROM SHREVEPORT | | STATIONS | | DISTANCE FROM NEW ORLEANS | | STATION NUMBERS | | TELEGRAPH CALLS | | FIRST CLASS | | | | THIRD CLASS. | | | |
| 9 LOCAL | | 39 FAST FREIGHT | | 3 PASSENGER | | 1 PASSENGER | | | | | | | | | | | | | | | | 2 PASSENGER | | 4 PASSENGER | | 38 FAST FREIGHT | | 10 LOCAL | |
| Daily Ex. Sunday | | Daily | | Daily | | Daily | | | | | | | | | | | | | | | | Daily | | Daily | | Daily | | Daily Ex. Sunday | |
| Lv | Ar | Lv | Ar | Lv | Ar | Lv | Ar | W | C | T | YARD | 0.0 | D | SHREVEPORT | 305.6 | 0 | Ds | Ar | 8 45 | PM | Ar | 11 30 | AM | Ar | 6 20 | AM | Ar | 6 30 | PM |
| | | | | | | | | | | | | 0.9 | | V. S. & P. Ry. CROSSING | 304.7 | | | | | | | | | | | | | | |
| 7 00 | | 6 20 | MT 10 | f | 4 11 | | 6 41 | | s | | YARD | 1.2 | | BOSSIER CITY | 804.4 | 1 | | 8 34 | | | f | 11 18 | | 6 05 | | 6 20 | MT 39 | | |
| 7 10 | | | | | f | 4 23 | | | | | | 1.8 | | ST. L. S. W. CROSSING | 303.8 | | | | | | | | | | | | | | |
| | | | | | | | | | | | 373n | 5.4 | | BLENHEIM | 300.2 | 5 | | | | | f | 11 06 | | | | | | | |
| | | | | | | | | | | | 235n | 6.0 | | NICHOLSON | 299.6 | 6 | | | | | | | | | | | | | |
| 7 23 | | 6 35 | | f | 4 32 | | 6 53 | | | | 1237 | 9.3 | | CURTIS * | 296.3 | 9 | | 8 22 | | | f | 10 55 | | 5 39 | | 5 52 | | | |
| | | | | | f | | | | | | N S | 10.9 | | WISTAR | 294.7 | 11 | | | | | f | | | | | | | | |
| | | | | | | | | | | | 300n | 12.9 | | ARNSBERG | 292.7 | 13 | | | | | | | | | | | | | |
| 41 | | 6 50 | | s | 4 44 | | s 7 01 | | w | | 1366n | 14.2 | D | TAYLORTOWN | 291.4 | 14 | W | s 8 14 | | | s | 10 42 | | 5 24 | | 5 34 | | | |
| | | | | | f | | | | | | 321n | 15.6 | | CARVEL | 290 | 16 | | | | | f | | | | | | | | |
| 7 59 | | 7 05 | | s | 4 55 | | z 7 08 | | | | 616 | 18.2 | D | ELM GROVE | 287.4 | 18 | Gv | x 8 07 | | | s | 10 31 | | 5 08 | | 5 20 | | | |
| | | | | | f | | | | | | 410n | 20.4 | | McDADE * | 285.2 | 20 | | | | | f | | | | | | | | |
| 8 12 | | 7 15 | | s | 5 03 | MT. 10 | z 7 14 | | | | 1671 | 21.5 | D | ATKINS | 284.1 | 22 | KN | x 8 01 | | | s | 10 22 | | 4 56 | | 5 03 | MT 3 | | |
| 8 20 | | 7 22 | | f | 5 08 | | 7 19 | | | | 982 | 23.6 | | POOLE * | 282 | 24 | | 7 56 | | | f | 10 16 | | 4 49 | | 4 42 | | | |
| 8 29 | | | | f | 5 12 | | | | | | 387n | 25.3 | | GATLIN | 280.3 | 25 | | | | | f | 10 11 | | | | 4 34 | | | |
| | | | | | f | 5 17 | | | | | 277n | 27.5 | | NINOCK | 278.1 | 28 | | | | | f | 10 07 | | | | | | | |
| 8 42 | | 7 47 | MT 2 | s | 5 20 | | 7 28 | | | | 1153 | 28.5 | | DES ARC * | 277.1 | 29 | | 7 47 | MT 39 | | s | 10 04 | | 4 29 | | 4 20 | | | |
| | | | | | f | 5 23 | | | w | | N S | 30.3 | | LOGGY BAYOU | 275.3 | 30 | | | | | f | 10 00 | | | | | | | |
| 9 00 | | 8 07 | | s | 5 29 | | s 7 36 | | | | 1518 | 33.1 | D | EAST POINT | 272.5 | 33 | ON | s 7 39 | | | s | 9 52 | | 4 09 | | 4 00 | | | |
| | | | | | f | | | | | | N S | 34.3 | | STAR POINT | 271.3 | 34 | | | | | f | | | | | | | | |
| 9 15 | | 8 20 | | f | 5 37 | | 7 42 | | | | 510n | 36.2 | | CRICHTON * | 269.4 | 36 | | 7 33 | | | f | 9 44 | | 3 56 | | 3 45 | | | |
| 9 22 | | 8 25 | | f | 5 41 | | | | | | 203n | 37.3 | | LOCKWOOD | 268.3 | 37 | | | | | f | 9 40 | | 3 51 | | 3 40 | | | |
| | | | | | | | | | | | | 38.0 | | ALTENA | 267.6 | 38 | | | | | | | | | | | | | |
| 4 | MT 4 | 8 32 | | f | 5 47 | | 7 49 | | | | 620n | 39.6 | | CARROLL * | 266 | 40 | | 7 26 | | | f | 9 34 | MT 9 | 3 44 | | 3 30 | | | |
| 10 10 | | 8 56 | | s | 5 59 | | s 8 01 | MT 4 | | c | 3440 | 45.4 | D | COUSHATTA | 260.2 | 45 | Co | s 7 14 | | | s | 9 21 | | 3 22 | | 3 06 | | | |
| | | | | | | | | | | | 143n | 47.1 | | CORLEY | 258.5 | 47 | | | | | | | | | | | | | |
| 10 40 | | 9 13 | | f | 6 09 | | 8 09 | | | | 281n | 49.5 | | STEBEN | 256.1 | 50 | | 7 06 | | | f | 9 09 | | 3 06 | | 2 46 | | | |
| | | | | | f | 6 13 | | 8 12 | | | 231n | 50.9 | | PIRMONT * | 254.7 | 51 | | 7 03 | | | f | 9 05 | | 3 01 | | 2 40 | | | |
| 11 10 | | 9 39 | | s | 6 24 | | 8 21 | | | | 1267 | 56.1 | | GRAPPE'S BLUFF | 249.5 | 56 | G | 6 54 | | | s | 8 55 | | 2 40 | | 2 15 | | | |
| 12 50 | PM | 10 45 | PM | s | 6 40 | PM MT. 2 | s 8 35 | AM | W M P 01 | | 2780 | 62.3 | D | CAMPTI | 243.3 | 62 | CA | s 6 40 | PM MT 3 | | s | 8 40 | AM | 2 10 | AM | 1 45 | PM | | |

North Bound Trains are Superior to South Bound Trains of the Same Class, except as below.
 z Stop for passengers for points south of Campti x Stop to discharge passengers from points south of Campti.
Train No. 1 has Right of Track Over Train No. 4 Between Shreveport and Campti.

