

INTERNATIONAL DIVISION - MAIN LINE

International & Great Northern R. R. COMPANY.

TIME TABLE NO. 14,

To Take Effect Sunday, June 7, 1891,

AT 12.01 O'CLOCK A. M.

FOR THE GOVERNMENT AND INFORMATION OF THE EMPLOYES OF THIS RAILROAD ONLY

CENTRAL STANDARD TIME, 90th MERIDIAN.

ALL PREVIOUS TIME TABLES ARE VOID.

T. R. BONNER, }
T. M. CAMPBELL, } RECEIVERS.

T. G. GOLDEN,
General Superintendent.

GULF DIVISION—MAIN LINE.

Time Table No. 14

SOUTHWARD								Distances from Mineola and Longview	MINEOLA AND LONGVIEW SECTIONS		Station Numbers	NORTHWARD								
FREIGHT TRAINS				PASSENGER TRAINS								PASSENGER TRAINS				FREIGHT TRAINS				
51	45	43	41	15	7	3	1					2	4	8	16	42	44	46	50	
Through Freight Daily	Local Freight Daily	Fast Freight Daily	Through Freight Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily					Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	St. Louis Freight Daily	Fast Freight Daily	Local Freight Daily	Through Freight Daily	
Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	N	MINEOLA	US	515	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	
	8 50AM	8 05PM		4 20AM	4 40PM			4.9	4.9 Sabine		408			10 07	10 08		6 25	6 20PM	5 50	
	9 15	8 30		4 33	4 52			11.7	6.8 Lindale	ND	407			9 52	9 52		5 45	5 10		
	9 52	9 05		4 50	5 10			18.1	6.4 Swan		406			9 35	9 37		5 10	4 20		
	10 30	9 37		5 10	5 26			25.4	7.3 ST. L. A. & T. CROSSING TYLER	Z	404			9 15	9 18		4 30	3 45	3 25	
	11 10	10 20		5 25	5 45			35.8	10.4 Whitehouse		402			8 48	8 52		3 40	2 30		
	11 20							44.4	8.6 TROUPE	RU	10			8 25AM	8 30PM		3 00AM	1 45PM		
	12 10PM	11 18		5 52	6 12				N	LONGVIEW	HX	1259	10 00AM	9 50PM			4 30PM			8 10AM
	12 50PM	12 05AM		6 15AM	6 35PM				4.9 Footes		2	† 9.47	9 38			4 00			7 45	
7 15PM			10 05AM			5 00AM	5 30PM	4.9	7.2 Kilgore	KG	4	* 9.27	9 20			3 20			7 05	
7 45			10 28			5 13	5 43	12.1	5.3 Reeds		6	9 12	9 07			2 50			6 35	
8 30			11 05			5 32	6 00	22.4	5.0 Overton	VN	7	8 58	8 54			2 25			5 58	
9 07			11 30			5 47	6 13	28.6	6.2 Jarvis		8	† 8.42	8 38			1 55			5 15	
9 40			11 55			5 58	6 25	35.9	7.3 TROUPE	RU	10	8 22	8 20			1 15	2 45AM	1 05	4 40	
10 20			12 25PM			6 15	† 6 42	42.3	6.4 Healey		11	† 7.47	8 04			12 40	2 05	12 30PM	4 05	
11 05	1 25PM	12 20AM	1 05			6 33	7 00	47.9	5.6 Reynolds		12	7 35	7 50			12 10PM	1 35	11 59	3 35	
11 40	2 00	1 00	1 47			6 50	† 7 37	54.1	6.2 Jacksonville	JN	13	7 20	7 33			11 35	1 00	11 25	3 00	
12 15AM	2 30	1 35	2 15			7 04	† 7 50	57.7	8.6 Pope		14	† 7.11	7 23			11 15	12 40	11 00	2 40	
1 00	3 05	2 15	2 45			7 20	8 04	64.8	7.1 Prices		16	6 54	7 05			10 30	12 01AM	10 20	2 00	
1 20	3 25	2 40	3 05			7 30	† 8 12	69.6	4.8 Neches	NS	17	6 42	6 50			10 05	11 32	9 55	1 35	
2 00	4 00	3 25	3 42			7 48	† 8 28	76.3	6.7 Wells Creek		19	† 6.26	6 33			9 30	11 08	9 20	1 00	
2 30	4 25	3 50	4 07			8 00	8 38	81.3	5.0 PALESTINE	D	20	6 15AM	6 20PM			9 00AM	10 40PM	8 50AM	12 30AM	
3 00	5 00	4 30	4 43			8 17	† 8 53					Leave	Leave	Leave	Leave	9 00AM	10 40PM	8 50AM	12 30AM	
3 30AM	5 25PM	5 00AM	5 10PM	Arrive	Arrive	8 30AM	9 05PM									9 00AM	10 40PM	8 50AM	12 30AM	
Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive									Leave	Leave	Leave	Leave	
51	45	43	41	15	7	3	1					2	4	8	16	42	44	46	50	

Train Register at Mineola, Longview, Troupe and Palestine. Standard time clock in Dispatcher's Office at Palestine.

Semaphore signal at north end of passenger depot at Palestine is for Mineola and Longview Sections, and the one at north end of freight depot at Palestine is for Palestine Section. White signal indicates track clear for trains to come in. Red signal indicates track not clear, and trains must not come in.

G. W. HUGHES, Chief Dispatcher.

J. C. GREGORY, Train Master.

SAN ANTONIO DIVISION—MAIN LINE.

