

INTERNATIONAL & GREAT NORTHERN R. R. CO.

TIME TABLE NO. 57,

To Take Effect Sunday, January 14, 1906,

AT 12.01 O'CLOCK A. M.

NOTE IMPORTANT CHANGES AND ADDITIONS IN RULES.

THIS TIME TABLE IS FOR THE INFORMATION AND GUIDANCE OF THE EMPLOYEES OF THIS COMPANY ONLY, AND IT IS NOT INTENDED AS AN ADVERTISEMENT OF THE TIME OR HOURS OF ANY TRAIN. THE COMPANY RESERVES THE RIGHT TO VARY FROM IT AT PLEASURE.

CENTRAL STANDARD TIME, 90th MERIDIAN.

ALL PREVIOUS TIME TABLES ARE VOID.

January 14, 1906.

GULF DIVISION—MAIN LINE.

Time Table No. 57.

SOUTHWARD.				Distance from Troupe	Mineola Section	Station Numbers	NORTHWARD.				
FREIGHT TRAINS.		PASSENGER TRAINS.					PASSENGER TRAINS.		FREIGHT TRAINS.		
45		17	15				16	18		46	
	Mineola Troupe Local Frt. D. Ex. Sun.		Passenger Daily	Passenger Daily			Passenger Daily	Passenger Daily			Troupe Mineola Local Frt. D. Ex. Sun.
	a m 7 30		p m 2 45	a m 8 00	44.2	Leave N	B44	p m 12 23	a m 1 40		p m 5 30
			*		39.4	4.8	B39	*	†		
	8 30		3 15	8 30	32.7	EADS 6.7	B33	11 57	1 10		4 45
	9 00		3 30	8 45	26.3	D LINDALE ND 6.4	B26	11 42	12 55		4 20
						SWAN 7.3					
						ST. L S W CROSSING					
	9 30 11 25		3 50	9 05	19.0	N TYLER Z 5.1	B19	11 25	12 35		3 50 2 55
			* 4 05	* 9 20	13.9	DOUGLASS 5.3	B14	* 11 12	* 12 20		
	p m 12 05		4 20	9 35	8.6	WHITEHOUSE 8.6	B9	11 00	a m 12 05		2 15
	p m 12 40		p m 4 45	a m 10 00		N TROUPE RU	36	a m 10 40	p m 11 40		p m 1 40
	45		17	15		(44.2)		16	18		46

Train Register at Mineola and Troupe.
 No. 15 will run regardless of No. 16.
 No. 17 will run regardless of No. 18.
 Nos. 15, 16, 17 and 18 will stop on signal at Willinghamas, Gallaway, Thedford and Tates.
 No. 45 will run regardless of No. 46.

No. 1 has right of track over all trains excepting No. 4.

January 14, 1906.

GULF DIVISION—MAIN LINE.

Time Table No. 57.

SOUTHWARD							Distance from Palestine	Longview Section	Station Numbers.	NORTHWARD						
FREIGHT TRAINS			PASSENGER TRAINS							PASSENGER TRAINS				FREIGHT TRAINS		
	47	41			5	1				4	6		18	42	48	
	Fast Freight Daily	Local Freight Daily Ex. Sunday			St. Louis, Galveston, Mexico Pass. Daily	St. Louis, Houston, S. Antonio Lim. Daily				St. Louis Limited Daily	St. Antonio St. Louis Passenger Daily			Local Freight Daily Ex. Sunday	Fast Freight Daily	
	p m 9 00	a m 8 30			p m 3 35	a m 9 30	81.3	N LONGVIEW JCT. MX	0	a m 12 45	p m 12 01			p m 5 00	a m 5 55	
	9 20	8 50			* 3 47	† 9 40	76.4	FOOTES	5	† 12 34	* 11 46			4 35	5 35	
	9 50	9 30			4 04	9 52	69.2	D KILGORE KG	12	† 12 21	11 30			4 04	5 15	
	10 25	10 12 11 08			4 30	10 12	58.9	D OVERTON VN	22	a m 12 01	11 08			3 05	4 40	
	10 50	11 40			4 45	† 10 22	52.7	ARP	29	† 11 48	10 53			2 20	4 15	
	11 34	12 10 1 00			5 05 5 10	10 37	45.4	N TROUPE RU	36	11 34	10 37 10 23			1 45 1 00	3 45	
	a m 12 01	1 25			* 5 25	† 10 50	39.0	GOULD	42	† 11 21	* 10 08			12 35	3 20	
	12 25	1 50			* 5 39	† 11 01	33.4	REYNOLDS	48	† 11 11	* 9 54			p m 12 10	3 00	
	12 55	2 45			5 57	11 15	27.2	N JACKSONVILLE T & S E CROSSING	54	11 00	9 40			11 40 11 15	2 30	
	1 10	3 00			* 6 06	† 11 24	23.6	HUME	58	† 10 52	* 9 25			10 40	2 15	
	1 50	3 30			* 6 23	† 11 40	16.5	PRICES	65	† 10 40	* 9 09			10 10	1 50	
	2 10	3 50			6 35	11 50	11.7	D NECHES NS	70	† 10 31	8 57			9 50	1 15	
	2 35	4 15			* 6 52	† 12 05	5.0	WELLS CREEK	76	† 10 19	* 8 42			9 20	12 50	
	a m 3 00	p m 4 35			p m 7 05	p m 12 20		N PALESTINE D	81	p m 10 10	a m 8 30			a m 9 00	a m 12 30	
	47	41			5	1		(S1.3)		4	6			42	48	

Train Register at Longview, Troupe and Palestine.

Standard time clock in Dispatcher's Office at Palestine.

Nos. 5 and 6 will stop on signal at Ironton.

No. 1 has right of track over all trains excepting No. 4.

January 14, 1906.

GULF DIVISION—MAIN LINE.

Time Table No. 57.

SOUTHWARD.				NORTHWARD.						
FREIGHT TRAINS.		PASSENGER TRAINS.		Distances from Palestine	Palestine Section	Station Numbers	PASSENGER TRAINS.		FREIGHT TRAINS.	
53	51	5	1				2	4	50	52
Fast Freight Daily	Local Freight Daily Ex. Sunday	St. Louis Galveston Passenger Daily	St. Louis Houston Limited Daily				Local Passenger Daily	Galveston St. Louis Fast Mail Daily	Local Freight Daily Ex. Sunday	Through Freight Daily
p m	a m	p m	p m	Leave	Arrive			p m	a m	
5 40	5 00	7 35	12 45		N PALESTINE D	S1	4 15	9 35	8 30	8 55
6 05	5 25	† 7 53	* 1 02	7.5	7.5		* 3 55	† 9 16	7 53	8 20
6 20	5 42	8 04	1 13	12.2	D ELKHART KS	A94	3 44	9 06	7 15	8 05
6 40	6 00	† 8 17	* 1 26	18.2	6.0		* 3 30	† 8 53	6 40	7 45
7 05	6 27	8 39	1 41	24.5	D SALMON	A100	3 15	8 39	6 10	7 20
7 30	6 52	* 8 53	* 1 55	31.0	D GRAPELAND R	A106	2 59	* 8 25	5 30	6 52
8 10	7 50	9 08	2 11	37.5	D LATEXO	A112	2 43	8 10	5 00	6 25
8 33	8 15	† 9 23	* 2 27	44.0	6.5		* 2 27	† 7 55	4 00	6 00
8 57	9 00	9 39	2 44	51.2	D PASO	A125	2 10	7 40	3 15	5 30
9 15	9 30	† 9 49	* 2 53	55.8	D LOVELADY DY	A133	2 00	† 7 29	2 53	5 10
10 10	10 30	10 10	3 12	64.8	N RED BRANCH	A137	1 40	7 10	2 00	4 25
10 40	11 00	* 10 26	3 30	71.7	D TRINITY SY	A146	1 20	6 50	1 20	3 50
11 15	11 45	10 43	3 47	79.0	D RIVERSIDE RV	A153	1 02	6 31	12 45	3 20
11 30	12 10	10 53	3 57	84.0	D DODGE BR	A161	12 45	6 15	12 10	3 05
11 50	1 00	† 11 05	* 4 11	89.6	D PHELPS PS	A165	12 35	6 05	11 30	2 45
12 10	1 45	11 18	4 25	95.7	D KELLYS	A171	* 12 20	† 5 50	11 00	2 25
12 35	2 30	†	4 33	99.1	D NEW WAVERLY WA	A177	p m 12 07	5 37		
				103.7	D ESPERENZA	A180	11 59	†		
					D WILLIS WI	A185	a m 11 50	p m 5 20	a m 10 15	a m 2 00
53	51	5	1		(103.7)		2	4	50	52

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

Passenger trains must reduce speed to twenty miles per hour and freight trains to six miles per hour on Trinity River Bridge and trestles.

Trains 1, 2 and 5 will stop on signal at Elmina and Wootters.

Esperenza cannot be used as a passing point.

January 14, 1906.

GULF DIVISION—MAIN LINE.

Time Table No. 57.