ALEXANDRIA DIVISION—CAMPTI TO ALEXANDRIA

| SOUTH-BOUND | | | | | | | | | | NORTH-BOUND | | | | | | | | | | | | | |
|------------------|------------------|-----------------|-------|-------------|-------|-------------|--------|-------------------------------|------------------------------|--------------------------|-------------------------|----------------------------|-----------------|-----------------|-------------|-------|-------------|--------|-----------------|---------|------------------|------------------|------|
| THIRD CLASS. | | | | FIRST CLASS | | | | LOCATION OF WATER TANKS, ETC. | CLEARANCE OF SIDINGS IN FEET | DISTANCE FROM SHREVEPORT | STATIONS | DISTANCE FROM NEW ORLEANS. | STATION NUMBERS | TELEGRAPH CALLS | FIRST CLASS | | | | THIRD CLASS. | | | | |
| 9 LOCAL | | 39 FAST FREIGHT | | 3 PASSENGER | | 1 PASSENGER | | | | | | | | | 2 PASSENGER | | 4 PASSENGER | | 38 FAST FREIGHT | | 10 LOCAL | | |
| Daily Ex. Sunday | | Daily | | Daily | | Daily | | | | | | | | | Daily | | Daily | | Daily | | Daily Ex. Sunday | | |
| 12 50 | PM | 10 45 | PM | 6 40 | PM | 8 35 | AM | | | | | | | | W M P | 2730 | 62.3 | CAMPTI | 243.3 | 62 | CA | 6 40 | PM |
| 1 10 | MT. 10 | 11 00 | | Ar 6 50 | PM | s 8 45 | | y | 335n | 65.7 | HAGEN | 239.9 | 66 | | s 6 30 | | Lv 8 25 | AM | 1 19 | | 1 10 | MT 9 | |
| | | | | | | | | | | | L. & N. W. CROSSING | | | | | | | | | | | | |
| | | | | | | | | | | | DEBLIEUX | 238.6 | 67 | | | | | | | | | | |
| 1 30 | | 11 14 | | | | s 8 54 | | | 625 | 69.2 | D CLARENCE | 236.4 | 69 | RN | s 6 21 | | | | | 1 05 | | 12 35 | |
| 1 40 | | 11 21 | | | | f 8 58 | | | 594 | 71.0 | IRMA * | 234.6 | 71 | | f 6 17 | | | | | 12 58 | | 12 24 | |
| 1 51 | | 11 28 | | | | f 9 03 | | | 587 | 72.9 | LUELLA * | 232.7 | 73 | | f 6 12 | | | | | 12 51 | | 12 17 | |
| 2 00 | | 11 34 | | | | 9 06 | | | 1557 | 74.4 | COLORA | 231.2 | 74 | | 6 09 | | | | | 12 44 | | 12 10 | |
| 2 03 | | 11 37 | | | | s 9 08 | | W M P | 692 | 75.0 | D ST. MAURICE | 230.6 | 75 | Ns | s 6 07 | | | | | 12 41 | | 12 05 | PM |
| 2 23 | | 11 53 | | | | f 9 16 | | | 445n | 78.7 | CREWS | 227.4 | 78 | | f 5 59 | | | | | 12 25 | | 11 45 | |
| | | | | | | | | | | | KADESH | 225.6 | 80 | | | | | | | | | | |
| 2 51 | | 12 09 | MT 38 | | | s 9 28 | | | 991 | 82.9 | D MONTGOMERY | 222.7 | 83 | MA | s 5 49 | | | | | 12 09 | AM | 11 25 | |
| | | | | | | f | | | | | BILLIS | 216.3 | 89 | | f | | | | | | | | |
| | | | | | | f | | W M P | 139s | 91.0 | WADDELL * | 214.6 | 91 | | f | | | | | | | | |
| 3 45 | | 1 30 | | | | S 9 51 | | C Y | YARD | 92.2 | D ALOHA | 213.4 | 92 | Ho | S 6 20 | | | | | 11 30 | | 10 45 | |
| 3 54 | | 1 39 | | | | f 10 06 | MT. 10 | | 952 | 94.0 | PHILLIPS | 211.6 | 94 | | f 5 09 | | | | | 10 40 | | 10 06 | MT 1 |
| 4 12 | | 2 35 | | | | s 10 17 | | s | 3084 | 98.0 | D COLFAX | 207.6 | 98 | CF | s 4 58 | | | | | 10 20 | | 9 35 | 9 00 |
| | | | | | | | | | 226s | 99.1 | McNEELEY | 206.5 | 99 | | | | | | | | | | |
| | | | | | | f | | | 322s | 101.7 | RAVENCAMP | 203.9 | 102 | | f | | | | | | | | |
| 4 46 | MT. 2 | 2 53 | | | | s 10 29 | | | 751 | 103.4 | KATELAND | 202.2 | 103 | | s 4 46 | MT. 9 | | | | 9 25 | | 8 27 | |
| 5 01 | | 3 20 | | | | f 10 39 | | W M P | 447s | 107.0 | WERDOHL | 198.6 | 107 | | f 4 38 | | | | | 9 03 | | 8 10 | |
| 5 13 | | 3 32 | | | | f 10 45 | | | 1095n | 109.2 | MEADE * | 196.4 | 109 | | f 4 30 | | | | | 8 51 | | 8 00 | |
| 5 30 | | 3 50 | | | | f 10 54 | | | 550n | 112.9 | TYRAWLEY | 192.7 | 113 | | f 4 21 | | | | | 8 35 | | 7 48 | |
| 5 39 | | 3 59 | | | | f 10 58 | | | 806n | 114.7 | BARRETT | 190.9 | 115 | | f 4 16 | | | | | 8 28 | | 7 38 | |
| 5 55 | | 4 15 | | | | | | | 683n | 119.1 | ST.L.I.M. & S. CROSSING | 186.5 | 119 | | | | | | | 8 20 | | 7 20 | |
| | | | | | | | | | 2450s | 120.5 | HEARD | 185.1 | 120 | | | | | | | | | | |
| 6 05 | | 4 24 | | | | s 11 10 | | W Y | YARD | 121.2 | PINEVILLE | 184.4 | 121 | | s 4 00 | | | | | 8 11 | | 7 10 | |
| Ar 6 15 | PM | Ar 4 35 | AM | | | Ar 11 15 | AM | CS | YARD | 122.6 | DN ALEXANDRIA | 183.0 | 123 | Ad | Lv 3 55 | PM | | | | Lv 8 00 | PM | Lv 7 00 | AM |
| 9 | Daily Ex. Sunday | 39 | Daily | 3 | Daily | 1 | Daily | | | | | | | | 2 | Daily | 4 | Daily | 38 | Daily | 10 | Daily Ex. Sunday | |

North Bound Trains are Superior to South Bound Trains of the Same Class. No. 10 will back in at Hagen for No. 9. Blenmark-Gudenrath Lumber Co. spu² Located at Mile 109.2 South.