Time Table No. 14

SOUTHWARD									NORTHWARD					
FREIGHT TRAINS			PASSENGER TRAINS		Distances from Longview	TAYLOR SECTION			PASSENGER TRAINS		FREIGHT TRAINS			
	65	63	61			3	1	STATIONS	Station Numbers	2	4	62	64	66
	Through Freight Daily	Through Freight Daily	Local Freight Daily		Passenger Daily	Passenger Daily			Passenger Daily	Passenger Daily	Local Freight Daily	Stock Train Daily	Through Freight Daily	
	Leave	Leave	Leave		Leave	Leave			Arrive	Arrive	Arrive	Arrive	Arrive	
	1 05PM	12 25AM	6 40AM		8 50AM	9 25PM	81.3 N	PALESTINE	D 20	5 50AM	5 50PM	7 15PM	4 45PM	8 15AM
	1 45	1 05	7 25		9 14	9 45	89.8	Tucker	22	5 30	5 25	6 30	4 10	7 25
							98.6	Long Lake	23					
	2 35	1 55	8 15		9 44	10 13	99.3 D	OAKWOODS	W 24	5 05	4 58	5 35	3 20	6 35
	3 00	2 20	8 37		9 58	10 25	104.5	Spear	25	4 53	4 43	5 10	3 00	6 10
	3 15	2 34	8 52		10 10	10 32	108.1	Keechi	26	4 43	4 33	4 50	2 43	5 50
	4 10	3 05	9 30		10 36	10 50	118.0 D	BUFFALO	BU 28	4 25	4 10	4 10	1 55	5 10
	4 50	4 05	10 10		11 00	11 10	125.1 N	JEWETT	J 30	4 05	3 45	3 25	1 05	4 27
	5 40	5 15	11 10		11 35	11 33	136.1 D	MARQUEZ	MA 32	3 38	3 15	2 30	12 05PM	3 38
	5 57	5 30	11 45		11 45	11 42	140.1	Dean	33	3 28	3 03	2 10	11 45	3 10
	6 28	6 00	12 20PM		12 07PM	11 57	146.8	Lake	34	3 13	2 43	1 37	11 15	2 40
	7 05	6 37	1 00		12 27	12 13AM	154.4	New Baden	36	2 54	2 22	1 00	10 40	2 07
	7 25	6 52	1 20		12 38	12 22	158.4 N	FRANKLIN	FN 38	2 45	2 10	12 38PM	10 22	1 50
	7 48	7 20	1 52		12 58	12 40	165.2	Elliott	39	2 28	1 52	11 55	9 51	1 20
	8 10	7 45	2 30		1 15	12 55	170.9 N	H & T C CROSSING	X 40	2 15	1 35	11 20	9 25	12 55
	8 33	8 05	2 55		1 35	1 00	175.4	HEARNE	41	2 05	1 15	10 55	9 05	12 30
	9 00	8 40	3 20		1 47	1 15	175.4	Lewis	41	1 50	1 03	10 22	8 40	12 05AM
	9 40	9 35	4 15		2 03	1 35	180.9 D	GAUSE	AU 43	1 35	12 50	9 35	7 50	11 20
	10 40	10 15	5 05		2 32	2 04	191.3 D	MILANO JUNCTION	V 45	1 08	12 25	8 35	7 10	10 40
	11 35	11 00	5 55		2 58	2 30	200.6 N	ROCKDALE	RK 48	12 48	12 01PM	7 30	6 30	9 50
	12 12AM	11 30	6 15		3 25	2 55	210.1	Rome	50	12 22	11 40	7 15	6 15	9 35
	1 00	12 20PM	7 15		3 33	3 04	213.5 D	THORNDALE	DE 51	12 12AM	11 30	6 25	5 30	8 50
	1 10AM	12 30PM	7 30PM		4 03	3 33	224.1	Walter	53	11 42	11 05	6 15AM	5 20AM	8 40PM
	Arrive	Arrive	Arrive		4 10PM	3 40AM	226.1 N	T & H CROSSING	DS 54	11 35PM	11 00AM	Leave	Leave	Leave
	65	63	61		3	1				2	4	62	64	66

Train Register at Palestine and Taylor. Standard time, clock in Palestine Dispatcher's Office.
All trains must use at least 10 minutes in crossing Trinity River Bridge and trestles.

G. W. HUGHES, Chief Dispatcher.

J. C. GREGORY, Train Master.

SAN ANTONIO DIVISION—MAIN LINE.

Time Table No. 14

SOUTHWARD							SAN ANTONIO SECTION		STATIONS		Station Numbers		NORTHWARD					
FREIGHT TRAINS			PASSENGER TRAINS										PASSENGER TRAINS		FREIGHT TRAINS			
	67	65	63										3	1	2	4		64
	Local Freight Daily Except Sunday	Freight Daily	Freight Daily		Passenger Daily	Passenger Daily		Passenger Daily	Passenger Daily		Stock Train Daily	Local Freight Daily Except Sunday	Freight Daily					
	Leave 6 05AM	Leave 4 20AM	Leave 2 00PM		Leave 4 30PM	Leave 4 10AM		Arrive 11 10PM	Arrive 10 45AM		Arrive 4 10AM	Arrive 5 30PM	Arrive 9 30AM					
	6 50	5 00	2 35		4 48	4 30	234.7	D	Hutto 8.6	HU	56	10 50	10 28					
	7 50	5 40	3 20		5 08	4 50	242.9	N	ROUND ROCK 4.6	ND	58	10 30	10 08					
	8 30	6 00	3 40		5 20	5 00	247.5	D	A & N W CROSSING McNEIL 2.7	MC	60	10 20	9 58					
	8 45	6 15	3 53		* 5 26	+ 5 08	250.2		Duval 6.1		63	+ 10 13	* 9 52					
	9 38	6 45	4 20		+ 5 40	+ 5 20	256.3		Hooper 5.5		65	+ 9 59	+ 9 38					
	10 05	7 10	4 45		5 55	5 35	261.8	N	COLORADO BRIDGE	F	66	9 45	9 25					
	10 10				6 00	5 40	262.3	D	0.5 AUSTIN	DU	67	9 40	9 20					
	10 40				6 10	5 50						9 30	9 10					
	10 45	7 35	5 10		6 15	5 55	261.8	N	COLORADO BRIDGE	F	66	9 25	9 05					
	11 10	7 55	5 30		* 6 27	+ 6 08	267.1		4.3 Kouns		68	* 9 14	* 8 55					
					+ 6 43	6 23	267.4		0.3 Junction		69	+	+					
	11 45	8 40	6 05		6 43	6 23	273.3	D	5.9 MANCHACA	CA	70	9 00	8 40					
	12 05PM	8 55	6 25		6 55	6 35	277.5	D	4.2 BUDA	RD	71	8 50	8 30					
	12 35	9 20	7 00		7 15	6 55			6.8 KYLE		72	8 30	8 10					
	1 30	10 00	7 55		7 32	7 13	284.3	D	8.7 T B & H JUNCTION SAN MARCOS	CN	74	7 55	7 35					
	2 10	10 35	8 35		7 55	7 35	293.0	N	7.2 Hunter	HN	76	7 38	7 19					
	2 45	11 05	9 10		8 13	7 52	300.2	D	6.1 Goodwin	GO	77	* 7 25	* 7 05					
	3 10	11 25	9 35		* 8 28	* 8 07	306.3	D	4.5 NEW BRAUNFELS	NB	78	7 14	6 55					
	3 55	11 59	10 10		8 40	8 18	310.8	N	7.5 Corbyn		80	+ 6 58	* 6 37					
	4 31	12 30PM	10 40		* 9 00	+ 8 36	318.3		6.0 DAVENPORT	DA	81	6 44	6 25					
	5 05	1 05	11 25		9 13	8 50	324.3	N	7.0 Wetmore		83	* 6 27	* 6 10					
	5 30	1 30	11 59		* 9 31	* 9 07	331.3		6.0 Adams		84	+ 6 14	* 5 58					
	6 00PM	2 00PM	12 30AM		* 9 45	+ 9 22	337.3		5.3 SAN ANTONIO	S	85	6 00PM	5 45AM	10 00PM				
	Arrive	Arrive	Arrive		1000PM	9 35AM	342.6	N				Leave	Leave	Leave				
	67	65	63		3	1						2	4		64 66 68			

Train Register at Taylor, Round Rock, Austin, San Marcos and San Antonio.
 Standard Time, clock in Dispatcher's office at San Antonio.
 All Trains or Engines will reduce speed to four miles per hour over Colorado Bridge and Trestle.

J. SCHNEIDER, Chief Dispatcher.

THOMAS HUME, Train Master.

SAN ANTONIO DIVISION—MAIN LINE.