SOUTHWARD.						Distances from Palestine	Palestine and Galveston Sections.	Station Numbers.	NORTHWARD.					
FREIGHT TRAINS.			PASSENGER TRAINS.						PASSENGER TRAINS.			FREIGHT TRAINS.		
53	51		101	5	1				2	4	102	50	52	
Fast Freight Daily	Local Freight Daily Ex. Sunday		Ft. Worth-Houston Passenger Daily	St. Louis-Galveston Passenger Daily	St. Louis-Houston Limited Daily				Local Passenger Daily	Galveston-St. Louis Fast Mail Daily	Houston-Ft. Worth Passenger Daily	Local Freight Daily Ex. Sunday	Through Freight Daily	
a m 12 35	p m 2 30			p m 11 35	p m 4 43	103.7	Leave D WILLIS 8.0	Arrive WI A185	a m 11 50	p m 5 20		a m 10 15	a m 2 00	
1 05	3 15			11 52	5 03	111.7	N CONROE G C & S F CROSSING 3.3	CN A193	11 32	5 03		9 30	1 35	
1 20	3 30			† 11 59	* 5 13	115.0	GRAND LAKE 5.6	A196	* 11 25	† 4 56		8 55	1 20	
1 45	3 55			* a m 12 11	5 26	120.6	TAMINA 7.1	A202	11 13	† 4 44		8 30	1 00	
2 10	4 30			p m 8 58	12 26	127.7	D SPRING 0.9	SR A209	10 57	4 30	a m 5 52	8 00	12 26	
2 30	5 00			9 00	12 29	128.7	N SELLERS 3.1	S A210	10 54	4 27	5 49	7 25	12 10 11 35	
2 45	5 15			† 9 07	† 12 36	131.7	WESTFIELD 6.0	A213	* 10 47	† 4 21	* 5 42	7 15	11 20	
3 05	5 40			† 9 19	† 12 48	137.7	ALDINE 7.6	A219	10 35	* 4 09	* 5 30	6 55	10 55	
3 35	6 20			† 9 35	† 1 04	145.3	CROSS TIMBERS 5.4	A227	† 10 18	† 3 53	† 5 16	6 30	10 30	
a m 4 15	p m 7 00			p m 9 55	a m 1 25	150.7	THREE R C CROSSINGS BUFFALO BAYOU BRIDGE HOUSTON	GN A232	a m 10 00	p m 3 35	a m 5 00	a m 6 00	p m 9 55	
53	51			101	5		(47.0)		2	4	102	50	52	

FIGURES BELOW ARE FOR INFORMATION ONLY, AND NOT FOR USE IN RUNNING. SEE TIME TABLE OF GALVESTON, HOUSTON AND HENDERSON RAILROAD.

				a m 6 40		150.7	Leave N HOUSTON 47.6	Arrive GN A232	a m 9 55	p m 3 30			
				a m 8 10		198.3	Arrive N GALVESTON	FD A282	a m 8 30	p m 2 00			

Train Register at Sellers and Houston, Standard time clock in Palestine Dispatcher's Office.
 All engines must come to a full stop within 600 feet of Buffalo Bayou Bridges at Houston and get signal to cross.
 See page 10 for time of Ft. Worth Division trains between Sellers and Spring.

January 14, 1906.

SAN ANTONIO DIVISION—MAIN LINE.

Time Table No. 57.

SOUTHWARD						Dis. from Palestine	Taylor Section	Station Numbers	NORTHWARD					
FREIGHT TRAINS			PASSENGER TRAINS						PASSENGER TRAINS			FREIGHT TRAINS		
67	65	61	7	5	1				4	6	8	62	66	68
Local Freight Daily Ex.Sunday	Fast Freight Daily	Coal Mine Turn daily Ex.Sunday	Kans. City, North Tex Mexico Ltd. Daily	St. Louis-Mexico Limited Daily	St. Louis-S. Antonio Passenger Daily				Mexico St. Louis Limited Daily	S. Antonio St. L. K.C. Nrx. Tex. Pass. Daily	Local Passenger Daily	Coal Mine Turn daily Ex.Sunday	Through Freight Daily	Local Freight Daily Ex.Sunday
a m 5 30	a m 1 00			p m 7 30	p m 12 40		Leave N PALESTINE	81	p m 10 00	a m 7 30		a m 7 20	p m 6 50	
6 45	1 35			7 48	† 12 57	8.5	8.5 D	90	† 9 44	7 08		6 45	6 15	
7 08				*	†	12.3	3.8 SALT CITY JCT.	94	†	*				
7 45	2 15			8 10	1 20	18.0	5.7 W	99	9 26	6 41		6 00	5 30	
8 15	2 35			* 8 22	† 1 30	23.2	5.2 SPEER	105	† 9 17	* 6 27		5 35	5 00	
8 32	2 50			8 31	† 1 37	26.8	3.6 KEECHI	108	† 9 10	6 18		5 20	4 45	
9 10	3 25			8 55	1 55	34.7	7.9 D	116	8 55	5 56		4 50	4 15	
9 55	4 15			9 18	2 15	43.8	9.1 N	125	8 38	5 33		4 15	3 30	
10 45	5 06			9 45	2 40	54.8	11.0 D	136	8 18	5 06		3 37	2 40	
11 01	5 25			† 9 54	† 2 48	58.8	4.0 DEAN	140	† 8 10	† 4 58		3 23	2 00	
11 25	5 55			* 10 10	† 3 02	65.5	6.7 LAKE	147	† 7 58	4 43		3 03	1 20	
11 40	6 05			* 10 17	3 10	68.3	2.8 EASTERLY	150	† 7 52	4 36		2 53	1 05	
p m 12 01	6 29			10 28	* 3 21	73.1	4.5 NEW BADEN	154	† 7 44	4 26		2 37	12 40	
12 20	6 50			10 40	3 32	77.1	4.0 D	158	7 37	4 17		2 25	p m 12 20	
12 50	7 17			* 10 57	† 3 47	83.9	6.8 ELLIOTT	165	† 7 24	4 02		2 04	11 50	
1 15	7 40			a m 2 05	4 00	89.6	5.7 D	171	7 14	3 50	p m 2 35	1 46	11 00	
2 25	8 00 8 45	p m 4 00		2 15 2 20	11 20 11 30	93.9	4.3 FT. WORTH DIV. CROSSING. N	175	7 06 6 46	3 40 3 30	2 25	p m 3 15	1 30 1 15	
2 50	9 30	4 32		† 2 34	* 11 45	99.6	5.7 D	181	† 6 36	* 3 16	2 12	2 50	12 50	
3 40	10 15	5 15		2 55	a m 12 10	110.0	10.4 N	191	6 18	2 55	1 50	2 10	a m 12 10	
4 30	10 50	6 00		3 30	12 32	119.1	9.1 S A & T CROSSING N	201	6 00	1 55	1 30	11 10	7 55	
5 10	11 30	7 00		† 3 50	* 12 55	128.8	9.7 NILE	210	† 5 41	† 1 32	* 1 08	11 30	10 32	
5 34	11 42	7 14		† 3 58	* 1 24	132.2	3.4 D	214	5 34	* 1 24	1 00	11 05	10 20	
5 50				† 4 11	* 1 39	138.4	6.2 THRALL	220	† 5 22	† 1 11	* 12 47	10 40	10 00	
6 20	p m 12 03	7 37		† 4 25	1 54		6.4 M K & T CROSSING		5 12	12 58	12 33			
p m 6 45	p m 12 32	p m 8 00		a m 4 27	a m 1 55	144.8	N TAYLOR	226	p m 5 10	a m 12 55	p m 12 32	a m 10 15	p m 9 30	
67	65	61		7	5		(144.8) DS Leave		4	6	8	62	66	
				1								68		

Train Register at Palestine, Hearne, Valley Jct. and Taylor. Standard time clock in Palestine Dispatcher's Office. All Trains or Engines will reduce speed to 4 mls. per hour over Brazos River B'dge between Valley Jct. and Gause Passenger Trains must use 3 minutes and Freight Trains 10 minutes in crossing Trinity River Bridge and Trestle.

January 14, 1906.

SAN ANTONIO DIVISION—MAIN LINE.

Time Table No. 57.