NAPLES DIVISION—ALEXANDRIA TO NAPLES

5

| SOUTH-BOUND. | | | | | | | | | | NORTH-BOUND. | | | | | | | | | |
|--------------------|----|----------------|-------|-------------------------------|------------------------------|--------------------------|---|---------------------------|-----------------|-----------------|----------------|---------|--------------------|--------|--|--|--|--|--|
| THIRD CLASS | | FIRST CLASS | | Location of Water Tanks, Etc. | Clearance of Sidings in Feet | Distance from Shreveport | STATIONS | Distance from New Orleans | Station Numbers | Telegraph Calls | FIRST CLASS | | THIRD CLASS | | | | | | |
| 39 FAST FREIGHT | | 1 PASSENGER | | | | | | | | | 2 PASSENGER | | 38 FAST FREIGHT | | | | | | |
| Daily | | Daily | | Daily | | Daily | | | | | | | | | | | | | |
| Lv. 6 30 | AM | Lv 11 25 | AM | C S | YARD | 122.6 | D ALEXANDRIA | 183. | 123 | AD | Ar 3 45 | PM | Ar 5 20 | PM | | | | | |
| | | | | | | | 1.0 St. L. W. & G. and L. & A. CROSS | 182. | | | | | | | | | | | |
| 6 43 | | f 11 33 | | | 548n | 125.7 | ARNO | 179.9 | 126 | | f 3 37 | | 5 14 | | | | | | |
| 7 10 | | s 11 45 | | | 1518 | 131.7 | LATANIER * | 173.9 | 132 | | s 3 25 | | 4 50 | | | | | | |
| 7 30 | | | | | 160n | 134.3 | WHITTINGTON | 171.3 | 134 | | | | | | | | | | |
| 7 40 | | f 11 55 | | | 311n | 135.5 | RICHLAND * | 170.1 | 136 | | f 3 15 | | 4 30 | | | | | | |
| 7 59 | | s 12 00 | | | 1567 | 137.6 | MAGDA * | 168. | 138 | | s 3 10 | | 4 15 | | | | | | |
| 8 15 | | s 12 07 | PM | | 1168 | 141.1 | D BIJOU | 164.5 | 141 | Bu | s 3 03 | | 3 55 | | | | | | |
| 8 35 | | f 12 15 | | W M P | 193n | 145.3 | BELLEDEAU | 160.3 | 145 | | f 2 51 | | 3 35 | | | | | | |
| 8 59 | | s 12 25 | | 146 | 1519 | 149.3 | D HESSMER | 156.3 | 149 | Ny | s 2 41 | | 3 20 | | | | | | |
| | | s 12 37 | | | 2199 | 153.5 | D MANSURA | 152.1 | 154 | Su | s 2 29 | | 3 00 | | | | | | |
| | | | | | n s | 153.8 | T. & P. CROSSING | 151.8 | | | | | | | | | | | |
| 9 25 | | s 12 50 | | | 1110 | 157.9 | MOREAUVILLE | 147.7 | 158 | | s 2 16 | | 2 35 | | | | | | |
| 9 39 | | f 12 58 | | | 180n | 161.1 | WILLARD | 144.5 | 161 | | f 2 07 | | 2 20 | | | | | | |
| 9 51 | | s 1 05 | | | 800 | 163.6 | D BORDELONVILLE | 142. | 164 | Vi | s 2 00 | | 2 10 | | | | | | |
| 10 09 | | f 1 13 | | | 530n | 166.4 | ZIMMER | 139.2 | 163 | | f 1 52 | | 1 59 | | | | | | |
| | | f | | | 240n | 167.1 | REXMERE | 138.5 | 167 | | f | | | | | | | | |
| | | f | | | 400s | 169.0 | KLEINWOOD | 136.6 | 169 | | f | | | | | | | | |
| 10 30 | | f 1 25 | MT 38 | Y | 2360 | 170.6 | SARTO | 135. | 170 | | f 1 40 | Pass 38 | 1 40 | MT 1 | | | | | |
| | | s 1 36 | MT 2 | | 550 | 172.1 | CORDES | 133.5 | 172 | | f 1 36 | MT 1 | 1 25 | 2 Pass | | | | | |
| Ar. 11 00 | AM | Ar 1 45 | PM | C Y | YARD | 175.0 | D NAPLES | 130.6 | 175 | NA | Lv 1 30 | PM | Lv. 12 45 | PM | | | | | |

39
Daily

1
Daily

2
Daily

38
Daily

WINNFIELD DIVISION—ALOHA TO WINNFIELD

| SOUTH-BOUND. | | | | | | | | | | NORTH-BOUND. | | | | | | | | | |
|-----------------|----|----------------|----|-------------------------------|------------------------------|--------------------------|--------------------------|---------------------|-----------------|-----------------|----------------|-----------------|----------------|----|-------------|------|--|--|--|
| THIRD CLASS | | FIRST CLASS | | Location of Water Tanks, Etc. | Clearance of Sidings in Feet | Distance from Shreveport | STATIONS | Distance from Aloha | Station Numbers | Telegraph Calls | FIRST CLASS | | THIRD CLASS | | | | | | |
| 11 LOCAL | | 7 PASSENGER | | | | | | | | | 6 PASSENGER | | 8 PASSENGER | | 12 LOCAL | | | | |
| Daily Ex Sunday | | Daily | | Daily | | Daily | | Daily | | Daily | | Daily Ex Sunday | | | | | | | |
| Lv 11 30 | AM | Lv. 3 45 | PM | S Y | 3100 | 119.8 | D WINNFIELD | 27.6 | A120 | FN | Ar 11 25 | AM | Ar 6 55 | PM | Ar 10 15 | AM | | | |
| | | | | | | | .2 ARK. SOU. CROSSING | 27.4 | | | | | | | | | | | |
| 12 10 | PM | s 4 07 | | W | 475 | 113.4 | ALONZO | 21.2 | A113 | | s 11 03 | | s 6 35 | | 9 30 | | | | |
| 12 40 | | s 4 13 | | | 1034 | 111.2 | WHITFORD | 19.0 | A111 | H | s 10 57 | | s 6 28 | | 9 15 | | | | |
| 1 10 | | s 4 21 | | | 1028 | 108.5 | D ATLANTA | 16.3 | A109 | A | s 10 49 | | s 6 19 | | 8 51 | MT 5 | | | |
| | | f | | | 250s | 104.0 | EMDEN | 11.8 | A104 | | f | | f | | | | | | |
| 1 50 | | s 4 39 | | | 475 | 102.3 | LOFTON | 10.1 | A102 | | s 10 31 | | s 6 01 | | 7 55 | | | | |
| 2 10 | | s 4 45 | | | 765 | 100.4 | D VERDA | 8.2 | A100 | Rd | s 10 25 | | s 5 55 | | 7 35 | | | | |
| | | | | | 540 | 100.2 | OZONE | 8.0 | A99 | | | | | | | | | | |
| Ar 2 55 | PM | Ar 5 10 | PM | C Y | YARD | 92.2 | D ALOHA | | 92 | Ho | Lv 10 00 | AM | Lv 5 30 | PM | Lv 6 30 | AM | | | |

11
Daily Ex Sunday

7
Daily

5
Daily

6
Daily

8
Daily

12
Daily Ex Sunday

North Bound Trains are Superior to South Bound Trains of the Same Class.

MAIL CRANES BETWEEN STATIONS
Kleinwood, M.F. 100.1

REGULATIONS CONCERNING THE HANDLING OF U. S. MAIL.

The special attention of baggage masters and others charged with the handling of United States mails, is called to the following rules:

1. Mails must not be allowed to remain upon the trucks or platforms unguarded, or where they will be liable to depredation, or to damage by the elements; and they must be dispatched to the postoffice or placed aboard the proper trains without delay.
2. When for any reason a mail pouch is carried by or short of destination, or is otherwise improperly delivered, notice must be sent to Train Master by wire, immediately, and the mail sent to the proper destination by first train.
3. All persons through whose hands a miscarried mail pouch passes must make a written report to Train Master, giving full particulars. This rule must be strictly observed. An error in the delivery of a pouch may be excused, but a failure to promptly report a wrong delivery will not be overlooked.
4. Train baggage masters who fail to receive mail pouches usually carried on their trains will report the fact to Train Master, and will notify the station baggage agent or mail

messenger, who will in turn notify the Postmaster or the Train Master.

5. Station agents will be required to notify the Postmasters at offices which receive mail at their respective stations of any changes in the times of trains which carry mails; the notice to be given immediately upon the receipt of the time tables which cover such changes.