Time Table No. 14

SOUTHWARD					NORTHWARD												
FREIGHT TRAINS				PASSENGER TRAINS			Distances from Longview	LAREDO SECTION	Station Numbers	PASSENGER TRAINS			FREIGHT TRAINS				
	65	63			1					2			64	66			
	Through Freight Daily	Through Freight Daily			Passenger Daily					Passenger Daily		Stock Train Daily	Through Freight Daily				
	Leave 3 35PM	Leave 5 15AM			Leave 9 55AM	342.6	N	SAN ANTONIO	S	Arrive 5 35PM			Arrive 5 15PM	Arrive 7 45AM			
	4 30	5 55			* 10 12	350.1		Leon 7.5		* 5 13			4 30	7 00			
	5 01	6 30			10 23	355.4	D	Medina 5.3	MI	5 01			4 05	6 30			
	5 12	6 45			* 10 30	358.0		Kirk 2.6		* 4 55			3 50	6 15			
					*	361.0		STRUMBERG 3.0		*							
	5 45	7 25			10 46	365.4	D	LYTLE 4.4	RO	91	4 37		3 10	5 40			
	6 25	8 15			11 08	374.8	D	DEVINE 9.4	DI	93	4 15		2 20	4 55			
	7 05	9 00			11 30	383.7	D	MOORE 8.9	MO	95	3 55 3 35		1 35	4 10			
	7 25	9 30			* 12 02PM	388.5		Eden 4.8		96	* 3 23		1 10	3 45			
	8 00	10 45			12 22	396.3	N	PEARSALL 7.8	G	98	3 05		12 22PM	3 10			
	8 35	11 40			12 42	405.2		Derby 8.9		100	2 42		11 40	2 25			
	9 05	12 10PM			1 00	412.4		Dilley 7.2		102	2 23		11 05	1 47			
	9 35	12 45			1 15	418.8		Millett 6.4		103	2 05		10 30	1 15			
	10 20	1 40			1 40	429.1	D	COTULLA 10.3	HI	105	1 40		9 35	12 25AM			
	10 50	2 20			* 1 58	437.3		Tuna 8.2		107	* 1 23		8 45	11 45			
	11 20	2 40			2 08	441.8	D	Twohig 4.5	RS	108	1 12		8 22	11 20			
	12 05AM	3 25			* 2 30	450.9		Burro 9.1		110	* 12 51		7 37	10 35			
	12 40	4 00			2 45	457.4	D	ENCINAL 6.5	NI	111	12 37		7 05	10 05			
	1 25	4 40			3 06	466.6		Cactus 9.2		113	12 15PM		6 20	9 20			
	2 05	5 20			* 3 25	475.1		Webb 8.5		115	* 11 55		5 40	8 40			
	3 00	6 10			* 3 49	486.1		Green 11 0		117	* 11 30		4 50	7 50			
	3 25	6 35			4 01	491.1		Sanchez 5.0		118	* 11 18		4 25	7 25			
	4 00AM	7 00PM			4 15PM	496.3	N	R G & P CROSSING 5.2			11 05AM		4 00AM	7 00PM			
	Arrive	Arrive			Arrive			M N R R CROSSING			Leave		Leave	Leave			
	65	63			1			LAREDO	RG	120	2		64	66			

Standard time clock in Dispatcher's Office at San Antonio.

Train Register at San Antonio and Laredo.

All Trains or Engines will reduce speed to six miles per hour over Bridge and Trestle at Frio and Nueces Rivers.

J. SCHNEIDER, Chief Dispatcher.

THOMAS HUME, Train Master.

GULF DIVISION—MAIN LINE.

Time Table No. 14

SOUTHWARD							NORTHWARD							
FREIGHT TRAINS				PASSENGER TRAINS		Distances from Longview	PALESTINE SECTION	Station Numbers	PASSENGER TRAINS		FREIGHT TRAINS			
47	45	43	41	11	5				6	12	40	42	44	46
Freight Daily	Through Freight Daily	Fast Freight Daily	Local Freight Daily	Passenger Daily	Passenger Daily				Passenger Daily	Passenger Daily	Local Freight Daily	Through Freight Daily	Fast Freight Daily	Freight Daily
Leave	Leave	Leave	Leave	Leave	Leave		STATIONS		Arrive	Arrive	Arrive	Arrive		
1 30PM	11 00AM	10 00PM	7 00AM	8 45AM	9 25PM	81.3 N	PALESTINE D	20	5 30AM	5 50PM	9 00PM	1 15AM		
2 07	11 38	10 40	7 35	9 03	* 9 43	88.8	7.5 Cronin	202	* 5 07	5 32	8 21	5 40		
2 30	12 01PM	11 05	7 58	9 16	9 55	93.5 D	4.7 ELKHART Ks	203	4 52	5 20	8 00	5 15		
3 00	12 35	11 40	8 25	9 32	* 10 10	99.5	6.0 Byron	204	* 4 35	5 05	7 32	4 35		
3 35	1 12	12 15AM	8 55	9 50	10 25	105.8 D	6.3 GRAPELAND GR	205	4 18	4 49	7 03	3 55		
4 31	1 50	12 50	9 25	10 05	* 10 40	112.3	6.5 Stark	206	* 3 56	4 31	6 33	3 18		
5 00	2 25	1 25	9 55	10 22	10 55	118.8 D	6.5 CROCKETT CK	207	3 36	4 15	6 03	2 40		
5 30	3 00	2 05	10 25	10 40	* 11 10	125.3	7.2 Paso	208	* 3 16	3 58	5 30	2 05		
6 05	3 40	2 55	11 00	11 00	11 29	132.5 D	4.6 LOVELADY DI	210	2 55	3 40	4 50	1 20		
6 27	4 20	3 25	11 25	11 10	* 11 40	137.1	9.0 Red Branch	211	* 2 40	3 27	4 20	12 53		
7 10	5 25	4 15	12 10PM	11 35	12 01AM	146.1 N	6.9 TRINITY SI	213	2 15	3 03	3 30	12 10PM		
7 50	6 15	4 55	12 55	11 59	12 19	153.0 D	7.9 RIVERSIDE RV	215	1 55	2 45	2 45	11 15		
8 40	6 50	5 40	1 40	12 20PM	12 37	160.9 D	4.3 DODGE BR	217	1 30	2 22	1 40	10 33		
9 08	7 10	6 10	2 10	12 45	12 47	165.3 D	5.6 PHELPS PS	218	1 15	2 10	1 00	10 10		
9 40	7 35	6 42	2 50	1 15	* 1 00	170.9	6.1 Kellys	219	* 1 00	1 54	12 05PM	9 40		
10 10	8 03	7 15	3 35	1 37	1 15	177.0 D	3.4 WAVERLY WA	221	12 40	1 37	11 40	9 15		
10 28	8 20	7 35	3 56		*	180.4	4.6 Gilmans	222	*		11 22	9 00		
10 50PM Arrive	8 40PM Arrive	8 00AM Arrive	4 25PM Arrive	2 00PM Arrive	1 35AM Arrive	185.0 N	4.8 WILLIS WI	224	12 17AM Leave	1 15PM Leave	11 00AM Leave	8 40PM Leave		
47	45	43	41	11	5				6	12	40	42		
											44	46		

Train Register at Palestine, Trinity and Willis. Standard time clock in Palestine Dispatcher's Office.

Semaphore signal at north end of Palestine freight depot is for Palestine Section. White signal indicates track clear for trains to come in. Red signal indicates track not clear and trains must not come in.

All trains must reduce speed to four miles per hour on Trinity River Bridge and trestles and come to a full stop before passing over the draw in bridge.

C. L. SMITH, Chief Dispatcher.

T. J. RAY, Train Master.

GULF DIVISION—MAIN LINE.