SOUTHWARD							San Antonio Section	Station Numbers	NORTHWARD									
FREIGHT TRAINS.			PASSENGER TRAINS.						PASSENGER TRAINS.				FREIGHT TRAINS.					
67	65	63	9	7	5	1			4	6	8	10	64	66	68			
Local Freight Daily Ex. Sunday	Fast Freight Daily	Steamer Freight Daily	Local Pass. Daily	Kans. City Nrh. Tex. Mex. Lim. Daily	St. Louis-Mexico Limited Daily	St. Louis S. Antonio Passenger Daily			Mexico St. Louis Limited Daily	S. Antonio Nrh. Tex. St. L. K.C. Pass. Daily	Local Passenger Daily	S. Antonio Express Passenger Daily	Fast Freight Daily	Through Freight Daily	Local Freight Daily Ex. Sunday			
a m 6 30	p m 2 15	p m 11 30	p m 1 15	a m 4 32	a m 2 00	p m 6 22	144.8	N	TAYLOR S.6	DS	226	p m 5 07	a m 12 48	p m 12 27	a m 8 55	a m 4 32	p m 8 10	p m 5 30
7 15	3 00	a m 12 26	1 35	† 4 52	* 2 20	6 40	153.4	D	HUTTO S.2	HU	235	4 50	* 12 26	p m 12 08	8 36	3 45	7 35	4 50
8 16	3 50	1 00	1 55	5 11	2 40	7 00	161.6	N	ROUND ROCK 4.4	ND	243	4 35	a m 12 06	11 50	8 16	3 10	7 00	3 50
8 30	4 25	1 15	2 05	† 5 21	† 2 50	* 7 10	166.0	D	A & N W CROSSING. MCNEIL 2.9	MC	247	† 4 25	† 11 54	11 40	8 06	2 50	6 25	3 25
8 40	4 37	1 24	* 2 11	† 5 26	† 2 56	† 7 16	168.9		DUVAL 6.1		250	† 4 21	† 11 47	* 11 35	* 7 59	2 34	6 00	3 15
9 05	5 00	1 44	* 2 24	† 5 37	† 3 10	† 7 28	175.0		HOOPER 4.6		256	† 4 11	† 11 33	* 11 22	* 7 45	2 16	5 40	2 55
9 30	5 20	2 00	2 37	5 50	3 25	7 40	179.6	N	COLORADO BRIDGE 0.6	F	261	4 03	11 20	11 10	7 35	2 00	5 20	2 37
9 40 10 40			2 42 2 50	5 55 6 00	3 30 3 45	7 45 8 05	180.2	D	AUSTIN 0.6	DU	262	3 53 3 55	11 15 11 09	11 05 11 00	7 30 7 00			2 25 2 15
10 55	5 40	2 15	2 55	6 05	3 50	8 10	179.6	N	COLORADO BRIDGE 4.2	F	261	3 50	11 04	10 55	6 55	1 35	4 50	2 10
11 15	6 00	2 33	* 3 10	† 6 17	† 4 02	† 8 22	183.8		KOUNS 6.2		265	† 3 38	† 10 48	* 10 43	* 6 42	1 15	4 25	1 50
11 40	6 25	2 51	3 28	† 6 28	† 4 16	† 8 33	190.0	D	MANCHACA 4.2	CA	271	† 3 28	† 10 35	10 30	6 28	12 52	4 00	1 25
11 59	6 45	3 11	3 40	* 6 38	† 4 28	† 8 43	194.2	D	BUDA 6.8	RD	276	† 3 19	* 10 23	10 20	6 16	12 35	3 40 3 19	1 05
p m 12 40	7 12	3 32	3 55	6 51	† 4 44	8 56	201.0	D	KYLE 8.7	KY	282	3 07	10 08	10 05	6 00	a m 12 10	2 25	p m 12 40
1 30	7 45	4 00	4 15	7 10	5 05	9 15	209.7	N	SAN MARCOS 7.2	CN	291	2 50	9 48	9 46	5 40	11 40	1 30	11 45
2 34	8 15	4 22	4 31	† 7 24	† 5 22	† 9 32	216.9	D	HUNTER 6.1	HN	298	† 2 34	† 9 32	9 30	* 5 22	11 15	12 50	10 40
3 00	8 37	4 41	4 45	† 7 34	† 5 36	† 9 47	223.0	D	GOODWIN 4.3	GO	304	† 2 24	† 9 17	* 9 17	* 5 10	10 55	p m 12 20	10 15
3 30	9 06	5 00	4 55	7 44	5 46	9 57	227.3	D	NEW BRAUNFELS M. K. & T. Crossing. 0.5	NB	308	2 15	9 06	9 08	5 00	10 40	11 59	9 55 9 08
			†	†	†	†	227.8		LANDA'S PARK 7.2		309	†	†	†	†			
4 05	9 45	5 30	* 5 12	† 7 59	† 6 05	† 10 13	235.0		CORBYN 6.0		316	† 2 00	† 8 48	* 8 51	† 4 45	10 13 9 45	11 15	7 59
4 35	10 25	5 50	5 25	† 8 10	* 6 19	† 10 25	241.0	D	BRACKEN 7.0	DA	322	† 1 50	* 8 37	8 39	* 4 34	9 20	10 50	7 30
5 05	11 05	6 13	5 40	† 8 25	* 6 35	† 10 40	248.0	D	WETMORE 6.0	WR	329	† 1 39	* 8 22	8 25	* 4 22	8 50	10 25	7 08
5 25	11 25	6 35	† 5 53	† 8 35	† 6 48	† 10 52	254.0		ADAMS 4.9		335	† 1 29	† 8 11	† 8 11	† 4 11	8 30	10 05	6 48 6 35
p m 5 50	p m 11 45	a m 6 50	p m 6 05	a m 8 45	a m 7 00	p m 11 05	258.9	N	SAN ANTONIO 11.1	S	340	p m 1 20	p m 8 00	a m 8 00	a m 4 00	p m 8 10	a m 9 45	a m 6 10
67	65	63	9	7	5	1			(114.1)			4	6	8	10	64	66	68

Train Register at Taylor, Round Rock, Colorado Bridge 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.

Nos. 8, 9 and 10 will stop on signal for passengers at Palm Valley and Frame.
All trains or engines will reduce speed to six miles per hour over Guadalupe Bridge one mile north of New Braunfels.

No. 7 has right of track over all trains except No. 4.

January 14, 1906.

SAN ANTONIO DIVISION—MAIN LINE.

Time Table No. 57.

SOUTHWARD.				Dis. from Palestine.	Laredo Section	Station Numbers	NORTHWARD.			
FREIGHT TRAINS.		PASSENGER TRAINS.					PASSENGER TRAINS.		FREIGHT TRAINS.	
	63		5				4		64	
	Local Freight Daily Ex. Sunday		Kas. City St. Louis Mexico Pass. Daily		STATIONS		Mexico St. Louis Limited Daily		Local Freight Daily Ex. Sunday	
	a m		a m		Leave N SAN ANTONIO Arrive S		p m		p m	
	7 50		9 15	258.9	SA & A P CROSSING GH & SA CROSSING 7.8	340	1 00		7 00	
	8 20		* 9 35	266 7	LEON 5.4	348	* 12 37		6 23	
	8 40		9 49	272.1	VON ORMY MI 2.6	353	12 26		6 00	
			*	274.7	KIRK 3.0	356	*			
			*	277.7	STRUMBERG 4.4	359	*			
	9 30		10 13	282.1	LYTLE RO 9.4	363	p m 12 05		5 15	
	10 37		10 37	291.5	DEVINE DI 8.9	373	11 45		4 05	
	11 26		11 00	300.4	MOORE MR 4.6	382	11 26		3 20	
	11 50		* 11 17	305.0	JENSEN 8.0	386	* 11 17		2 55	
	p m 12 30		11 37	313.0	PEARSALL G 8.9	394	11 00		2 20	
	1 35		* 11 58	321.0	DERBY 7.2	403	* 10 41		1 35	
	2 10		p m 12 15	329.1	DILLEY DY 6.4	410	10 26		1 00	
	2 40		12 30	335.5	MILLETT MY 10.3	417	10 13		p m 12 30	
	3 30		12 55 1 20	345.8	COTULLA HI 8.2	427	9 52		11 30	
	4 10		* 1 40	354.0	TUNA 4.5	435	* 9 35		10 30	
	4 30		1 51	358.5	ARTESIA RS 9.1	440	9 26		10 05	
	5 05		* 2 12	367.6	BURRO 6.5	449	* 9 08		9 25	
	5 30		2 28	374.1	ENCINAL NI 9.2	455	8 55		8 55	
	6 10		* 2 50	383.3	CACTUS 8.5	465	* 8 36		8 10	
	6 45		* 3 10	391.8	WEBB 11.0	473	* 8 20		7 40	
	7 35		* 3 36	402.8	GREEN 6.0	484	* 7 59		6 55	
	8 00		* 3 50	408.8	RG & E P CROSSING NYE 3.4	490	* 7 48		6 32	
	p m 8 15		p m 4 05	412.2	M N R R CROSSING LAREDO 4.5	494	a m 7 40		a m 6 15	
	63		5				4		64	

(153.5)

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 Iron Bridge at Frio River, and Passenger Trains to 20 and Freight Trains to 8 miles per hour over Trestle at Nueces River.

No. 4 and No. 5 will stop on signal for passengers at San Roque.

January 14, 1906.

FORT WORTH DIVISION.

Time Table No. 57.