6. Attention is called to the following extracts from the Postal Laws and Regulations of the United States.

"Section 1023. Arrival of Mail at Late Hour of Night.—Whenever the mail on any railroad route arrives at a late hour of the night, the railroad company must retain custody thereof by placing the same in a secure and safe room or apartment of the depot or station, until the following morning, when it must be delivered at the postoffice, or to the mail messenger employed by the Department, at as early an hour as the necessities of the office may require."

"Section 1021. Departure of Mails at a Late Hour of Night.—When a train departs from a railroad station in the night

time, later than 9:00 o'clock, and it is deemed necessary to have the mail dispatched by such train, the Division Superintendent may authorize the mail messenger or carrier to take the mail to the railroad station at such time as will best serve the interests of the mail service, and deliver it to the agent or other representative of the railroad company, who will be required to keep it in some secure place until the train arrives, and then see that it is properly dispatched.

"The Division Superintendent will give reasonable advance notice to the proper officer of the railroad company, in order that the agent or representative of the company may be properly instructed."

"Section 5474, Revised Statutes.—Any person who shall have taken charge of the mail and shall voluntarily quit or desert the same before he has delivered it into the postoffice at the termination of the route, or to some known mail carrier, messenger, agent, or other employe of the Postoffice Department, authorized to receive the same, shall be punishable by a fine of not more than five hundred dollars, and by imprisonment for not less than three months nor more than one year."

DUTIES OF CONDUCTORS, ENGINEERS, TRAIN, BRIDGE, TRACK, ENGINE AND CAR MEN.

1. Every man at work upon the track and bridges must bear in mind that under the Telegraph System a train may be expected at any moment, thus rendering the strictest watchfulness absolutely necessary.

2. Bridge and track Foremen are required to have at all times a copy of the current time table of the division on which they are at work, and avoid obstructing the passage of trains as much as possible. They must provide themselves with reliable watches and frequently compare time with Conductors.

3. Great watchfulness must be exercised in the use of hand cars and truck cars. Where by reason of fog, sharp curves or the like, risk is involved, they must be protected by flagman. This is particularly necessary in case of loaded truck cars.

4. They must keep their bridges and sections of track in good repair, and at all times, except when protected by proper signals, perfectly safe for the passage of trains. They must notice passing engines to see whether any signals are carried.

5. In cases of severe storms or violent winds, whether by night or day, Section Foremen are required to make thorough examination of their Sections, and see that all is safe.

6. Whenever a rail or frog is to be taken out, or the main track in any manner obstructed or rendered unsafe, and when at any time the main track is found to be unsafe, a flagman must be sent out in each direction at least half a mile, whether any train is expected or not, to flag trains in accordance with Rule 99, Time Card.

7. When the telegraph wires are down, section men are expected to have wire and connect them temporarily, and report the fact at first telegraph station, giving locality and other particulars.

8. It will be the duty of all employes in Machinery and Car Departments whenever it becomes necessary to make repairs on cars or engines on sidings or in yards to protect themselves before getting under same by proper signals as per Rule 26, Time Card.

9. Passenger conductors are required to be in attendance on their trains, in regular uniform, thirty minutes before leaving time, and to remain in attendance, in uniform, until they

reach the end of their run, discharge their passengers, and turn their trains over in proper condition to their successors or the yardmen. They will be held responsible for the cleanliness and proper condition of the cars of their train, and for the prompt action and general good conduct of their baggagemen, brakemen and porters; requiring them to be on duty in regular uniform thirty minutes before leaving time, and to remain so until the end of their runs and all of their duties have been performed. They will see that their brakemen call out in a distinct voice, in each passenger coach, twice, with closed doors, the names of all stations at which they stop, and assist passengers on and off the cars.

Freight conductors and brakemen are required to be in attendance on their trains not less than thirty minutes before leaving time. Freight conductors will be held responsible for the faithful performance of duty required on the part of their flagmen and brakemen.

10. Conductors and engineers must see that their baggage cars, cabooses and engines are supplied with all necessary chains, ropes, jacks, frogs and tools to use when needed, and all signals required by the rules to use in signalling.

11. Conductors and engineers must make daily inspection of bulletin boards at such points designated on the time table where bulletin boards are provided, and strictly observe all orders or instructions found thereon, when issued by proper authority, and acknowledge receipt by signing each bulletin.

12. Engineers will be particular to have their ash pans closed while crossing all bridges and trestles. They will not work steam when passing cotton on platforms, if possible to avoid it. They will not draw their fire in front of stations or buildings, or on frogs and switches.

13. Engineers will not allow any person (except officers of the road and trainmen connected with the train) to ride on their engines, without permission from the proper authority.

14. No train must be stopped on the main track, except at regular stops of passenger trains, without being protected as per rule 99.

15. All trains must be run under the supposition that an irregular train is liable at any moment to overtake them on any part of the road.

16. All trains will run slow during or immediately after heavy storms, keeping a close lookout for places that are liable to wash out or slide.

17. All persons are strictly forbidden to board engines or cars while in too rapid motion. Under no circumstances must they stand on the track and board engines or cars moving towards them.

18. Engines and enginemen must be ready to leave round-house half an hour before the time set for departure of their train.

19. Conductors are required to carefully examine all seals at each point where their trains stop sufficient length of time to permit them to do so, noting on their seal reports the numbers of the stations at which the examinations were made, and of any seals that were found to be out of order.

20. No public road or street crossing must be obstructed by trains or engines for more than five minutes at any one time.

21. Yard Masters will have control of and direct the movements of trains while at their stations. They will also see that all trains are made up and ready to leave on time.

22. Conductors and enginemen, when they see the telegraph line down, must report the fact to the Trainmaster, from first telegraph station, giving location near as possible.

23. Conductors will see that the words "Bad Order" are written in chalk on both sides of disabled cars left at stations, and defective part marked with cross.

24. Conductors of way freight trains will comply with instructions of agents in placing cars and doing other switching. If necessary for any freight train to disturb cars that are loaded or being unloaded, they must be replaced in same position as found. In case the agent's orders are unreasonable, the fact must be reported to the Trainmaster.

25. All car doors must be closed while in transit.

GENERAL RULES.

GENERAL NOTICE.

To enter or remain in the service is an assurance of willingness to obey the rules.

Obedience to the rules is essential to the safety of passengers and employes, and to the protection of property.

The service demands the faithful, intelligent and courteous discharge of duty.

To obtain promotion, capacity must be shown for greater responsibility.

Employes, in accepting employment, assume its risks.

GENERAL RULES.

A. Employes whose duties are prescribed by these rules must provide themselves with a copy.

B. Employes must be conversant with and obey the rules and special instructions. If in doubt as to their meaning, they must apply to proper authority for an explanation.

C. Employes must pass the required examinations.

D. Persons employed in any service on trains are subject to the rules and special instructions.

E. Employes must render every assistance in their power in carrying out the rules and special instructions.

F. Any violation of the rules or special instructions must be reported.

G. The use of intoxicants by employes while on duty is prohibited. Their habitual use or the frequenting of places where they are sold, is sufficient cause for dismissal.

H. The use of tobacco by employes when on duty in or about passenger stations, or on passenger cars, is prohibited.

J. Employes on duty must wear the prescribed badge and uniform and be neat in appearance.

K. Persons authorized to transact business at stations or on trains must be orderly and avoid annoyance to passengers.

L. In case of danger to the Company's property employes must unite to protect it.

DEFINITIONS.

TRAIN.—An engine, or more than one engine, coupled with or without cars, displaying Markers.

REGULAR TRAINS.—A train represented on the time table. It may consist of sections.

SECTION.—One of two or more trains running on the same schedule displaying signals or for which signals are displayed as prescribed by Rule 20.

EXTRA TRAIN.—A train not represented on the Time Table. It may be designated as:

Special—For passenger train extra.