Time Table No. 14

SOUTHWARD						Distances from Longview	GALVESTON SECTION			Station Numbers	NORTHWARD					
FREIGHT TRAINS			PASSENGER TRAINS								PASSENGER TRAINS				FREIGHT TRAINS	
45		41	11	9	5						6	10	12	14	40	44
Through Freight Daily		Local Freight Daily	Passenger Daily	Passenger Daily	Passenger Daily						Passenger Daily	Galveston News Daily	Passenger Daily	Passenger Daily	Local Freight Daily	Fast Freight Daily
Leave 9 00PM		Leave 4 25PM	Leave 2 00PM		Leave 1 35AM	185.0 N	WILLIS	WI	224	Arrive 12 17AM		Arrive 12 55PM		Arrive 11 00AM	Arrive 7 15AM	
9 33		5 00	2 20		1 52	192.6 D	CONROES	CN	226	11 56		12 33		10 20	6 30	
					*	194.9	G C & S F CROSSING									
							Ayres		227							
9 47		5 20	2 30		* 1 59	196.3	Grand Lake		228	* 11 46		12 21		10 03	6 10	
9 58		5 31	2 37		2 06	198.8	Medley		229	* 11 38		12 14		9 50	5 58	
10 10		5 45	2 44		* 2 13	201.9	Egypt		230	* 11 30		12 06PM		9 35	5 45	
10 38		6 20	3 03		2 30	208.8 D	SPRING	SR	232	11 10		11 51		9 00	5 15	
10 58		6 40	3 14		* 2 40	213.0	Westfield		233	* 10 58		11 41		8 40	4 56	
11 27		7 10	3 30		* 2 54	219.0	Aldine		234	* 10 40		11 28		8 10	4 30	
12 05AM		7 50	3 50		* 3 12	226.6	Cross Timbers		236	* 10 20		11 10		7 30	3 55	
							THREE R R CROSSINGS									
12 40AM		8 25PM	4 10 PM		3 30 AM	232.0 N	BUFFALO BAYOU BRIDGE		237	10 00PM		10 50AM		7 00AM	3 30 AM	
		Arrive					HOUSTON	GN	238					Leave		
			4 25 PM		Leave 9 00AM		H. & T. C. DEPOT			9 45PM		Arrive 5 35AM				
			5 35 PM							9 35PM						
1 00AM			5 45PM	9 10AM	3 45AM	232.0 N	HOUSTON	GN	237	9 25PM	5 25AM	10 40AM	4 20 PM		2 35AM	
1 30			5 55	9 20	3 55	237.8 D	G H & S A CROSSING		239	9 15	5 15	10 30	4 10		2 05	
1 45			* 6 01	* 9 26	* 4 03	241.5	HARRISBURG	K	240	* 9 09	+ 5 09	* 10 24	* 4 04		1 45	
2 13			* 6 12	* 9 37	* 4 13	247.5	Dumont		241	* 8 58	+ 4 58	* 10 13	* 3 53		1 18	
2 38			* 6 22	* 9 46	* 4 22	253.1	Genoa		242	* 8 48	+ 4 48	* 10 03	* 3 43		12 52	
2 50			6 27	9 51	4 26	256.0 D	Websterville		243	8 43	+ 4 43	9 58	3 38		12 39	
							CLEAR CREEK	Q	244							
					* 9 55	257.7	Shell Siding		244			* 9 55				
3 08			6 35	9 59	4 35	260.5	Dickenson		245	8 35	+ 4 35	9 49	3 30		12 18AM	
3 42			6 49	10 14	4 51	268.5 D	HIGHLAND	HI	247	8 21	+ 4 21	9 36	3 16		11 42	
4 10			7 00	10 25	5 00	274.5 D	G C & S F CROSSING		248	8 10	4 10	9 25	3 05		11 15	
4 50AM			7 20	10 45	5 20	280.5 N	Virginia Point	VA	249	7 50	3 50	9 05	2 45		10 80PM	
							BAY BRIDGE									
							ROUND HOUSE	X	250							
Arrive			7 25 PM	10 50AM	5 25AM	282.0 D	G C & S F CROSSING		250	7 45 PM	3 45AM	9 00AM	2 40PM		Leave	
			Arrive	Arrive	Arrive		GALVESTON	FD		Leave	Leave	Leave	Leave			
45		41	11	9	5					6	10	12	14	40	44	

Train Register at Willis, Houston and Round House. Standard time clock in Houston Dispatcher's Office.

All Engines must come to a full stop within 600 feet of Buffalo Bayou Bridge at Houston and get signal to cross.

Passenger trains must use 12 minutes and Freight trains 25 minutes in crossing Galveston Bay Bridge. All Engines must use 5 minutes on the trestle between Galveston passenger depot and intersection of main track.

C. L. SMITH, Chief Dispatcher.

T. J. RAY, Train Master.

GULF AND SAN ANTONIO DIVISIONS—BRANCHES.

Time Table No. 14

SOUTH		Distances from Longview	STATIONS	Station Numbers	NORTH	
25	23				24	26
Mixed Daily	Passenger Daily				Passenger Daily	Mixed Daily
Leave 3 50PM	Leave 9 00AM	252.9	GEORGETOWN OG 8.5	508	Arrive 11 20AM	Arrive 11 45PM
4 40	9 40	244.4	Old Round Rock 1 5	501	10 35	10 50
4 50PM Arrive	9 45AM Arrive	242.9	ROUND ROCK ND	58	10 30AM Leave	10 45PM Leave
25	23				24	26

THOS. HUME, Train Master.

South	South	Distances from Longview	STATIONS	Station Numbers	North	North
29	21				22	30
Mixed Daily	Passenger Daily				Passenger Daily	Mixed Daily
Leave 9 10AM	Leave 9 10PM	22.4	OVERTON 8.0	VN 7	Arrive 6 10PM	Arrive 5 50AM
9 45	9 35	30.4	Burns 8.0	302	5 45	5 15
10 20AM Arrive	10 00PM Arrive	38.4	HENDERSON	HN 304	5 20PM Leave	4 40AM Leave
29	21				22	30

J. C. GREGORY, Train Master.

South	South	Distances from Longview	STATIONS	Station Numbers	North	North
49	27				28	48
Freight Monday Wedn'day Friday	Passenger Daily Except Sundays				Passenger Daily Except Sundays	Freight Tuesday Thursday Saturday
Leave 10 25AM	10 40AM	232.0	HOUSTON 6.8	GN 237	Arrive 5 50PM	Arrive 2 00PM
11 10	11 03	238.8	Paice Junction	701	5 26	1 23
			GH & SA CROSSING 12.2			
12 25PM	11 53	251.0	ARCOLA JUNCTION CO	703	4 37	12 14
12 45	12 01PM	253.0	Arcola 2.0	704	4 29	12 01PM
1 00	12 09	255.0	Elm Grove 5.5	705	4 21	11 42
1 45	12 30	260.5	Sandy Point 1.8	706	3 59	11 15
2 00	12 38	262.3	Masterson 2.1	706½	3 52	11 03
2 20	12 47	264.4	Custer 4.5	707	3 43	10 50
3 24	1 06	268.9	Chenango 5.0	708	3 24	10 20
3 50	1 28	273.9	Oyster Creek 8.1	709	3 02	9 50
5 10PM Arrive	2 05PM Arrive	282.0	COLUMBIA CA	711	2 25PM Leave	8 30AM Leave
49	27				28	48

No. 27 will run regardless of No. 28.