SOUTHWARD				Distances From Spring	Mart Section.		Station Numbers	NORTHWARD			
73	71	103	101		STATIONS			102	104	70	72
Through Freight Daily	Local Frt. Daily Ex. Sunday	Passenger Daily	Passenger Daily				Passenger Daily	Passenger Daily	Local Frt. Daily Ex. Sunday	Through Freight Daily	
p m	a m	p m	a m				p m	p m	p m	a m	
9 30	6 00	4 20	7 30	272.6	N	FT. WORTH	NY BV 272	7 40	12 25	6 30	6 40
9 50	6 20	† 4 32	† 7 42	269.9		MARA	BV 270	† 7 25	† 12 12	6 10	6 20
10 20	6 55	4 50	8 00	263.3	D	EVERMAN	VR BV 263	7 07	11 54	5 35	5 43
		* 5 05	* 8 15	257.0		RETTA	BV 257	* 6 52	* 11 39	5 05	
11 10	7 45	5 16	8 28	252.2	D	LILLIAN	VA BV 252	6 41	11 28	4 10	4 55
11 40	8 42	5 32	8 42	244.8	D	VENUS	V BV 245	6 25	11 12	3 25	4 25
		* 5 43	* 8 53	240.5		GRIFFITHS	BV 241	* 6 14	* 11 01		
a m 12 25	9 45	6 00	9 07	234.3	D	MAYPEARL	PC BV 234	6 00	10 47	2 30	3 40
12 55	10 30	* 6 17	* 9 24	227.0		BELLBRANCH	BV 227	* 5 44	10 30	1 45	3 05
1 20	11 30	6 30	9 36	221.7	D	ITALY	NX BV 222	5 32	10 18	1 15	2 45
		* 6 40	* 9 46	217.6		McDANIEL	BV 218	* 5 22	* 10 08		
2 00	12 15	6 51	9 57	213.1	D	MERTENS	MR BV 213	5 11	9 57	12 15	2 00
2 22	12 40	7 03	10 09	208.3	D	IRENE	QN BV 208	4 59	9 40	11 40	1 23
2 40	1 00	7 14	10 20	204.8	D	GEHRING	GW BV 205	4 48	9 29	11 15	1 03
2 50	1 10	7 20	10 26	202.7	D	MALONE	MO BV 203	4 42	9 23	11 05	12 52
3 10	1 40	7 32	10 38	198.4	D	PENELOPE	NE BV 198	4 30	9 10	10 38	a m 12 30
4 00	2 30	8 00	11 05	188.0	D	LERROY	CBV 188	4 02	8 42	9 35	11 40
4 50	3 32	8 30	11 35	177.1	N	St. L. S. W. Crossing	JC BV 177	3 32	8 12	8 40	10 45
				177.2		EAST WACO					
		8 42	11 50	177.2	D	RAILROAD CROSSINGS. BRAZOS RIVER BRIDGE WACO PASS. STA.	WD BV 178	3 20	8 00 7 40		
						BRAZOS RIVER BRIDGE RAILROAD CROSSINGS.					
5 10	4 00	9 20	12 05	174.9		WACO JUNCTION	BV 175	3 05	7 25	8 10	10 15
5 40	4 40	9 38	12 23	166.8		HALLSBURG	BV 167	2 47	7 07	7 35	9 38
a m 6 20	p m 5 25	p m 10 00	p m 12 45	158.5	N	MART	CD BV 159	p m 2 25	a m 6 45	a m 7 00	p m 8 30
73	71	103	101			(114.1)		102	104	70	72

Train Register at Mart, Waco Jet., St. L. S. W Crossing and Ft. Worth. Standard time clock in Dispatcher's office, Mart.
 All southbound Passenger Trains will head through to Waco Passenger Station via connection at St. L. S.-W. Crossing, East Waco, backing out to Waco Junction via Plum street Connection.
 All northbound Passenger Trains will back into Waco Passenger Station from Waco Junction via Plum Street connection, and head out via St. L. S.-W. Main Line through connection at St. L. S.-W. Crossing, East Waco. All Passenger Trains will stop on Signal at Bradleys, Cartwrights, Tekia and Battle.
 No. 103 will take siding at time-card meeting point with No. 70.
 No. 104 will take siding at time-card meeting point with No. 101.
 No. 73 has right of track over all northbound freight trains.

January 14, 1906.

FORT WORTH DIVISION.

Time Table No. 57.

SOUTHWARD						Distances From Spring	Sellers Section.	Station Numbers	NORTHWARD					
75	73	71	103	101	102				104	70	72	76		
Local Frt. Daily Ex.Sunday	Through Freight Daily	Local Frt. Daily Ex.Sunday	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	STATIONS	Passenger Daily	Passenger Daily	Local Frt. Daily Ex.Sunday	Through Freight Daily	Local Frt. Daily Ex.Sunday		
	p m 8 30	a m 8 30		p m 10 10	p m 12 55	158.5	N MART CD BV 159	p m 2 15	a m 6 35	p m 5 45	p m 2 00			
	9 10	9 10		* 10 30	1 15	151.8	D OTTO JG BV 152	1 55	* 6 15	5 00	1 15			
	9 50	9 50		† 10 50	* 1 35	144.5	McCLANAHAN BV 145	* 1 35	* 5 56	4 20	p m 12 30			
	10 40	10 20		11 10	1 50 2 10	138.5	N H. & T. C. CROSSING MARLIN MN BV 139	1 18 12 58	5 41	3 45	11 55			
				† 11 27	* 2 26	132.2	CONNALLY BV 132	* 12 40	† 5 25					
	11 35	11 15		† 11 35	* 2 33	129.3	COYMACK BV 129	* 12 31	† 5 18	2 33	11 15			
	11 50	11 20		* 11 40	2 37	127.8	D HIGH BANK HG BV 128	12 26	* 5 14	2 25	11 05			
	a m 12 10	11 38		* 11 51	* 2 47	124.1	ELOISE BV 124	* 12 15	* 5 05	2 05	10 45			
	12 30	p m 12 02		* 12 04	* 2 59	119.8	BUFKIN BV 120	p m 12 02	† 4 54	1 40	10 20			
				† 12 25	* 3 18	112.5	BLACK BRIDGE BV 113	* 11 41	† 4 36					
	1 20	12 50		12 35	3 24	110.1	D H. & T. C. COAL MINE CROSS'G. CALVERT JCT. JX BV 110	11 35	4 30	12 50	9 30			
		1 30			3 38	114.8	D CALVERT WB BV 115	11 12	4 13	p m 12 01				
	1 20	1 50		12 35	3 49	110.1	D CALVERT JCT. JX BV 110	11 00	4 02	11 45	9 30			
	2 00	2 40		a m 1 05	4 15 4 25	100.6	N SAN ANTONIO DIV. CROSS'G VALLEY JCT. BO BV 175	10 30	a m 3 35	10 45	8 45 8 15			
	2 30	3 15			4 45	92.0	D MUMFORD MU BV 92	10 05		9 25	7 35			
	3 15	3 55			* 5 03	85.5	FOUNTAIN BV 86	* 9 47		8 45	7 00			
	3 50	4 30			5 25	78.1	N BRYAN B BV 78	9 25		a m 8 00	6 20	p m 2 00		
	a m 6 20	4 45	p m 5 15		5 37	73.6	D COLLEGE K BV 74	9 13		5 55	1 40			
	8 40	5 10			* 5 46	70.5	KOPPE BV 71	* 9 04		5 40	1 25			
	9 04	5 40			* 6 20	58.9	CAWTHON BV 60	* 8 30		4 42	12 25			
	10 15	6 38			* 6 30	55.4	DINKINS BV 55	* 8 20		4 25	p m 12 05			
	10 35	6 55			6 55	48.5	N H. & T. C. CROSSING NAVASOTA NA BV 49	7 55		3 50	11 30	10 09		
	11 30	7 55			7 30	36.5	D STONEHAM G. C. & S. F. CROSSING SN BV 37	7 20		2 50	9 00			
	12 30				8 05	22.1	D MAGNOLIA ON BV 22	6 45		1 50	7 50			
	1 30	9 00			8 30	11.2	HUFSMITH BV 11	6 20		12 55	7 00			
	2 40	10 20			8 58		D SPRING SR A 209	5 52		12 10	6 10			
	3 30	11 10			p m 9 00		N SELLERS S A 210	a m 5 49		a m 12 01	a m 6 00			
	4 10	p m 12 05			103			102	104	70	72	76		
	4 20	p m 12 15			101									

Train Register at Sellers, Valley Jet, Calvert Jet, and Mart. Standard time clock in Dispatcher's office, Mart.
Nos. 101 and 102 will stop on Signal at Willow, Niedicks, Pinchurst, Cody, Ansier, Royder, Onah, Carrs, Olinda, Tatsie, Goodland, Marvin, Salter, Clarkview, Maywald and Rionel.
See page 5 for time of Gulf Division trains between Spring and Houston.

January 14, 1906.

GULF AND SAN ANTONIO DIVISIONS—BRANCHES.

Time Table No. 57.

SOUTH			Distances from Round Rock.	Georgetown Railroad		Station Numbers	NORTH			
33	31	29		STATIONS			30	32	34	
Mixed Daily	Passenger Daily	Mixed Daily					Mixed Daily	Passenger Daily	Mixed Daily	
p m 3 40	p m 1 10	a m 7 20	10.0	Leave D GEORGETOWN	Arrive CG	F10	a m 9 00	p m 2 35	p m 7 45	
* 4 15	* 1 40	* 7 55	1.5	8.5 OLD ROUND ROCK			F1	* 8 25	* 2 05	* 7 10
p m 4 20	p m 1 45	a m 8 00	0.0	N ROUND ROCK	N Leave	243	a m 8 20	p m 2 00	p m 7 05	
33	31	29		(10.0)			30	32	34	

No. 29 will run to Round Rock regardless of No. 30.
 No. 31 will run to Round Rock regardless of No. 32.
 No. 33 will run to Round Rock regardless of No. 34.