Extra—For any extra freight train.

Work Extra—For work train extra.

SUPERIOR TRAIN.—A train having precedence over other trains.

A train may be made superior to another train by **RIGHT, CLASS OR DIRECTION.**

RIGHT is conferred by train order; **CLASS** and **DIRECTION** conferred by time table.

RIGHT is superior to **CLASS OR DIRECTION, DIRECTION** is superior as between trains of the same class.

TRAIN OF SUPERIOR RIGHT.—A train given precedence by train order.

TRAIN OF SUPERIOR CLASS.—A train given precedence by time table.

TRAIN OF SUPERIOR DIRECTION.—A train given precedence in the direction specified in the time table as between trains of the same class.

TIME TABLE.—The authority for the movement of regular trains subject to the rules. It contains the classified schedules of trains with special instructions relating thereto.

SCHEDULE.—That part of a time table which prescribes the class, direction, number and movement of a regular train.

SINGLE TRACK.—A track upon which trains are operated in both directions by time table or by train orders.

SIDING.—An auxiliary track for meeting or passing trains.

YARD.—A system of tracks within defined limits provided for the making up of trains, storing of cars and other purposes, over which movements not authorized by time table, or by train order, may be made, subject to prescribed signals and regulations.

YARD ENGINE.—An engine assigned to yard service and working within yard limits.

PILOT.—A person assigned to a train when the engineman or conductor, or both, are not fully acquainted with the physical characteristics, or running rules of the road, or portion of the road over which the train is to be moved.

RULES.

STANDARD TIME.

1. Standard Time obtained from Washington University (St. Louis) observatory will be telegraphed to all points from designated offices at 10:00 a. m. daily.

2. Watches that have been examined and certified to by a designated inspector must be used by conductors and enginemen. The certificate in prescribed form must be renewed and filed with Train Master every six months.

FORM OF CERTIFICATE.

Certificate of Watch Inspector.

This is to certify that on 19.....
the watch of
employed as
on the R.....
was examined by me. It is correct and reliable, and in my
judgment will, with proper care, run within a variation of
thirty seconds per week.
Name of maker
Brand
Number of movement
Open or hunting case
Metal of case
Stem or key winding
Signed,

Inspector.

Address

3. Watches of conductors and enginemen must be compared before starting on each trip, with a clock designated as a Standard Clock. The time when watches are compared must be registered on a prescribed form. See Rule 2.

TIME TABLES.

4. Each time table, from the moment it takes effect, supercedes the preceding time table. A train of the preceding time table shall retain its train orders and take the schedule of the train of the same number on the new time table.

A train of the new time table which has not the same number on the preceding time table shall not run on any division until it is due to start from its initial point, on that division, after the time table takes effect.

5. Not more than two times are given for a train at any point; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and leaving time.

Schedule meeting or passing points are indicated by figures in **FULL FACED TYPE.**

Both the arriving and leaving time of a train are in full-faced type when both are meeting or passing times, or when one or more trains are to meet or pass it between those times.

Unless otherwise indicated, the time applies to the switch where an inferior train enters the siding; where there is no siding it applies to place from which fixed signals are operated; where there is neither siding or fixed signal, it applies to place where traffic is received or discharged.

6. The following signs when placed before the figures of the schedule indicate:

"s"—regular stop.

"f"—flag stop to receive or discharge passengers or freight.

"m"—stop for meals.

"lv"—leave.

"ar."—arrive.

SIGNAL RULES.

7. Employes whose duties may require them to give signals, must provide themselves with the proper appliances, keep them in good order and ready for immediate use.

8. Flags of the prescribed color must be used by day, and lamps of the prescribed color by night.

9. Night signals are to be displayed from sunset to sunrise. When weather or other conditions obscure day signals, night signals must be used in addition.

10. VISIBLE SIGNALS.

Color Signals.

| COLOR. | INDICATION. |
|----------------------|---|
| (a) Red. | Stop, and for other uses prescribed by the Rules. |
| (b) White. | Proceed, and for other uses prescribed by the Rules. |
| (c) Green. | Proceed with caution, and for other uses prescribed by the Rules. |
| (d) Green and white. | Flag stop. See Rule 28. |
| (e) Blue. | See Rule 28. |

11. A fusee on or near the track burning red must not be passed until burned out. When burning green it is a caution signal.

12. HAND, FLAG AND LAMP SIGNALS.

| MANNER OF USING | INDICATION |
|--|---------------------|
| (a) Swung across the track. | Stop. |
| (b) Raised and lowered vertically. | |
| (c) Swung vertically in a circle across the track when the train is standing. | Proceed. |
| (d) Swung vertically in a circle at arm's length across the track when the train is running. | |
| (e) Swung horizontally in a circle when the train is standing. | Back. |
| (f) Held at arm's length above the head, when train is standing. | |
| | Train has parted. |
| | |
| | Apply air brakes. |
| | |
| | Release air brakes. |
| | |

13. Any object waved violently by anyone on or near the track is a signal to stop.

AUDIBLE SIGNALS.

14. Engine Steam Whistle Signals.

Note.—The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds. The sound of the whistle should be distinct, with intensity and duration proportionate to the distance signal is to be conveyed.

| SOUND. | INDICATION. |
|---------------|--|
| (a) o | Stop. Apply Brakes. |
| (b) — | Release Brakes. |
| (c) — o o o | Flagman go back and protect rear of train. |
| (d) — — — — — | Flagman return from west or south. |
| (e) — — — — — | Flagman return from east or north. |
| (f) — — — — — | When running, train parted; to be repeated until answered by the signal prescribed by Rule 12 (d). Answer to 12 (d). |
| (g) o o | Answer to any signal not otherwise provided for. |
| (h) o o o | When train is standing, back. Answer to 12 (c) and 18 (c). |
| (j) o o o o | Call for signals. |
| (k) — o o | To call the attention of trains of the same or inferior class to signals displayed for a following section. |
| (l) — — o o | Approaching public crossings at grade. |
| (m) — — — — — | Approaching stations, junctions and railroad crossing at grade. |

A succession of short sounds of the whistle is an alarm for persons or cattle on the track, and calls the attention of trainmen to danger ahead.

15. The explosion of one torpedo is a signal to stop; the explosion of two, not more than 200 feet apart, is a signal to reduce speed; and lookout for a stop signal.

16. AIR WHISTLE OR BELL CORD SIGNALS.

| SOUND. | INDICATION. |
|------------|--|
| (a) Two. | When train is standing, start. |
| (b) Two. | When train is running, stop at once. |
| (c) Three. | When train is standing, back the train. |
| (d) Three. | When train is running, stop at next station. |
| (e) Four. | When train is standing, apply or release air brakes. |
| (f) Four. | When train is running, reduce speed. |
| (g) Five. | When train is standing, call in flagman. |
| (h) Five. | When train is running, increase speed. |

TRAIN SIGNALS.

17. The headlight will be displayed to the front of every train by night, but must be concealed when a train turns out to meet another and has stopped clear of the main track, or is standing to meet trains at the end of a double track or junction points.

18. Yard engines will display the headlight to the front and rear by night. When not provided with a headlight at the rear, two white lights must be displayed. Yard engines will not display markers.

19. The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, a green flag. By night, a green light to the front and side and a red light to the rear, except when a train turns out to be passed by another and is clear of main track, when a green light must be displayed to the front, side and to rear.

20. All sections of a train, except the last will display two green flags and in addition two green lights, by night, in the places provided for that purpose on the front of the engine.

21. Extra trains will display two white flags and, in addition two white lights by night, in the places provided for that purpose on the front of the engine.

22. When two or more engines are coupled to a train, the leading engine only shall display the signals as provided in Rules 20 and 21.