South	South	Distances from Longview	STATIONS	Station Numbers	North	North
19	17				18	20
Mixed Daily	Passenger Daily				Passenger Daily	Mixed Daily
Arrive 12 35AM	Arrive 12 55PM	165.3	PHELPS 8.0	PS 218	Leave 2 15PM	Leave 1 20AM
11 35PM Leave	12 15PM Leave	173.3	HUNTSVILLE DO	602	2 55PM Arrive	2 20AM Arrive
19	17				18	20

T. J. RAY, Train Master.

SPECIAL RULES.

- Full face figures** indicate meeting and passing points. * Train stops only on signal. † Train does not stop. **D** Day telegraph office. **N** Day and night telegraph office.
1. Maximum speed allowed: Passenger Train, 35 miles per hour; Freight Trains, 18 miles per hour; all trains 6 miles per hour in yard limits.
 2. Maximum speed allowed engines running **backward**: 12 miles per hour in daylight and 8 miles per hour in the night.
 3. Railroad Crossings—All trains and engines must come to a **full stop** within 1000 feet; and if there is no regular Flagman or Gate Tender, a reliable man must be sent to the crossing to see that all is clear and give signal to proceed.
 4. Yards and Junctions—All trains must approach under full control, expecting to find Switch engines or Branch trains on main track.
 5. Passing Tracks, Water Tanks and Wood Yards—All Freight Trains must approach under full control.
 6. Speed Over Switches—Passenger Trains 12 miles per hour, and Freight Trains 8 miles per hour.
 7. Trains Separated—Trains running in same direction must keep 10 minutes apart.
 8. Public Road Crossings—Must not be obstructed for more than five minutes at any one time.
 9. Station Agents—Will examine switches at their stations as often as possible, and wire Superintendent and Road Master when anything is wrong. If not securely locked, wire dispatching office and notify section men. They will also see to the safety of cars on their sidings, particularly in windy weather.
 10. Conductors—Will be held personally responsible for switches they use. They must in all cases set up and lock switches personally, and see that the rails match properly.
 11. Freight Trains are not allowed to carry Passengers.
 12. Regular Freight Trains behind time, and ALL Irregular Trains, will whistle for curves and obscure places, and keep sharp lookout for Work Trains and Hand Cars.

RULES AND REGULATIONS.

GENERAL NOTICE.

The Rules and Regulations hereby set forth, apply to and govern all Officers and Employees of the INTERNATIONAL AND GREAT NORTHERN RAILROAD COMPANY.

All employees whose duties are to any extent prescribed in these Rules, are required to keep a copy of the same in their possession and carefully study the same; all its instructions must be fully understood and obeyed. When an individual enters or remains in the service of the Company, it will be considered as in itself an expression of willingness to render such obedience, and to fully abide by these instructions.

If in doubt as to the meaning of any Rule or Order, application must be made to proper authority for an explanation. Ignorance will not be accepted as an excuse for any neglect or violation of these Rules.

All employees are required to be polite and considerate in their intercourse with patrons of the road, and in business transactions with each other; avoiding profane and indecent language in all cases.

TIME TABLES.

1. A Time Table, from the moment of its taking effect, which will be indicated on its face, supersedes the preceding Time Table, and trains *then on the road*, and those starting afterwards, will be run as therein directed, subject to the rules and regulations thereon.

New time tables will be sent to all conductors and engineers a day or two before taking effect, and they are required to examine them carefully and familiarize themselves with any changes that may be made in either the *rules* or the time of arrival and departure of trains at stations.

2. The Train Dispatchers on their respective divisions will see that every conductor and engineer has a copy of a new Time Table before it takes effect, or before they occupy main track with train or engine *after* it has taken effect, by sending an order of inquiry to conductors and engineers of all trains and engines at points convenient and certain to reach them all in time; such order to be sent sometime before the Time Table is to take effect, and to stand until all conductors and engineers have answered; and to read as follows:

"Have you received Time Table No., to take effect at M., (date)"; and their answer to read: "We have received Time Table No., to take effect at M., (date)."

STANDARD TIME.

1. Standard time governing the movements of trains, will be wired to all telegraph stations at ten o'clock A. M. daily.

2. The location of clocks specially regulated to standard time, will be shown under the schedule of each section.

3. Employees not in a situation to receive *time* by wire will get it from conductors.

4. All conductors and engineers are required to provide themselves with reliable watches, and to keep them correct by frequently comparing them with standard time. No excuse will be taken for any variation of watches from standard time.

STANDARD SIGNALS.

1. The word "SIGNAL" is applied to a FLAG by day and a LIGHT by night.
2. A RED signal means DANGER, and is a signal to STOP. It is used at Telegraph Offices to stop trains for orders; by Car Inspectors while engaged in repairs or inspection of cars, and for other purposes defined in rules of "Train Signals."

3. A WHITE signal means SAFETY, and when placed near the track or at a Telegraph Station, is a signal to go ahead, and also for other purposes defined in rules of "Train Signals."

4. A BLUE signal means CAUTION, and is a signal to run slow. It will be used by men engaged in repairs or construction of bridges and track, and at other places where slow speed of trains is necessary.

5. A GREEN signal is to be carried on front of an engine of an irregular train to distinguish it from a regular train.

6. Where lights are used on switches, *Green* indicates that the switch is set for main track, and *Red* indicates it is set for siding.

7. A lantern swung across the track, a flag, hat or any object waved violently by a person on the track, means *danger*, and should be respected accordingly. An Engineer, on seeing a *danger* signal, will answer it by two short sounds of the whistle, and use all proper means to stop his train soon as possible. A flagman failing to receive such answer will use other means to attract the attention of Engineer.

8. TORPEDOES and RED SIGNALS must be carried on all engines, baggage cars and cabooses, and by all Bridge and Track foremen, to be used to stop trains when necessary.

When a train, from any cause, has to stop on main track in such a position as to endanger it from approaching trains, it must be protected by *Torpedoes and Red Signals* in the following manner: Flagman will place *one* torpedo on the rail at least twenty telegraph poles from his train; place *one* torpedo on the same rail at a further distance of ten telegraph poles from the first torpedo, and then take a position about midway between the two torpedoes to stop the train with Red signals. In case the flagman is called in before any train arrives, he will take up the torpedo nearest his train, and return to his train as quickly as possible, leaving the furthest torpedo from his train on the rail.

When an engine explodes the first torpedo, the engineer will call for brakes, and train-men will bring the train under full control soon as possible, and if no further indication of danger is discovered, the train will proceed cautiously until the conductor and engineer are satisfied that the track is clear. Should the engine explode the second torpedo, the engineer and train-men must use all means at their command to bring the train to a full stop quick as possible, and not proceed until they know positively that the track is clear.

TRAIN SIGNALS.

1. Every engine running between sunset and sunrise will have a *white head light* burning and a *red light* in signal box on rear end of tender, the light showing directly to the rear only.

2. Every passenger train will have a bell-cord attached to the bell in cab of engine, passing through the entire train and secured to the rear end of the last car; and they will have a red light on each side of and on rear platform of last car, between sunset and sunrise. All other trains will have a red flag on each side of last car, in daytime, and a red light on each side and one in the centre of last car in train at night.

3. *Red signals* carried on front of engine indicate that an engine or train is following, which has precisely the same Time Table rights as the train on which the engine is carrying signals, and no more.