SOUTH			Distances from Houston	Columbia Branch		Station Numbers	NORTH			
59	35			STATIONS			36	58		
Mixed Mondays, Wed 'days, Fridays Only	Passenger Sundays, Tuesdays, Thursdays, Saturdays Only						Passenger Sundays, Tuesdays, Thursdays, Saturdays Only	Mixed Mondays, Wed 'days, Fridays Only		
a m 7 45	a m 8 30	0.0	Leave N	HOUSTON			Arrive GN	A232	p m 3 00	p m 7 00
* 8 15	* 8 52	6.8	6.8 PIERCE JUNCTION			C 7	* 2 35	* 6 30		
* 8 30	* 9 05	11.3	G H & S A CROSSING ALMEDA			C11	* 2 20	* 6 10		
8 55	9 20	16.3	5.0 RICETON			C16	2 06	5 40		
9 15	9 30	19.0	D	G C & S F CROSSING ARCOLA			C0	C19	1 56	5 25
9 25	9 36	21.0	2.0 HAWDON			C21	1 50	5 00		
9 35	9 42	22.7	1.7 HOUSE'S			C24	1 43	4 45		
9 50	9 54	21.0	1.7 HAWDON			C21	1 31	4 30		
10 00	10 00	23.0	2.0 JULIFF			C23	1 25	4 20		
10 30	10 15	28.5	5.5 SANDY POINT			C28	1 10	3 50		
* 10 40	* 10 20	30.3	1.8 MASTERSON			C30	* 1 05	* 3 35		
10 55	10 27	32.4	2.1 BONNEY			C33	12 58	3 25		
11 25	10 40	36.9	4.5 CHENANGO			C37	12 45	3 00		
11 50	10 50	40.0	D	3.1 ANCHOR			J	C40	12 35	2 40
p m 12 05	* 10 56	41.9	1.9 OYSTER CREEK			C41	* 12 30	* 2 20		
p m 12 45	a m 11 20	50.0	D	8.1 EAST COLUMBIA			CA Leave	C50	p m 12 05	p m 1 45
59	35		(53.47)				36	58		

No. 35 will run regardless of No. 36.
 No. 59 will run regardless of No. 58.

SOUTH		Distances from Overton	Henderson & Overton R. R.		Station Numbers	NORTH		
21	19		STATIONS			20	22	
Passenger Daily	Mixed Daily				Passenger Daily	Mixed Daily		
p m 4 35	a m 11 15	0.0	Leave D	OVERTON	Arrive VN	22	a m 10 00	p m 4 15
*	*	8.0	8.0 BURNS		ES	*	*	
p m 5 35	p m 12 15	16.0	D	HENDERSON	HN Leave	E16	a m 9 00	p m 3 15
21	19		(16.0)			20	22	

No. 19 will run to Henderson regardless of No. 22.
 No. 21 will run to Henderson regardless of No. 20.

SOUTH			Distances from Phelps	Huntsville Branch		Station Numbers	NORTH			
27	25	23		STATIONS			24	26	28	
Mixed Daily	Passenger Daily	Mixed Daily					Mixed Daily	Passenger Daily	Mixed Daily	
p m 5 15	p m 3 15	a m 11 50	7.0	Leave D	HUNTSVILLE DO		Arrive D8	p m 1 10	p m 4 35	p m 6 45
p m 5 45	p m 3 45	p m 12 20	0.0	D	PHELPS		PS Leave	A165	p m 12 40	p m 4 05
27	25	23		(7.0)				24	26	28

No. 23 will run to Phelps regardless of No. 24.
 No. 25 will run to Phelps regardless of No. 26.
 No. 27 will run to Phelps regardless of No. 28.

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 on any part of Line: Main Line Passenger Trains, 60 miles per hour; Freight Trains, 30 miles per hour; Branch Line Passenger Trains, 20 miles per hour; Freight Trains, 12 miles per hour; all trains 6 miles per hour in yard limits. This maximum does not mean any higher rate of speed than stated, and does not mean an average.
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, except at interlocked crossing, see special rules covering; 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, and must not exceed speed of, passenger trains twenty, freight trains ten miles per hour, while passing over same.
4. Yards and Junctions—All trains must approach under full control, expecting to find Switch engines or Branch trains on main track.
5. Meeting Points and Water Tanks—All Trains must approach under full control.
6. Trains Separated—Trains running in the same direction must keep 10 minutes apart.
7. Public Road Crossings—Must not be obstructed for more than 5 minutes at any one time.
8. 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.
9. Conductors will be held personally responsible for switches they use. They must in all cases know that switches are set up and locked and that the rails match properly.
10. Freight Trains are not allowed to carry Passengers.
11. Regular Trains behind Time, and all Irregular Trains, will whistle for curves and obscure places, and keep a sharp lookout for Work Trains and Hand Cars.
12. Attention is called to Rule 12, under head of duties of Conductors, Engineers and Trainmen.
13. Trains of a certain date must be registered under that date. For instance: Train No.— due to leave Palestine November 1, leaving some time after midnight on November 2, should be registered under date of November 1. This rule applies to all stations where registers are kept.
14. Yard limit boards at Longview, Mineola, Tyler, Palestine, Spring, Sellers, Houston, Valley Junction, Taylor, Austin, San Antonio, Laredo, Mart, Marlin, Calvert, Valley Junction, Bryan and Spring will be protection for rear end of all trains within yard limits.
15. In approaching switches, engineers must use special care to ascertain whether switches are properly set, and regulate speed as far as possible so as to be able to stop his train before doing damage if switch is not properly set. Engineers will report to Division Superintendent any switch target boards that they find with their respective colors, showing how switch is thrown, not bright and plainly visible for them to easily distinguish the colors, or any switch lamps not burning at night.
16. Engineers of all trains will not pass any station, at which they are scheduled not to stop, or which is a flag station for such trains, unless they receive signal from the conductor in charge of train after blowing whistle for such station, to go ahead, and will answer such signal by two blasts of the whistle. Signals on passenger trains should be given by the use of whistle signal, and on freight trains by the use of hand or hand lamp, as specified in general rules.
17. While using joint tracks of St. L. S.-W. Ry., of Texas, at Waco and East Waco, and Texas & Pacific Ry. Co. at Ft. Worth, employees will be governed by rules and regulations of said Companies.
18. While officers of the Company may in emergencies, by special orders, temporarily vary the rules applicable to the movement of trains, yet the rules in respect to bridge-men, track-men and all other persons using the track with cars of any kind shall under no circumstances be relaxed, suspended or changed by any officer or any other person without a printed substitution of some other printed rule inserted in a Time Table; and violations, if any occur, of such rules, however often repeated, shall not be considered as setting the same aside or modifying them.
19. Riding engine pilots, other than switch engines, is unnecessary, and dangerous, and all employes are strictly forbidden from riding on same.
20. Standing on foot-boards, when coupling into cars is dangerous, and all employes are strictly forbidden from doing so.

INSTRUCTIONS GOVERNING THE USE OF INTERLOCKING SIGNALS.

The signals to be used are: Distant, Home, and Dwarf.

The Distant signal is a forked end blade by day, and in addition thereto a green or yellow light by night, and will govern trains using the main track only.

The Home signal is a square end blade by day, and in addition thereto a red or green light by night.

The Home signal may have either one or two arms. When two arms are shown on the post, the top arm indicates for the main track; the lower arm for the sidings.

Dwarf signals consist of one arm about twelve inches long, and are mounted on posts about four (4) feet high.

Dwarf signals are for movements from side-tracks only, and do not control trains standing on the main track. The arms are painted red on the side toward approaching trains which they govern, and white on the other side. When in a horizontal position, or showing a red light at night, they indicate DANGER, STOP. When in a hanging position, or showing a green light at night, they indicate SAFETY or GO AHEAD.

All trains will be governed by the signal to the right of their own track as they approach the crossing.

When the Distant signal shows the blade in a horizontal position, or a yellow light, CAUTION is indicated, and an approaching train must be under full control and prepared to stop before passing the Home signal.

When the Distant signal shows the blade in a hanging position by day, or a green light, SAFETY is indicated, and the train may proceed, under control to the Home signal.

When the Home signal shows the blade in a horizontal position, or a red light, DANGER is indicated, and an approaching train must stop before passing the signal.

When the Home signal shows the blade in a hanging position, or a green light, SAFETY is indicated, and the train may proceed.

At night each red, green and yellow light must be seen in its proper position, or the train must stop.

While a train, or any part of a train, is between the Home signals, all traffic will be stopped on the crossing road by the operation of the interlocking apparatus. Trains having work to do at this place, or required to occupy the track within these limits, MUST, upon the approach of a train of superior class on the crossing road, move beyond the Home signals. Trains of the same class shall not be delayed unnecessarily.

When all the required signals indicate SAFETY for any train, it may pass over the crossing at a moderate speed without coming to a full stop. Passenger trains must not exceed twenty, and Freight trains ten miles per hour over the crossing.

Sand must not be used while passing over the Defector Bars connected with the switches.

Should any part of the train pass the Home signal while it is in the DANGER POSITION, the train WILL BE DERAILED, and no excuse will be accepted for such an occurrence.

Engineers will whistle four blasts for signals for main line, and three long blasts for secondary tracks or sidings, to be answered by two short blasts when signals have been given them.

RULES AND REGULATIONS.

GENERAL NOTICE.

The Rules and Regulations hereby set forth apply to and govern all Officers and Employes of the International & Great Northern Railroad.

All employes 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 employes 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.

Any employe making false statements of any kind when called upon by his superior officers for statements, will be dismissed from the service.

Frequenting saloons, gambling houses, and other houses of bad repute, on or off duty will be sufficient cause for dismissal, and officials responsible for the services and conduct of employes must not take any excuse for such habits.