23. One flag or light displayed where in Rules 19, 20 and 21 two are prescribed will indicate the same as two; but the proper display of all train signals is required.

24. When cars are pushed by an engine (except when shifting or making up trains in yards), a white light must be displayed on the front of the leading car by night.

25. Each car on a passenger train must be connected with the engine by a communicating signal appliance.

26. A blue flag by day and a blue light by night, displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it. When thus protected it must not be coupled to or moved. Workmen will display the blue signals and the same workmen are alone authorized to remove them. Other cars must not be placed on the same track so as to intercept the view of the blue signal, without first notifying the workmen.

RULES GOVERNING THE USE OF SIGNALS.

27. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a stop signal, and the fact reported to the Train Master.

28. The combined green and white signal is to be used to stop a train only at the flag stations indicated on the schedule of that train. When it is necessary to stop a train at a point that is not a flag station for that train, a red signal must be used.

29. When a signal (except a fixed signal) is given to stop a train, it must be acknowledged as provided in Rule 14 (g).

30. The engine bell must be rung when an engine is about to move.

31. The engine bell must be rung on approaching every public road crossing at grade, and until it is passed; and the whistle must be sounded at all whistling posts.

32. The unnecessary use of either the whistle or the bell is prohibited. They will be used only as prescribed by rule or law, or to prevent accident.

33. Watchmen stationed at public road and street crossings must use red signals only when necessary to stop trains.

CLASSIFICATION OF TRAINS.

34. Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third, and so on. Extra trains are inferior to regular trains.

All trains in the direction specified in the time table are superior to trains of the same class in the opposite direction.

35. Regular trains twelve hours behind their schedule time lose both right and class, and can thereafter proceed only by train order.

MOVEMENT OF TRAINS.

36. A train must not leave its initial station on any division, or a junction, until it is ascertained whether all trains due, which are superior, or of the same class, have arrived or left.

37. A train leaving its initial station on each division, or leaving a junction, when a train of the same class in the same direction is overdue, will proceed on its schedule, and the overdue train will run as provided in Rule 91.

38. A train must not start until the proper signal is given.

39. An inferior train must keep out of the way of a superior train.

40. A train failing to clear the main track by the time required by rule, must be protected as provided in Rule 99.

41. At meeting points between trains of the same class the inferior train must clear the main track before the leaving time of the superior train, and must pull into siding when practicable. If necessary to back in, the train must first be protected, as per Rule 99, unless otherwise provided.

42 (a). At meeting and passing points, when conditions and circumstances are such that delays will be avoided by the superior train taking siding, it must be done. Conductors and enginemen are expected to exercise judgment and discretion in this respect.

43. At meeting points between trains of different classes the inferior train must take the siding and clear the superior train at least five minutes, and must pull into the siding when practicable. If necessary to back in, the train must first be protected as per Rule 99, unless otherwise provided.

An inferior train must keep at least ten minutes off the time of a superior train in the same direction.

44. Trains must stop at schedule meeting or passing points, if the train to be met or passed is of the same class, unless the switches are right and the track clear. Trains should stop clear of the switch used by the train to be met or passed in going on the siding.

When the expected train of the same class is not found at the schedule meeting or passing point, the superior train must approach all sidings prepared to stop, until the expected train is met or passed.

45. Trains in the same direction must keep at least ten minutes apart, except in closing up at stations or at meeting and passing points.

46. A train must not arrive at a station in advance of its schedule arriving time, except as per Rule 89.

A train must not leave a station in advance of its schedule leaving time.

47. A regular train which is delayed, and falls back on the time of another train of the same class, will proceed on its own schedule.

48. A train which overtakes a superior train or a train of the same class, so disabled that it cannot proceed, will pass

it, if practicable, and if necessary will assume the schedule and take the train orders of the disabled train, proceed to the next open telegraph office, and there report to the Train Dispatcher's office. The disabled train will assume the schedule and take the train orders of the last train with which it has exchanged, and proceed to and report from the next open telegraph office.

95. A train must not display signals for a following section, nor an extra train be run, without orders from the Train Master.

96. When signals displayed for a section are taken down at any point before that section arrives, the conductor will, if there be no other provision, arrange with the operator, or if there be no operator, with the switch tender, or in the absence of both, with the flagman left there for the purpose, to notify all opposing trains of the same or inferior class leaving such point that the section for which the signals were displayed has not arrived.

97. Work extras will be assigned working limits.

98. Trains must approach junctions, railroad crossings at grade and drawbridges, prepared to stop, unless the switches and signals are right and the track is clear. Where required by law, trains must stop.

98 (a). Regular freight trains and extra trains of all kinds, must carefully approach and pass, with train under full control, water tanks located between stations. The responsibility for accident at such points will rest with the following freight or extra train.

98 (c). When within the limits of yards protected by yard limit boards, all trains must be run with great care and under control.

Yard engines or road engines doing switching within yards protected by yard limit boards, will have the right to use main track upon the time of second and succeeding class trains, and also upon the time of the delayed first-class trains, but must clear the track immediately upon their arrival. The main track must be kept clear for first-class trains that are on time.

99. When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail when the conditions require it.

The front of a train must be protected in the same way, when necessary, by the front brakeman or fireman.

100. When the flagman goes back to protect the rear of his train the porter or conductor must in the case of passenger trains and the next brakeman in the case of other trains, take his place on the train.

101. If a train should part while in motion, trainmen must, if possible, prevent damage to the detached portions. The signals prescribed by Rules 12 (d) and 14 (f) must be given, and the front portion of the train kept in motion until the detached portion is stopped.

The front portion will then go back, to recover the detached portion, running with caution and following a flagman. The detached portion must not be moved or passed until the front portion comes back. Before backing the front portion, trainmen must know that the draft rigging of the leading car is in proper condition.

102. When cars are pushed by an engine (except when shifting and making up trains in yards) a flagman must take a conspicuous position on the front of the leading car and signal the engineman in case of need.

103. Messages or orders respecting the movement of trains or the condition of track or bridges must be in writing.

104. Switches must be left in proper position after having been used. Conductors are responsible for the position of the switches used by them and their trainmen, except where switchtenders are stationed.

A switch must not be left open for a following train unless in charge of a trainman of such train.

105. Both conductors and enginemen are responsible for the safety of their trains, and, under conditions not provided for by the rules, must take every precaution for their protection.

106. In all cases of doubt or uncertainty the safe course must be taken and no risks run.

RULES FOR MOVEMENT BY TRAIN ORDERS.

201. For movements not provided for by time table, train orders will be issued by authority and over the signature of the Train Master. They must contain neither information nor instructions not essential to such movements.

They must be brief and clear; in the prescribed forms when applicable; and without erasure, alteration or interlineation.

202. Each train order must be given in the same words to all persons or trains addressed.

203. Train orders will be numbered consecutively each day, beginning with No. 1 at midnight.

204. Train orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy. Those for a train must be addressed to the conductor and engineman, and also to anyone who acts as its pilot. A copy for each person addressed must be supplied by the operator.

205. Each train order must be written in full in a book provided for the purpose at the office of the Train Master, and with it recorded the names of those who have signed for the order; the time and the signals which show when and from what offices the order was repeated and the responses transmitted; and the train dispatcher's initials. These records must be made at once and never from memory or memoranda.

206. Regular trains will be designated in train orders by their numbers, as "No. 10," or "2d No. 10," adding engine numbers, if desired; extra trains by engine numbers, as "Extra 798," with the direction when necessary, as "North" or "South." Other numbers and time will be stated in figures only.

207. To transmit a train order, the signal "31" or the signal "19" must be given to each office addressed, the number of copies being stated, if more or less than three, thus, "31 copy 5" or "19 copy 3."