4. *White signals* carried on front of an engine indicates that an extra engine or train is following, which will keep out of the way of all regular trains, but have the right of road over all work trains, pushers and irregular trains not running under protection of signals.

5. *Green Signals* carried on front of an engine indicate that it is an *Irregular* train or engine.

6. One long sound of the whistle is a signal for approaching stations, obscure road crossings and for "Whistle Boards." Engineers will see that their bells are rung before starting their engines, and in passing all road crossings, through all towns, and for all "Ring" signs.

7. All trains and engines will come to a full stop within a distance of 80 rods of any and all railroad crossings at grade, and will give two long sounds of whistle before starting again. They will also take necessary precautions to guard against accident at the crossings. Conductors will flag their trains over all railroad crossings at grade by sending flagman ahead before allowing train to cross.

1. WHISTLE SIGNALS.—One long blast of the whistle is a signal for approaching stations, railroad crossings and junctions [Thus ————].

2. One short blast of the whistle is a signal to apply the brakes—Stop [Thus ————].

3. Two long blasts of the whistle is a signal to throw off the brakes [Thus ————].

4. Two short blasts of the whistle is an answer to any signal except train parted [Thus ————].

5. Three long blasts of the whistle is a signal that the train has parted [Thus ————]. To be repeated until answered, as per Rule 4 "Lamp Signals."

6. Three short blasts of the whistle, when the train is standing, is a signal that the train will back [Thus ————]. To be repeated until answered as per Rule 3 "Lamp Signals."

7. Three short blasts of the whistle, when the train is running, is a signal to be given by trains, when displaying signals for a following train, to call the attention of trains they meet or pass to the signals; trains carrying signals, when standing on sidings, will notify passing trains, in the same manner [Thus ————]. This will be answered as per Rule No. 4.

8. Four long blasts of the whistle is a signal to call in Flagmen [Thus ————].

9. Four short blasts of the whistle is the engineer's call for signals from switchmen, watchmen and trainmen [Thus ————].

10. Two long followed by two short blasts of the whistle is a signal for approaching road crossings at grade [Thus ————].

11. Five short blasts of the whistle is a signal to the flagman to go back and protect the rear of his train [Thus ————].

12. A succession of short blasts of the whistle is an alarm for persons or cattle on the track, and calls the attention of the train men to danger ahead.

1. BELL CORD SIGNALS.—One tap of the signal bell, when the train is standing, is a notice to start.

2. Two taps of the signal bell, when the train is running, is a notice to stop at once.

3. Two taps of the signal bell, when the train is standing, is a notice to call in the flagman.

4. Three taps of the signal bell, when the train is running, is a notice to stop at the next station.

5. Three taps of the signal bell, when the train is standing, is a notice to back the train.

6. Four taps of the signal bell, when the train is running, is a notice to reduce speed.

1. LAMP SIGNALS.—A lamp swung across the track is a signal to stop.

2. A lamp raised and lowered vertically is a signal to move ahead.

3. A lamp swung vertically in a circle across the track, when the train is standing, is a signal to move back.

4. A lamp swung vertically in a circle across the track, when the train is running, is a signal that the train has parted.

5. A flag, or the hand, moved in any of the directions given above, will indicate the same signal as given by the lamp.

RULES GOVERNING THE USE OF SIGNALS.

1. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a danger signal, and the fact reported to the Superintendent.

2. The unnecessary use of the whistle is prohibited; when switching at stations and in yards, the engine bell should be rung, using the whistle only when required by law, or when absolutely necessary to prevent accident.

3. The whistle must not be sounded while passing a passenger train, except in cases of emergency, danger, or when required by the rules.

4. When a danger signal is displayed to stop a train, it must be acknowledged as per Rule No. 4 of "Whistle Signals."

RULES AND REGULATIONS.

5. The engine bell must be rung before starting a train, when meeting or passing trains, and when running through tunnels and the streets of towns and cities.

6. The engine bell must be rung for a quarter of a mile before reaching every road crossing at grade, and until it is passed; and the whistle must be sounded a quarter of a mile before reaching every road crossing at grade, and one half of a mile before reaching stations, junctions and other regular stopping places, as per Rules Nos. 1 and 10, "Whistle Signals."

7. Torpedoes must not be placed at stations or road crossings where persons are liable to be injured by them.

8. All signals must be used strictly in accordance with these rules, and trainmen should keep a constant lookout for signals.

RIGHTS OF TRAINS.

1. All TIME TABLE PASSENGER TRAINS going North have the absolute right against all Passenger trains going South. A Time Table Passenger train going North will not leave any station or passing place where, by the time table, it should meet a Passenger train going South, until five minutes after its own leaving time, unless the South bound train has arrived there; and this five minutes, allowed for possible variation of watches, must be observed at every succeeding station or siding until the expected train is met. The South bound train must not, under any circumstances, use any portion of the five minutes allowed for variation of watches.

2. All TIME TABLE FREIGHT TRAINS going North have the absolute right against all Freight trains going South. A Time Table Freight train going North will not leave any station or passing place where, by the time table, it should meet a Freight train going south, until five minutes after its own leaving time, unless the South bound train has arrived there; and this five minutes allowed for possible variation of watches must be observed at every succeeding station or siding until the expected train is met. The South bound train must not, under any circumstances, use any portion of the five minutes allowed for variation of watches.

3. TIME TABLE PASSENGER TRAINS, in both directions, have absolute right over Freight trains in both directions. Freight trains will keep entirely out of the way of Passenger trains, and must be on siding at least five minutes before Passenger trains are due. Irregular and Work trains will keep entirely out of way of Passenger and Freight trains, and must be on the siding at least five minutes before such trains are due.

4. Except in cases of great emergency, no train or engine will be run over any part of the road without the protection of red or white signals, except Regular time table trains, Work trains, Pushers, and engines at work in yard limits.

5. Work trains and Pushers will occupy main track only by special order and within the hours specified in the order, and they will keep entirely out of the way of all regular trains and all trains running under protection of signals.

6. All engines and trains engaged in construction or maintenance of track or road way will be called "Work trains." All regular trains will be designated by their Numbers and all irregular trains by the numbers of their engines. All irregular passenger trains will be called "Specials" and all irregular freight trains called "Extras."

7. When there is more than one train or engine running on the time of a time table train, the leading section or sections will carry red signals, and the following section or sections will have precisely the same time table rights as the leading section, and no more.

8. When necessary to run a special or extra train over the road, white signals will be carried for them by some preceding train or engine, when practicable to do so. Trains or engines following white signals will keep entirely out of the way of all regular trains, but will have the right to the track against all work trains, Pushers and Irregular trains not running under the protection of signals. An engine or train following white signals, or running "avoiding regular trains," when meeting a regular or irregular train or engine carrying white signals, will not pass the station where such train or engine is met until the train or engine following such white signals has arrived, unless authorized to do so by special order. When two or more trains or engines are to follow white signals, each one but the last

will carry white signals. All irregular trains will carry green signals to distinguish them from regular trains.

9. When necessary to run an extra engine over the road on the time of a Passenger train, the extra engine will run as first section of such train and carry red signals.

10. All engines carrying signals will call the attention of all engines they meet or pass, by three short sounds of the whistle, and all such engines shall answer by two short sounds of the whistle. If they do not answer, the engine carrying the signal will stop and the engineer notify engineers of such engines, and report the fact at the first telegraph station he stops at. Conductors of trains or engines carrying signals will be particular to call attention of all conductors they meet to the same. At terminal stations they will notify yard men, and at stations where Train Registers are kept, will record their signals, giving the kind, in every instance.