Employes not paying their bills promptly without being able to give good reasons beyond their control for not doing so, will not be retained in the service.

Callers are strictly forbidden from going to saloons, gambling houses and other houses of bad repute to call engineers, trainmen or any other employe or officer of this company. Violation of this rule will be punished by dismissal from the service. Proper officers of this company must call the attention of callers to this rule.

Smoking cigarettes is prohibited.

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

6. A lantern swung across the track, a flag, hat or any object waived 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 as soon as possible. A flagman failing to receive such answer will use other means to attract the attention of the Engineer.

7. 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 trainmen 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 trainmen 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 headlight* 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 center 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 as 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 the 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 trainmen to danger ahead.

13. Two *short* blasts of the whistle, given three times, is a signal that air brakes are sticking.

1. AIR WHISTLE SIGNALS.—One whistle, when train is standing, is notice to release brakes.

2. One whistle, when train is running, is notice in answer to steam whistle signal that train will not stop at flag station.

3. Two whistles, when train is standing, is notice to start.

4. Two whistles, when train is running, is notice to stop at once.

5. Three whistles, when train is standing, is notice to back the train.

6. Three whistles, when train is running, is notice to stop at the next station.

7. Four whistles, when train is standing, is notice to apply the brakes.

8. Four whistles, when train is running, is notice to reduce speed.

9. Five whistles, when train is standing, is notice to call in flagman.

10. Five whistles, when train is running, is notice to increase 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 AND REGULATIONS.

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 4 of "Whistle Signals."
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 *ten* 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 employees, 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 see that switch for main track is properly set.

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, Conductors, Brakemen, Train Porters, Switchmen and other employees whose duties require them to work with or handle the Westinghouse Air Brake or Signal apparatus, are required to thoroughly familiarize themselves with the operation and principals of the same, and they will be required to pass an examination and report for instruction on this subject when called upon.

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 flagman should be sent to protect rear end of train, must, before stopping, signal flagman by giving five short blasts of the whistle, and before starting again, must call flagman in by four long blasts of the 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 trainmen, 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 a 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.

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19. Freight trains must not make up any delayed time except by making short stops at stations.

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

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

22. 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.

23. 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.

24. Passenger Conductors, Brakemen and Porters are not allowed to smoke while on duty.

25. The use of intoxicating liquors, or the frequenting of places where intoxicants are sold, or frequenting gambling houses or other houses of bad repute, either on or off duty, while in the service, is strictly forbidden, and will be considered the very best cause for dismissal from the service.

SPECIAL RULES FOR MOVEMENT OF TRAINS BY TELEGRAPH.

1. The Chief Dispatcher is the only person 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 Green light burning constantly from dark until daylight; when no orders for trains the Green 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 Green 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 the 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 3," 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, O K, (name of operator)—"A."
Order No. 100 to C. & E., 1st and 2d No. 2, O K, (name of operator)—"B."
Order No. 100 to C. & E., Extra Eng. 50, O K, (name of operator)—"C."

In giving "O K" the Dispatcher will say: "Order No. 100 O K. (giving correct time)" and signing the initials of Div Superintendent.

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 affected 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: (1) No. . . . will run. . . . late. . . . to. . . . (2) No. . . . will run. . . . late. . . . to. . . . and. . . . late. . . . to. . . . (3) No. . . . will wait. . . . until. . . . for. . . .

EXAMPLES: (1) No. 1 will run 20 minutes late Taylor to Austin. 2 No. 1 will run 20 minutes late Taylor to Austin and 15 minutes late Austin to San Marcos. (2) No. 1 will wait at Arr until 11 a m for No. 6. Examples 1 and 2 make the scheduled 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. Example 3, the train first named must not pass the point named before the time given, unless the other train has arrived, and the train first named will wait five minutes for possible variation of watches, no part of which must be used by the train or engine last named. "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. Trains in sections or running near each other in same direction must keep ten 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 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.

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 AND ALL PERSONS USING THE TRACK WITH CARS OF ANY KIND.

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, push cars, truck cars, velocipedes, motor cars, bicycles or other hand or power propelled cars. Where, by reason of curves, fog, rain, smoke or the like, the view is obstructed so that a train approaching in either direction cannot be seen a sufficient distance to safely remove the hand car, truck car, push car, velocipede, motor car or bicycle and avoid collision with a train running at the highest rate of speed, such hand car, truck car, push car, velocipede, motor car or bicycle must be protected by flagman. All persons in charge of hand cars, push cars, truck cars, velocipedes, motor cars or bicycles must be expecting a train at any moment, without any notice whatever, running at the maximum speed, or faster, and must realize that emergencies may arise that may cause the running of a train at any moment faster than the maximum speed shown on time card, and that this may happen at any time without any notice to track or bridgemen; and they must handle their truck, push and hand cars, and do their flagging, so as to be safe against accidents to trains or themselves. If a train should pass over the road running at the highest possible rate of speed, and they may expect a train so running at any time.

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 one to be expected or not, to flag trains in accordance with Rule 7, "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.

REGULATIONS CONCERNING THE HANDLING OF UNITED STATES MAIL.

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

1. The handling of United States mails will take preference over express and baggage.
2. Mails must not be allowed to remain on cranes, 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 when such service is performed by the railroad company, or placed aboard the proper trains, without delay.
3. When for any reason a mail bag is carried by or left short of destination, or is otherwise improperly delivered, notice must be sent to the Superintendent by wire, immediately, and the mail sent to the proper destination by first mail train.
4. All persons through whose hands a miscarried mail bag passes must make a written report to the Superintendent, giving full particulars. This rule must be strictly observed. Report must also be made when postal clerks make improper dispatch of mail resulting in damage to mail bag or contents by reason of bag being thrown into water alongside of track, under trains, etc. In making reports concerning mishandling, failures, etc., be careful to distinguish between locked pouches and tie sacks.
5. Station agents will be required to notify the postmasters at offices which receive mail at their respective stations of any changes in the time of trains which carry mails, the notice to be given immediately on receipt of time-tables which cover such changes. Section foremen will give this notification to postmasters at postoffices on their sections where the railroad company has no station agent.
6. Where any mail train goes in upon siding to meet an opposing train and misses the mail at station or on mail catcher the Conductor will see that porter or Brakeman gets the mail from station or mail catcher and places it in postal car and also assists in taking the mail from postal car and placing it upon depot platform.
7. Do not deliver pouches to Mail Car until Mail Clerk has finished his delivery. In case of non-delivery of pouches to a Mail Car, do not throw the pouch to any railway employe or on the platforms of cars, but hold for next regular Mail Train and report facts by wire to Superintendent. Do not receive pouches unless properly locked and correctly labeled.
8. Pouches or sacks must be carried or trucked. Dragging on platforms or cinder paths will not be allowed under any circumstances.
9. Where Mail Messenger Service between postoffices and stations is performed by Postoffice Department, the Government Messenger is required to deliver the mails on board the train (except when R. R. employe makes night exchanges in accordance with Section 1024 of Postal Laws and Regulations), but when trains are so late that Messenger would miss other mails by remaining to make exchanges himself, the Railway Agent should take charge of mails and deliver to trains and receive incoming mails and hold until called for by Government Messenger.
10. The handling of return mails, viz: transfer mails from one train to another, devolves upon the Railway Company and not upon the Government Messenger who performs carrier service between postoffice and station, and at points where this mail is due to be handled, R. R. employes must be on the lookout for same and make inquiries if not received.
11. At stations where the mail is craned it is the duty of the agent or person in charge to guard the mail while on crane and observe if the bag is caught, so that in case of failure the pouch can be at once taken care of and not left unprotected. This is especially necessary where the catching is done at night.
12. When the crane is out of position or in bad order, wire your Superintendent who will have repairs promptly made.
13. **HANGING THE POUCH**—Always hang the bottom of the pouch on the upper iron of the crane, so that the lock be down (it is dangerous to a postal clerk to hang the pouch with the lock up), and, after the pouch is hung, tie the upper ring of the pouch to the iron on which it is hung, with one thickness of thin twine. Then tie the bottom ring to the lower iron of the crane in the same manner. It is of the greatest importance that the pouch should be *always* tied at both ends to the irons of the crane with not more than one thickness of twine. The object of this is to prevent the pouch from being blown from the crane by high winds, or by the current of the train. It is also important that no mail be left in the center of the pouch.
14. **NIGHT SERVICE**—When the service is performed at night, there should be a light attached to the crane, or near the crane, for the guidance of the clerks.
15. Proper care of all pouches and sacks with prompt and correct handling is enjoined upon all employes of this Company.
16. Division Superintendents and Superintendent Locomotive and Car Department will wire the Assistant General Manager in advance of any mail apartment car withdrawn from the service for repairs or for any other cause, giving car number and reason for withdrawal.
17. Attention is called to the following extracts from the Postal Laws and Regulations of the United States:
SECTION 1023. ARRIVAL OF MAIL AT LATE HOURS 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 1024. When a train departs from a railroad station in the night time later than nine o'clock, and it is deemed necessary to have the mail dispatched by such train, the Division Superintendent (of Railway Mail Service) 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.
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.

AIR BRAKE RULES.

ENGINEMEN.