208. A train order to be sent to two or more offices must be transmitted simultaneously to as many of them as practicable. The several addresses must be in the order of superiority of trains, each office taking its proper address. When not sent simultaneously to all, the order must be sent first to the superior train.

209. Operators receiving train orders must write them in manifold during transmission, and if they cannot at one writing make the requisite number of copies, must trace others from one of the first made.

210. When a 31 train order has been transmitted, operators must (unless otherwise directed) repeat it at once from the manifold copy in the succession in which the several offices have been addressed and then write the time of repetition on the order. Each operator receiving the order should observe whether the others repeat correctly.

Those to whom the order is addressed, except enginemen, must then sign it, and the operator will send their signatures, preceded by the number of the order, to the Train Master. The response "complete," and the time, with the initials of the Train Master, will then be given by the train dispatcher. Each operator receiving this response will then write on each copy the word "complete," the time, and his last name in full, and then deliver a copy to each person addressed, except enginemen. The copy for each engineman must be delivered to him personally by conductor, and the engineman must read it aloud to the conductor and understand it before acting upon it. Conductors must read their orders to the rear brakeman and enginemen must read their orders to their firemen.

211. When a "19" train order has been transmitted, operators must (unless otherwise directed), repeat it at once from the manifold copy, in the succession in which the several offices have been addressed. Each operator receiving the order should observe whether the others repeat correctly. When the order has been repeated correctly by an operator the response "complete" and the time with the initials of the Train Master, will be given by the train dispatcher. The operator receiving this response will then write on each copy the word "complete," and the time, and his last name in full, and personally deliver a copy to each person addressed,

without taking his signature. In no case must the "19" order be used to abridge the rights of a train.

212. A train order may, when so directed by the train dispatcher, be acknowledged without repeating, by the operator responding: "X; (Number of Train Order.) to (Train Number.)" with the operator's initials and official signal. The operator must then write on the order his initials and the time.

213. "Complete" must not be given to a train order for delivery to an inferior train until the order has been repeated or the "X" response sent by the operator who receives the order for the superior train.

214. When a train order has been repeated or "X" response sent, and before "complete" has been given, the order must be treated as a holding order for the train addressed, but must not be otherwise acted on until "complete" has been given.

If the line falls before an office has repeated an order or has sent the "X" response, the order at that office is of no effect and must be there treated as if it had not been sent.

215. The operator who receives and delivers a train order must preserve the lowest copy.

216. For train orders delivered by the train dispatcher the requirements as to the record and delivery are the same as at other points.

Such orders shall be first written in manifold so as to leave an impression in the record book from which transmission shall be made.

217. A train order to be delivered to a train at a point not a telegraph station, or at one at which the telegraph office is closed, must be addressed to:

"C. and E.—(at—), care of—," and forwarded and delivered by the conductor or other person in whose care it is addressed. When form 31 is used "complete" will be given upon the signature of the person by whom the order is to be delivered, who must be supplied with copies for the conductor and engineman addressed, and a copy upon which he shall take their signatures. This copy he must deliver to the first operator accessible, who must preserve it, and at once transmit the signatures of the conductor and engineman to the Train Master.

Orders so delivered must be acted on as if "complete" had been given in the usual way. For orders which are sent, in the manner herein provided, to a train the superiority of which is thereby restricted, "complete" must not be given to an inferior train until the signature of the conductor of the superior train has been sent to the Train Master.

218. When a train is named in a train order, all its sections are included, unless particular sections are specified, and each section included must have copies addressed and delivered to it.

219. Unless otherwise directed, an operator must not repeat or give the "X" response to a train order for a train, the engine of which has passed his train order signal, until he has ascertained that the conductor and engineman have been notified that he has orders for them.

220. Train orders once in effect continue so until fulfilled, superceded or annulled. Any part of an order specifying a particular movement may be either superceded or annulled.

Orders held by or issued for a regular train become void when such train loses both right and class, as provided by Rules 4 and 82, or is annulled.

221. A fixed signal must be used at each train order office, which shall indicate "stop" when trains are to be stopped for train orders. When there are no orders the signal must indicate "proceed."

When an operator receives the signal "31" or "19," he must immediately display the "stop signal" and then reply "stop displayed;" and until the orders have been delivered or annulled the signal must not be restored to "proceed." While "stop" is indicated trains must not proceed without a clearance card.

Operators must have the proper appliances for hand signalling ready for immediate use if the fixed signal should fail to work properly. If a signal is not displayed at a night office, trains which have not been notified must stop and

ascertain the cause, and report the facts to the Train Master from the next open telegraph office.

222. Operators will promptly record and report to the Train Master the time of departure of all trains and the direction of extra trains. They will record the time of arrival of trains and report when so directed.

223. The following signs and abbreviations may be used. Initials for signature of the Train Master.

Such office and other signals as are arranged by the special rules.

C. & E.—For Conductor and Engineman.

X.—Train will be held until order is made "complete."

Com.—For Complete.

OS.—Train Report.

No.—For Number.

Eng.—For Engine.

Sec.—For Section.

Psgr.—For Passenger.

Frt.—For Freight.

Mins.—For Minutes.

Jct.—For Junction.

Dispr.—For Train Dispatcher.

Opr.—For Operator.

31 or 19—To clear the line for Train Orders, and for Operators to ask for Train Orders.

S D.—For "Stop Displayed."

The usual abbreviations for the names of months.

FORMS OF TRAIN ORDERS.

Form A. Fixing Meeting Points for Opposing Trains.

- (1) — will meet — at —.
- (2) — will meet — at — at — (and so on).

EXAMPLES.

- (1) No. 1 will meet No. 2 at Bombay.
No. 3 will meet 2d No. 4 at Siam.
No. 5 will meet Extra 95 at Hong Kong.
Extra 652 North will meet Extra 231 South at Yokohama.
- (2) No. 1 will meet No. 2 at Bombay 2d No. 4 at Siam and Extra 95 at Hong Kong.

Trains receiving these orders will run with respect to each other to the designated points and there meet in the manner provided by the Rules.

Form B. Directing a Train to Pass or Run Ahead of Another Train.

- (1) — will pass — at —.
- (2) — will run ahead of — to —.
- (3) — will pass — at — and run ahead of..... to —.

EXAMPLES.

- (1) No. 1 will pass No. 3 at Khartoum.
- (2) Extra 594 will run ahead of No. 6 Bengal to Madras.
- (3) No. 1 will pass No. 3 at Khartoum and run ahead of No. 7 Madras to Bengal.

When under (1) a train is to pass another both trains will run according to rule to the designated point and there arrange for the rear train to pass promptly.

Under (2), the second-named train must not exceed the speed of the first-named train between the points designated.

Form C. Giving a Train the Right Over an Opposing Train.

— has right over — to —.

EXAMPLES.

- (1) No. 1 has right over No. 2 Mecca to Mirbat.
- (2) Extra 37 has right over No. 3 Natal to Ratlam.

This order gives the train first named the right over the other train between the points named.

If the trains meet at either of the designated points, the first-named train must take the siding, unless the order otherwise prescribes.

Under (1), if the second-named train reaches the point last named before the other arrives, it may proceed, keeping clear of the opposing train as many minutes as such train was before required to clear it under the Rules.

If the second-named train, before meeting, reaches a point within or beyond the limits named in the order, the conductor must stop the other train where it is met and inform it of his arrival.

Under (2), the regular train must not go beyond the point last named until the extra train has arrived.

When the extra train has reached the point last named the order is fulfilled.

The following modification of this form of order will be applicable for giving a work extra the right over all trains in case of emergency.

- (3) Work extra — has right over all trains between — and — from — m. to — m.