11. When trains are to meet or pass each other, the train having the right to the road will occupy the main track between the switches, and the train having to take siding will go in at the nearest end, and not run by to back in; but if obliged from any cause to pull up and back in at farthest end of switch, a man must first be sent ahead a sufficient distance to flag approaching trains. When necessary to put the ruling train on the siding, a man must be sent ahead far enough to stop the train before it reaches first switch, and until this train arrives and stops, the non-ruling train will lay back a sufficient distance to guard against all possibility of accident.

12. Whenever a train becomes twelve hours behind its own time, it loses all right to the road (which rights cannot be regained), and can only proceed by special orders from proper authority.

13. Conductors of trains or engines carrying signals to points where there are no train registers, will stop and notify all trains and engines they meet between such points and the place where next register is kept, and will there register signals carried to —, giving the point.

DUTIES OF CONDUCTORS, ENGINEERS AND TRAINMEN.

1. All Conductors and Engineers are specially cautioned against too rapid running; and they are required to adhere to the running time given in the Time Table as closely as possible, taking care to lose no time unnecessarily to be made up by exceeding prescribed speed. Start promptly and run regularly. Remember the Rule that requires all employes, in all cases of doubt, to take the side of safety.

2. All trains will be run under the direction of Conductors, except when their directions conflict with rules, or involve risk, in which case the Engineer will be held equally responsible.

3. Passenger Conductors are required to be in attendance on their trains, in regulation uniform, half an hour before leaving time, and to remain in attendance in full uniform until they reach the end of their runs, discharge their passengers and turn their trains over in proper condition to their successors or the yard men. They will be held responsible for the cleanliness and proper condition of cars in their trains, and for the prompt action and general good conduct of their Baggage men, Brakemen and Porters, requiring them to be on duty in regulation uniform half an hour before leaving time, and to remain until the end of their runs and all their duties have been performed. They will see that their Brakemen call out, in a distinct voice, in each passenger coach, the names of all stations at which they stop, and help passengers on and off the cars. Freight conductors will be held responsible for the faithful performance of duty required on the part of their brakemen.

4. Conductors of all trains, when approaching a meeting point where they are to take the siding, must go to forward part of train and attend to the switch in person. On train leaving the siding, they must set up switch for main track in person. Conductors must not assign this duty to any one, but attend to it personally in every instance.

5. Conductors of all trains and engines will be particular to register the arrival and departure of their trains, giving kind of signals carried, if any, at all stations where Train Registers are kept.

6. Conductors and Engineers must, before starting on their runs, examine the Train Registers and know positively whether all trains, whose non-arrival or departure would at all affect their own running, have arrived or departed, and they must consult Bulletin Boards before starting out on the road. This also applies to all intermediate stations where Train Registers and Bulletin Boards are kept.

7. Conductors and Engineers must see that their engines, baggage cars and cabooses are properly supplied with all necessary chains, ropes, jacks, frogs and tools to use when needed, and all signals required by the rules of this Time Table.

8. All Engineers must familiarize themselves with the use of the Westinghouse Air Brake and the Automatic Brake, and ascertain how to make the change from one to the other. Freight Engineers are particularly instructed to give this matter attention, so that if called upon in case of emergency to run a Passenger train, they will understand working the brake as well as any other part of the engine.

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

10. Engineers will be particular to have their ash pans closed while crossing all bridges and trestles, and passing wood yards. They will not use steam while passing cotton on platforms or flat cars, when possible to avoid it. They will not draw their fire in front of station buildings, nor on frogs and switches.

11. All trains and engines must approach stations and water tanks under control, expecting to find another train occupying main track. Engineers will run very carefully by all switches, and see that they are set right. They will guard against accidents likely to occur from stock being on the track, and when stock is killed or seriously injured, report the fact to the Stock Agent or Superintendent at the end of the trip, giving kind of stock and locality as near as possible.

12. Engineers having, from any cause, to stop between stations, or at any place where a flagman is likely to be sent out, must call in such flagman before starting, by the usual signal whistle. Such flagman will leave one torpedo on the rail to warn any approaching train which might come up before he is able to get back to his train and the train gets under headway.

13. No train must be stopped on the main track, except the regular stops of passenger trains, without a flagman being sent back at once. With freight trains the rear brakeman must not be permitted to wait until the train comes to a full stop before he gets off and starts back. UNDER NO CIRCUMSTANCES WILL CONDUCTORS ALLOW THEIR BRAKEMEN TO DEVIATE FROM THIS RULE.

14. 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.

15. All trains will run slowly during or immediately after a heavy storm and not attempt to make time, keeping a close look out for all places in track that are liable to wash out or slide.

16. When a train breaks in two while in motion, great care and good judgment are required on the part of train men, to prevent the detached parts from colliding. Rear part of train should be stopped soon as possible and protected in both directions, and head part of train kept moving until rear part is stopped. The head part of a train broken in two must not return for the rear part until a flagman has been sent back with Red signal a sufficient distance for protection against following trains. When a train finds the track blocked by cars that have been disconnected from a preceding train, they will couple to the cars and push them to the nearest siding under protection of Red signals.

17. Passenger trains will pass all stations at which they do not stop, at a reduced speed. Passenger trains will occupy main track at stations where they take meals.

18. Trains must not arrive at stations unnecessarily ahead of time, but are expected to use their time in running. Conductors and Engineers of all trains when running under orders must stop at meeting points, and know that the train met is the one specified in the order. Time-table Passenger Trains meeting a Passenger Train must learn positively what train it is; and Time-table Freight trains meeting a Freight Train must learn positively what train it is.

RULES AND REGULATIONS.

19. Freight trains must not make up any delayed time except by making short stops at stations, and must not exceed a speed of seventeen miles per hour without proper authority.

20. Passengers must not be permitted to ride on work trains, in baggage cars, nor on platform of passenger cars while in motion.

21. Running switches are positively prohibited.

22. All persons are particularly cautioned against standing upright on top of covered cars while passing through Truss Bridges and Tunnels.

23. Great care must be used in coupling and uncoupling cars. Do not go between the cars unless they are moving at a slow and safe speed, nor attempt to make any coupling unless the draw-bars and other coupling appliances are known to be in good order.

24. All persons are strictly forbidden to board engines or cars while they are in too rapid motion. Under no circumstances must they stand on track and board engines or cars when same are approaching them.

25. Smoking while on duty, and the use of intoxicating liquors are strictly prohibited.

SPECIAL RULES FOR MOVEMENT OF TRAINS BY TELEGRAPH.

1. Train Masters or Chief Dispatchers, on their respective Divisions, are the only persons authorized to move trains by special telegraph order and but one person on the same circuit at the same time.

2. Safety demands that all persons connected with the movement of trains by telegraph should use the utmost care and watchfulness; all rules regarding the same must be strictly observed. Orders must be made plain and explicit, and not too long, and if not fully understood by those to whom addressed, an explanation will be required before signing them.

In the transmission of orders, no abbreviations will be used except "12" which means "how do you understand this;" "13" which means we understand;" "C. & E." for Conductor and Engineer; "No." for Number; "Eng." for Engine and "O K" for Correct. The numbers of trains and engines, and time given in time orders will not be spelled out but be given in plain figures. After an order is received it must be carried out to the very letter.