1. The air pump and lubricator must be started at the same time. For oiling air cylinder of pump use good valve oil, and then only when that cylinder is groaning. Keep a good swab on piston, and keep it oiled. Start pump slowly, and allow all condensation to work out through drain pipes. Never crowd the pump under any circumstances. Pump piston must be kept well packed and glands just tight enough to prevent leakage. Main reservoir must be kept well drained. Enginemen must know personally, before coupling to train that pump is doing its work properly; that both pump governor and feed-valve are properly set and holding the required pressures of 90 pounds in main reservoir and 70 pounds in train line while engineer's valve is in running position. Under no circumstances will you allow train line pressure to exceed 70 pounds, as an overcharged auxiliary reservoir will slide wheels. See that oil is strained before putting in lubricator, and that it is working properly; see that brake-valve works properly in all positions; make careful test for both main reservoir and train line leaks; blow out tender pipes before coupling to train; keep drain-cup under tender free from water.

No excuse will be accepted for oiling air-cylinder of pump through air-inlet, and whenever it is necessary to oil it, you will use valve-oil sparingly through oil-cup provided for that purpose. At least once a month you will have the air gauge on engine tested, as a wrong gauge may either prevent you from making a stop, or causing wheels to slide. Have all joints perfectly tight.

2. Driver brakes must be kept cut in at all times, and piston travel regulated so that auxiliary and cylinders equalize at about (never over) 50 pounds. Four inches will usually be found correct. Brakes must be kept in condition to hold perfectly by oiling at least once a month, or oftener if required. Under no circumstances will you reverse the engine while brakes are set. If sand is required, always use it before brakes are applied.

3. Know for certain that train line pressure equalizes at 70 pounds after engine is coupled onto train, and train pumped up, and notify trainmen when ready to test brakes.

4. Enginemen in testing brakes will make a gradual reduction of not over 25 pounds, and valve lapped till signal is given to release. This test must be repeated during trip every time an air-braked car is set out or picked up.

Stations at which brakes should be tested will not be left till you are notified by trainmen (or car inspector, if it is a passenger train), that the air equipment is all right.

5. In applying brakes to steady train upon descending grades you will use great care to keep the slack of train up; release where grades or curves will keep train together, and apply brakes where grades might allow slack to run out. When brakes are released at foot of grades ample time must be given for air to release and slack to run out before using steam.

6. To release any brakes that have failed to let go after a regular release, lap your valve and allow main reservoir pressure to run up 10 or 15 pounds, then place valve in full release position for a few seconds, according to length of train, and return valve to running position to prevent over-charging. Should this fail, signal trainmen according to Rule 13 of Whistle Signals, and, upon stoppage of train, notify trainmen of the trouble, who will proceed to put train in order.

7. Heavy reductions below 25 pounds when making service applications is very bad practice, as any further reduction is not only a waste of air, but causes brakes to stick when release is made, and wears out pump.

8. For ordinary stops air must be applied lightly by making a service application of not less than five pounds nor more than seven (unless you are handling a passenger train, when, if you are running at a high speed, a reduction of ten pounds will be proper on the start). In making your first reduction, always watch the gauge, and begin at a sufficient distance to allow the train to be brought to a stop gradually.

9. In releasing brakes on a passenger train great care must be taken to do so just before train stops, in order to avoid shock to passengers and damaging equipment. On freight train, brakes must not be released until train has stopped, but speed must be checked in same way as above mentioned.

10. Freight trains partially equipped with air brakes, in approaching stations, water-tanks and railroad crossings, or any other place that the train has to stop, must be gotten under control at least one mile from such place or crossing, the trainmen assisting by using hand brakes when necessary.

11. In starting train, as soon as train has reached speed of five or six miles per hour, a test of air brakes must be made by making a light application of 5 or 6 pounds, and same test must always be made in approaching stopping places, to be sure that brakes will respond promptly when needed.

12. On freight trains partially equipped with air brakes, when using brakes to regulate speed of train, extreme care must be taken to shut off steam in plenty of time to allow all the slack of train to run up against the engine before brakes are applied, and then apply them gradually, allowing sufficient time between first and second reduction for any slack that may not have been taken up, to close in. In all cases brakes must be applied gradually to prevent shocks and damage to equipment and merchandise. When this rule is not fully observed by enginemen, conductors will be required to immediately report the fact to the Division Superintendent or be held equally responsible.

13. Emergency applications of the brakes must not be made except to prevent accident. The use of the emergency application of the brakes at water tanks, coal chutes, turn tables and stations is strictly prohibited.

14. Brakes must be fully released on the entire train before engine is uncoupled, and hand brakes set if necessary.

Engineers will be held responsible for failure to comply with this rule.

15. Each passenger engine must be equipped with two extra brake, and two extra signal hose and couplings complete, also one short hose with signal coupling and brake coupling at opposite ends. Freight engines must carry two extra brake hose and couplings complete.

16. Engineers must make a proper and intelligent report of any defects that may exist in the air brake or signal apparatus on either the engine or tender, on the round house work book, at the end of each trip.

In reporting work to be done on air brake equipment be particular to mention just what repairs are needed.

17. When the air pump will not maintain the standard pressure of 90 lbs. in the main reservoir and 70 lbs. in the train line, on account of leaks in the train to which the engine is attached, without running the pump at greater speed than seventy-five single strokes in one minute, the engineer will stop the pump and notify the conductor and train crew to take up the leaks; and, if the pump still fails to supply the train the engineer will notify the Division Superintendent of the facts. All the brakes in good order must be kept working, and cutting out cars to relieve the pump is not permissible, the leaks in the train must be stopped where it is possible to do so.

TRAINMEN.

25. All tests of air brakes must be made with the engineer's Brake-Valve.

26. The brakes on passenger trains must be carefully tested at terminal points by air-brake inspectors, and their condition reported to both the engineman and conductor. No passenger coach will be allowed to leave a terminal point with the brakes "cut out" without special authority of the Division Superintendent.

27. The trainmen must make a complete test of the brakes and ascertain that they are working properly, that no hand brakes are set, that no pressure retaining valve handles are turned up and that there are no leaks in the train line and connections. "At all terminals where trains are made up the

car repairers will couple up all hose and assist as far as possible in testing all air brakes to see that they are in good order."

28. When the brake on any car has to be cut out on account of being in bad order, the reservoir on that car must be entirely bled and conductor must apply a defective air brake card, Form No. 981 or Form No. 982, as the case requires. The card must be tacked to the side sill of car just over the release valve rod, and the stub sent to the Division Superintendent, who will forward same to the Superintendent of Motive Power.

29. Under no circumstances will a brake be left cut in which cannot be released from the Engineer's Brake-Valve.

30. The brakes must be tested every time an air braked car is set out or picked up.

31. All hose must be separated by hand, Conductors will be held responsible for their brakemen not doing this, and engineers will not allow hose between tender and cars to be pulled apart with the engine.

32. When going down heavy grades trainmen will turn up a sufficient number of retaining valves to hold train with safety, when called upon by the engineman to do so, and will see that they are all properly turned down just as soon as the bottom of grade is reached. But on trains partially equipped with air-brakes trainmen will also use hand-brakes on non-air cars when necessary. When backing up a train partially equipped with air-brakes the hand-brake on caboose must be set, to prevent breaking in two when the air is applied.

33. On train partially equipped with air-brakes the hand-brakes on the non-air car next to the air-braked cars must be in good condition in every way, and a brakeman should ride on this car.

34. When train breaks in two, close the angle-cock on last car of head section, and signal engineman to release.

35. When cars are set out from train the air must be fully released and hand brakes securely set. If a passenger coach is set out the release-cock on auxiliary must be left open.

36. The conductor's valve must be used only in case of emergency, or in stopping at stations when train is about to run by, owing to failure of whistle-signal, when it should be opened and held open until train is stopped, when care must be taken to see that it is properly closed.

On freight trains it is especially prohibited to apply the air by means of the conductor's valve. The practice of using this valve on freight trains to assist in making close stops is likely to break trains in two and its use except in case of actual emergency will not be allowed.

37. No excuse will be accepted for suddenly opening angle-cock on train-pipe when cars are charged with air except in case of emergency.

38. The signal for setting the brakes on freight trains, when making a test, will be a regular "stop" signal, and the signal for releasing will be a "broke in two" signal. For passenger trains use signal whistle for testing brakes. Four whistles when train is standing is notice to apply brakes; one whistle when train is standing is notice to release brakes. The whistle-signal must be tested from each coach.

39. Each baggage car must be provided with six hose and couplings and one short hose with coupling on each end, for use when two hose of standard length will not reach.

Conductors of freight trains must see that the caboose is supplied with an 18-inch pipe wrench, an 18-inch monkey wrench, and 2 coupling-gasket tools. Each caboose must also keep supplied with six extra 1 1/4-inch hose and couplings complete, and 24 hose couplings gaskets; also six each of the 1-inch and 1 1/4-inch leather union-gaskets. It will be the duty of the conductor and brakemen on freight trains to use these tools and material in preventing train line leakage, and they must do this as promptly and thoroughly as possible.

40. Conductors must make proper report of hose applied to foreign cars and return old hose removed to store room.

GULF DIVISION.