EXAMPLES.

Work extra 275 has right over all trains between Stockholm and Edinburg from 7:00 p. m. to 12:00 midnight.

This gives the work extra the exclusive right between the points designated between the times named.

Form D. Giving Regular Trains the Right Over a Given Train.

Regular trains have right over — between — and —.

EXAMPLE.

Regular trains have right over No. 1 between Moscow and Berlin.

This order gives to regular trains receiving it the right over the train named in the order, and the latter must clear the schedule times of all regular trains, as if it were an extra.

Form E. Time Orders.

- (1) — will run — late — to —.
- (2) — will run — late — to — and — late to —, etc.
- (3) — will wait at — until — for —.

EXAMPLES.

- (1) No. 1 will run 20 minutes late Joppa to Mainz.
- (2) No. 1 will run 20 minutes late Joppa to Mainz and 15 minutes late Mainz to Muscat, etc.
- (3) No. 1 will wait at Muscat until 10:00 a. m. for No. 2.

(1) and (2) make the schedule time of the train named, between the points mentioned, as much later as stated in the order, and any other train receiving the order is required to run with respect to this later time as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.

Under (3) the train first named must not pass the designated point before the time given, unless the other train has arrived. The train last named is required to run with respect to the time specified, as before required to run with respect to the regular schedule time of the train first named.

Form F. For Sections.

— will display signals — to — for —.

EXAMPLES.

Engine 20 will display signals and run as 1st No. 1, London to Paris.

No. 1 will display signals London to Dover for Engine 35.

2d No. 1 will display signals London to Dover for Engine 30. This form may be modified as follows:
Engines 70, 85 and 90 will run as 1st, 2d and 3d No. 1.

Engines 70, 85 and 90 will run as 1st, 2d and 3d No. 1. London to Dover.

Under this example the engine last named will not display signals.

For annulling a section:

Engine 85 is annulled as 2d No. 1 from Chatham.

If there are other sections following, add:

Following sections will change numbers accordingly

The character of a train for which signals are displayed may be stated. Each section affected by the order must have copies, and must arrange signals accordingly.

Form G. Extra Trains.

- (1) Engine — will run extra — to —.
- (2) Engine — will run extra — to — and return to —.

EXAMPLE.

- (1) Engine 99 will run extra, Berber to Gaza.
- (2) Engine 99 will run extra, Berber to Gaza and return to Cabul.

A train receiving this order is not required to protect itself against opposing extras, unless directed by order to do so, but must keep clear of all regular trains, as required by rule.

- (3) Engine — will run extra leaving — on — as follows, with right over all trains.

Leave —.
" —.
Arrive —.

EXAMPLE.

- (3) Engine 77 will run extra leaving Turin on Thursday, February 17th, as follows, with right over all trains:

Leave Turin 11:30 p. m.
" Pekin 12:25 a. m.
" Canton 1:47 a. m.
Arrive Rome 2:22 a. m.

This order may be varied by specifying the kind of extra and the particular trains over which the extra shall or shall not have the right. Trains over which the extra is thus given the right must clear the time of the extra five minutes.

Form H. Work Extra.

- (1) Work extra — will work — until — between — and —.

EXAMPLE.

- (1) Work extra 292 will work 7:00 a. m. until 6:00 p. m. between Berne and Turin.

The working limits should be as short as practicable, to be changed as the progress of the work may require. The above may be combined, thus:

- (a.) Work extra 292 will run Berne to Turin and work 7:00 a. m. until 6:00 p. m. between Turin and Rome.

When an order has been given to "work" between designated points, no other extra shall be authorized to run over that part of the track without provision for passing the work extra.

When it is anticipated that a work extra may be where it cannot be reached for orders, it may be directed to report for orders at a given time and place, or an order may be given that it shall clear the track for (or protect itself after a certain hour against) a designated extra by adding to (1) the following words:

- (b.) And will keep clear of (or protect against) Extra 223 south between Antwerp and Brussels after 2:10 p. m.
In this case, extra 223 must not pass the northernmost station before 2:10 p. m. at which time the work extra must be

out of the way, or protected (as the order may require) between those points.

When the movement of an extra over the working limits cannot be anticipated by these or other orders to the work extra, an order must be given to such extra, to protect itself against the work extra, in the following form:

(c.) Extra 76 will protect against work extra 95 between Lyons and Paris.

This may be added to the order to run extra.

A work extra when met or overtaken by an extra must allow it to pass.

When it is desirable that a work extra shall at all times protect itself while on working limits, it may be done by adding to (1) the following words:

(d.) Protecting itself.

A train receiving this order must, whether standing or moving, protect itself within the working limits in both directions in the manner provided in Rule 99.

Whenever an extra is given orders to run over working limits, it must at the same time be given a copy of the order sent to the work extra.

To enable a work extra to work upon the time of a regular train, the following form may be used:

(e.) Work extra 292 will protect against No. 55 between Berne and Turin.

A train receiving this order will work upon the time of the train mentioned in the order, and protect itself against it, as provided in Rule 99.

The regular train receiving this order must run, expecting to find the work extra protecting itself within the limits named.

Form J. Holding Order.

Hold — at —.

EXAMPLES.

(1.) Hold No. 2 at Berlin.

(2.) Hold all east-bound trains at Berlin.

This order will be addressed to the operator and acknowledged in the usual manner. It must be respected by con-

ductors and enginemen of trains thereby directed to be held as if addressed to them.

When a train has been so held it must not proceed until the order to hold is annulled, or an order given to the operator in the form:

"— may go."

Form J will only be used when necessary to hold trains until orders can be given, or in case of emergency.

Form K. Annuling a Regular Train.

(1.) — of — is annulled — to —.

(2.) — due to leave — is annulled — to —.

EXAMPLES.

(1.) No. 1 of Feb. 29th is annulled Alaska to Halifax.

(2.) No. 3 due to leave Naples Saturday, Feb. 29th, is annulled Alaska to Halifax.

The train annulled loses both right and class between the points named and must not be restored under its original number between those points.

Form L. Annuling an Order.

"Order No. — is annulled."

If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator, who will destroy all copies of the order annulled but his own, and write on that:

Annulled by Order No. —.

EXAMPLE.

Order No. 10 is annulled.

An order that has been annulled must not be reissued under its original number.

In the address of an order annulling another order, the train first named must be that to which right was given by the order annulled, and when the order is not transmitted simultaneously to all concerned, it must be first sent to the point

at which that train is to receive it and the required response made, before the order is sent for other trains.

Form M. Annuling Part of an Order.

That part of Order No. — reading — is annulled.

EXAMPLE.

That part of Order No. 10 reading No. 1 will meet No. 2 at Sparta is annulled.

In the address of an order annulling a part of an order, the train first named must be that to which right was given by the part annulled and when the order is not transmitted simultaneously to all concerned, it must be first sent to the point at which that train is to receive it, and the required response made, before the order is sent for other trains.

Form P. Superseding an Order or a Part of an Order.

This order will be given by adding to prescribed forms, the words "instead of —."

(1.) — will meet — at — instead of —.

(2.) — has right over — to — instead of —.

(3.) — will display signals for — to — instead of —.

EXAMPLE.

(1.) No. 1 will meet No. 2 at Hong Kong instead of Bombay.

(2.) No. 1 has right over No. 2 Mecca to Medina instead of Mirbat.

(3.) No. 1 will display signals for Eng. 85 Astrakhan to Teheran instead of Cabul.

An order that has been superseded must not be reissued under its original number.

In the address of a superceding order, the train first named must be that to which right was given by the order superceded, and when the order is not transmitted simultaneously to all concerned, it must be first sent to the point at which that train is to receive it, and the required response made, before the order is sent for other trains.