3. All orders will be addressed to the Conductor and Engineer of engine or train for which they are intended, and will be numbered consecutively, commencing with No. 1 at 12 o'clock, every Saturday night. Dispatchers must send slow enough to enable Operators to make plain manifold copies. Operators will invariably write Orders on manifold, provided for that purpose, Direct from Dispatcher sending and no other way; making copies sufficient for each Conductor and Engineer addressed, and one to file away in the office.

4. A Red flag or Red board by day and a Red light by night, are signals used at telegraph stations to stop and hold trains for orders. Conductors and Engineers must carefully watch for signals at telegraph stations, and when Red signal is shown they must stop their trains and go at once to the office to receive and respond to such orders as may be awaiting them.

5. Conductors and Engineers of all night trains must be sure to see that the telegraph signal lamp is burning at all night offices, which are designated on face of Time Table by the letter "N," and in case it is not, trains will stop and ascertain whether or not any orders for them. Every night telegraph office on line of the road is required to have a Red and a White light burning constantly from dark until daylight; when no orders for trains the White light will be kept in some fixed place in full view of trains in either direction; and when there are orders for trains the Red light will take the place of the White light.

6. When an operator receives an order for a train or engine, and before he acknowledges receipt of the order, he will immediately display his Red signal, and keep it displayed until such train or engine has arrived, and the order is signed by and delivered to the Conductor and Engineer. If in the meantime other trains or engines should arrive for which there are no

orders, the operator will give them a clearance order, made out on blanks provided for that purpose. The signal must not be taken in to let trains by for which there are no orders; they must stop and get a clearance order.

Orders must not be delivered to nor accepted by Conductors and Engineers until they are signed, repeated back to dispatching office and O K with correct time and name of Operator receiving, put on them. Conductors and Engineers, in person, are required to read aloud and sign all orders addressed to them, in presence of the Operator.

7. Orders addressed to trains or engines at more than one station, will be sent to all at the same time. An order to a train or engine is a holding order for that train or engine, and on receipt of which the operator on duty will immediately set his Red signal and then acknowledge receipt of the order. Operators must not acknowledge receipt of orders until Red signal is set and trains or engines addressed are positively known to be held. If a train is at a station when an order for it is received, the operator will set his Red signal, and then get signature of Conductor and Engineer to the order, after which he will acknowledge receipt of the order.

8. All orders will be sent and acknowledgements made in the following manner—for example: Dispatchers will call "A" and say "Copy 3;" call "B" and say "Copy 5," and call "C" and say "Copy 3," the figures indicating the number of manifold copies required, and then proceed with the order, viz:

Order No. 100—For "A" to C. & E. No. 1—"A."
For "B" to C. & E., 1st and 2d, No. 2—"B."
For "C" to C. & E., Extra Eng. 50—"C."

No. 1 will take sidings and meet 1st No. 2 at M. . . . , meet 2d No. 2 at N. . . . and meet Extra Eng. 50 at O. . . . Operators will then acknowledge receipt as follows:

Order No. 100 to C. & E. No. 1, OK, (name of operator)—"A."
Order No. 100 to C. & E., 1st and 2d No. 2, OK, (name of operator)—"B."
Order No. 100 to C. & E., Extra Eng. 50, OK, (name of operator)—"C."
In giving "OK," the Dispatcher will say: "Order No. 100 OK, (giving correct time)" and signing the initials of Sup't or Train Master.

9. An order discontinuing a train will be sent to the train itself if on the road, or if not, to the Yard Master at station from which it starts, and to all trains and engines effected by the discontinuance, at the same time; and will be in the following form: "Train No. . . . , due to leave , at M., is discontinued between and"

10. Work train and Pusher "limit orders" will be as follows: "Eng. . . . will work . . . (date) from . . . A. M., until . . . P. M., between . . . and . . . , avoiding regular trains. All trains due at . . . station previous to . . . M. have passed except" . . .

11. "Meeting Orders" are in following forms: "No. . . . (or Eng.) will take siding and meet No. . . . (or Eng.) at" "Eng. . . . following white signal on No. . . . (or Eng.) will take siding and meet Eng. . . . following white signals on No. . . . (or Eng.) at"

12. "Time Orders" are in the following forms: "No. . . . (or Eng.) . . . has until . . . M. to make . . . for No. . . ." On this order if the train or Eng. first named fails to make the place designated by or before the time given, the train last named will wait five minutes for possible variation of watches, no part of which must be used by the train or Eng. first named. "No. . . . (or Eng. . . .) has until . . . M. to make . . . ahead of No. . . ." On this order the first named train has a right to run ahead of the second named train only so long as it can make the station named within the time specified.

"Eng. . . . has until . . . M. to work . . . of . . . regardless of No. . . ." On this order if the Eng. first named is not on the siding designated at or before the time given, the train last named will wait five minutes for possible variation of watches, no part of which must be used by Eng. first

named. This order does not give the Eng. first named the right to main track at place designated in the order.

13. A "regardless order" is in the following form: "No. . . . will run to . . . regardless of No. . . ." On this order the train first named will run to the station named precisely as if the train last named did not exist, and from there it will run as per time table rules, unless otherwise ordered.

The train last named in the order will use its time table right up to the station named and there take siding at nearest switch, as the train first named has the right to main track at station named. This order does not prevent the train last named in the order from running to any other station beyond the one named in the order, PROVIDED it can make such station and take siding five minutes before the train first named in the order is due there by its own time table time.

14. "Signal Orders" are in the following forms: "1st No. . . . will carry red signals from . . . to . . . for 2d No. . . ." "1st and 2d No. . . . will carry red signals from . . . to . . . for 2d and 3d No. . . ." "No. . . . will carry white signals from . . . to . . . which Eng. . . . will follow, avoiding regular trains."

15. "Discontinuing orders," "Signal orders" and "Limit orders" should not be combined with or made a part of any other order.

16. Passenger trains in sections or running near each other in same direction must keep ten minutes apart, and Freight trains in same direction must keep five minutes apart, except on approaching meeting points, when they will run very carefully and with trains under control.

Telegraph Operators will set red signal immediately after the departure of a Passenger train, and keep it set for ten minutes, in order to preserve the time between trains. Should a following section, or a train of any kind arrive before the ten minutes have expired, the Operator will hold them until that time is up and then give them a clearance order. Freight trains are to be kept five minutes apart in the same way.

17. The conductor and engineer of every train, immediately before starting out on their run, will go in person to the telegraph office and inquire if any orders for their train.

18. It is the duty of conductors and engineers, when they see the telegraph line down, to report the fact at the first telegraph station they pass, giving the locality near as possible.

DUTIES OF BRIDGE AND TRACKMEN.

1. 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.

2. 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 flagmen. This is particularly necessary in case of loaded truck cars.

3. 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.

4. In cases of severe storms, or violent winds, whether by day or night, section foremen are required to make thorough examination of their sections, and see that all is safe.

5. 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, whether any train is expected or not, to flag trains in accordance with Rule 8, "Standard Signals."

6. 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.

T. R. BONNER,
T. M. CAMPBELL, } Receivers.

T. G. GOLDEN,
General Superintendent.

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I. & G. N. R. R. CO.

TIME TABLE

No. 14.

IN EFFECT

JUNE 7, 1891.