Longview to Galveston - 280.3 Miles
 Mineola Branch - - 44.2 "
 Henderson & Overton R. R. 16.0 "
 Huntsville Branch - - 7.0 "
 Columbia Branch - - 50.0 "
 Total, - - - 397.5 Miles

T. C. RADEY,
 Division Superintendent,
 PALESTINE, TEXAS.

J. B. ALLEN,
 Chief Dispatcher,

SAN ANTONIO DIVISION.

Palestine to Laredo - 412.2 Miles
 Georgetown R. R. - 9.7 "
 Total, - - - 421.9 Miles

THOMAS HUME,
 Division Superintendent,
 SAN ANTONIO, TEXAS.

H. S. CORRINGTON,
 Chief Dispatcher,

FORT WORTH DIVISION.

Spring to Ft. Worth - 272.6 Miles
 Calvert Junction to Calvert 4.3 "
 Waco Junction to Waco 2.3 "
 Total, - - - 279.2 Miles

C. J. LARIMER,
 Division Superintendent,
 MART, TEXAS.

J. G. LEVEY,
 Chief Dispatcher,

LEROY TRICE,

SECOND VICE-PRES'T AND GEN'L MANG'R

G. L. NOBLE,

ASSISTANT GENERAL MANAGER,

PALESTINE, TEXAS.

DR. W. G. JAMESON,
 Chief Surgeon,

PALESTINE, TEXAS.

Dr G W Moody, Neurologist, San Antonio, Texas.

DR. W. B. MACKEY,
 House Surgeon,

LOCAL SURGEONS:

Dr W D Northcutt, Longview, Texas.
 Dr J M Motley, Overton, Texas.
 Dr W B White, Henderson, Texas.
 Dr W Morris, Troupe, Texas.
 Dr A S Jarvis, Troupe, Texas.
 Dr L E Smith, Tyler, Texas.
 Dr J S Christian, Lindale, Texas.
 Dr A S Cochran, Mineola, Texas.
 Dr F A Fuller, Jacksonville, Texas.
 Dr R B Longmire, Jacksonville, Texas.
 Dr J F Wootters, Crockett, Texas.
 Dr W B Collins, Lovelady, Texas.
 Dr Frank D Barnes, Trinity, Texas.
 Dr J P Hendricks, Huntsville, Texas.
 Dr J F Watson, New Waverly, Texas.
 Dr W P Powell, Willis, Texas.
 Dr W S Randolph, Phelps, Texas.
 Dr J F Collier, Conroe, Texas.

Dr E O Earthman, Conroe, Texas.
 Dr J C Sellers, Spring, Texas.
 Dr J L Short, Houston, Texas.
 Drs Red & Stewart, Houston, Texas.
 Dr J P Tucker, Galveston, Texas.
 Dr J T Moore, Galveston, Texas.
 Dr Sam R Burroughs, Buffalo, Texas.
 Dr W T Evans, Jewett, Texas.
 Dr Geo H Abney, Franklin, Texas.
 Dr C W Cummins, Hearne, Texas.
 Dr Wm Erwin, Hearne, Texas.
 Dr J P Sessions, Rockdale, Texas.
 Dr L M Barnes, Thordale, Texas.
 Dr Edwin Doak, Taylor, Texas.
 Dr L P Black, Taylor, Texas.
 Dr E M Thomas, Georgetown, Texas.
 Dr J A Holloway, Round Rock, Texas.
 Dr H B Granberry, Austin, Texas.

Dr W F Killian, Buda, Texas.
 Dr F R Martin, Kyle, Texas.
 Dr J B Hans, San Marcos, Texas.
 Dr A Garwood, New Braunfels, Texas.
 Dr F M Hicks, San Antonio, Texas.
 Dr J D Dupuy, San Antonio, Texas.
 Dr R L McMeans, San Antonio, Texas.
 Dr J R Evans, Devine, Texas.
 Dr B F Orr, Pearsall, Texas.
 Dr J D Motheral, Cotulla, Texas.
 Dr E H Sauvignet, Laredo, Texas.
 Dr A W Wilcox, Laredo, Texas.
 Dr H L Clark, Stoneham, Texas.
 Dr D L Peoples, Navasota, Texas.
 Dr W F Wilson, Navasota, Texas.
 Dr Wm Hayne, Anderson, Texas.
 Dr O T Lewis, Roan's Prairie, Texas.
 Dr J E Morris, Madisonville, Texas.

Dr Howard M Lanham, College, Texas.
 Dr H L Fountain, Bryan, Texas.
 Dr W S Parker, Calvert, Texas.
 Dr S P Rice, Marlin, Texas.
 Dr M L Lunkford, Mart, Texas.
 Dr J C J King, Waco, Texas.
 Dr M D Baker, Waco, Texas.
 Dr H C Black, Waco, Texas.
 Dr T B Saddler, Penelope, Texas.
 Dr Jas Wyrick, Mertens, Texas.
 Dr J B J Gilliam, Italy, Texas.
 Dr W D Fountain, Venus, Texas.
 Dr W B Weeks, Maypearl, Texas.
 Dr M C Cahill, Lillian, Texas.
 Dr B Saunders, Ft. Worth, Texas.
 Dr F B Thompson, Ft. Worth, Texas.

OCULISTS.

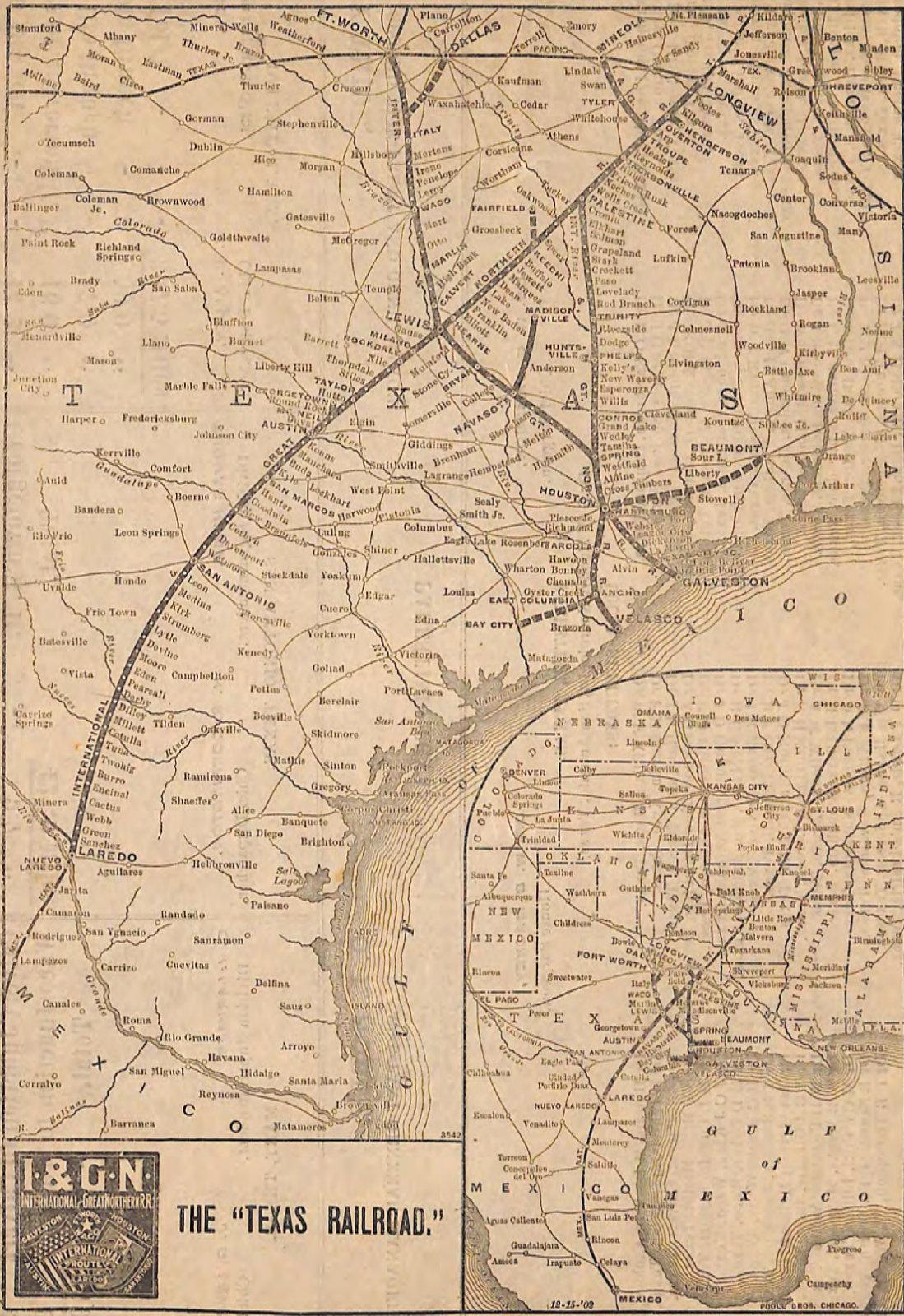
Drs Hall & Rogers, Houston, Texas.

Dr J H Bell, San Antonio, Texas.

Dr C Warfield, San Antonio, Texas.

Drs Cole & Scott, Waco, Texas.
 Dr K Hillgarden, Austin, Texas.

Dr Edward Capps, Ft. Worth, Texas.
 Dr F D Boyd, Ft. Worth, Texas.



THE "TEXAS RAILROAD."