

# TEXAS CENTRAL RAILROAD.

## No. 12.—TIME TABLE—No. 12.

**IN EFFECT AT 6:00 A. M., MONDAY, FEBRUARY 1st, 1897.**

For the Government and Information of Employes Only. The Company Reserves the Right to Vary Therefrom as Circumstances May Require.

STATION NUMBERS	WEST BOUND TRAINS.			DISTANCE FROM WACO.	STATIONS AND SIDINGS	DISTANCE FROM ALBANY.	EAST BOUND TRAINS.			Telegraph Station Calls	
	SECOND CLASS.						First Class.	SECOND CLASS.			
	No. 5.	No. 3.	No. 1.				No. 2.	No. 4.	No. 6.		
	Cisco Local	Waco Local	Mail & Exp.	Mail & Exp.	Waco Local	Cisco Local					
0			A. M. 9.00	00.00	Lt. . . . . WACO . . . . . Ap.	186.70	P. M. 4.15			X	
11		A. M. 8.30	9.25	11.22	ROSS	175.48	3.48	9.10		B	
15				15.08	ROTAN	171.62	*3.40				
19				18.75	OLIVER	167.95	*3.32				
22		9.20	9.52	22.29	AQUILLA	164.41	3.23	8.30		AQ	
26				26.09	HANDLAN	161.61	*3.15				
32		10.15	10.15	32.49	WHITNEY	154.21	2.57	7.55		NY	
39		10.50		39.34	LIME KILN	147.36	*2.40	7.20			
44		11.15	10.43	43.79	FOWLER	142.91	2.30	7.00			
			11.03	52.60	G., C. & S. F. CROSSING.	134.10	2.08			UN	
53		P. M. 12.15		53.15	MORGAN	133.55		6.00		MO	
62	P. M.	12.45	11.25	62.05	Ap. . . . . WALNUT SPRINGS . . . . . Lt.	124.65	1.45	5.30		JS	
62		1.45	P. M. 11.30	62.05	Lt. . . . . WALNUT SPRINGS . . . . . Ap.	124.65	1.40		4.45	JS	
72		2.25	11.53	71.99	IREDELL	114.71	1.15		4.05	CD	
83		3.10	P. M. 12.20 } 12.45 }	83.33	HICO	103.37	12.45 } 7.26 }		3.10	HO	
91		4.00	*1.03	90.59	CLAIRETTE	96.11	*12.03 P. M.		2.35		
96		4.20	1.15	95.79	ALEXANDER	90.91	11.50		2.15	AX	
				104.31	FT. W. & E. G. CROSSING.	82.39					
105		5.40	1.35	104.55	DUBLIN	82.15	11.30		1.35 } 1.10 }	DU	
113			*1.55	112.87	COMYN	73.83	*11.10				
118		6.45	2.07	117.78	DE LEON	68.92	10.58		11.50	DN	
129		7.30	2.33	128.62	GORMAN	58.08	10.32		11.00	G	
139		8.05	2.57	138.95	CARBON	47.75	10.07		10.07	Z	
153		9.00	3.30	153.14	Ap. . . . . CISCO . . . . . Lt.	33.56	9.30		9.10	D	
153	P. M.		4.00	153.14	Lt. . . . . CISCO . . . . . Ap.	33.56	9.00		A. M.	D	
				153.33	T. & P. CROSSING.	33.37				SC	
166			*4.35	166.24	ERATH	20.46	*8.25				
171			4.50	171.34	MORAN	15.36	8.10			RN	
176			*5.04	176.04	VESTA	10.66	*7.56				
180			*5.13	179.60	DILLERS	7.10	*7.47				
187			5.30 P. M.	186.70	Ap. . . . . ALBANY . . . . . Lt.	0.00	7.30 A. M.			AB	
Station Numbers			No. 1 Mail & Exp's	Distance from Waco	STATIONS AND SIDINGS	Distance from Albany	No. 2 Mail & Exp's			Telegraph Station Calls	

<p><b>SPECIAL RULES.</b></p> <p>Rule 84 will hereafter read: "Trains bound west have right of road indefinitely over trains of same class bound east."</p> <p>Full Faced Figures indicate meeting and passing points.</p> <p>Nos. 1 and 2, Daily. Nos. 3 and 6, Daily except Sunday. Nos. 4 and 5, Daily except Saturday.</p> <p>An Asterisk, thus: (*) indicates that trains stop only on signal. (†) indicates trains stop for meals.</p> <p>Trains and engines must come to a full stop before crossing other railroads at grade.</p> <p>All Trains and engines are required to register at Waco, Ross, Walnut Springs, Cisco and Albany.</p> <p>Engineers will see that their ash pans are closed while crossing important bridges and long trestles.</p>	<p>Between Waco and Ross all trains are under control of the Waco &amp; Northwestern Railroad, and will be operated under its direction.</p> <p>The Maximum speed of passenger trains is 30 miles per hour. The maximum speed of freight trains is 22 miles per hour. This maximum must not be exceeded without special instructions.</p> <p>Special Reports in writing of all accidents or irregularities and delays must be made promptly by the Conductor to the Superintendent of Transportation.</p> <p>Regular trains behind time and all irregular trains will whistle for curves and obscure places, and will keep a sharp lookout for hand cars and section men.</p> <p>Engineers will not use steam while passing cotton on platforms or on cars, unless unavoidable, neither will they draw their fires in front of station houses, nor between frogs and switches.</p>	<p><b>INSTRUCTIONS AS TO SWITCHING.</b></p> <p>Coupling by hand is prohibited in all cases where a safety coupler or a stick can be used to guide the link. Each Conductor, Brakeman, Switchman, or other employe who is expected to couple cars, is required to provide himself with a safety coupler or a stick. The Superintendent of Transportation will keep a supply of safety couplers and coupling sticks on hand.</p> <p>In Coupling cars on a curve, always stand on the outside of the curve.</p> <p>Do not go between cars to couple where the load (logs, lumber, poles, or railroad iron), projects over the end of the car.</p> <p>In Coupling freight cars, where one car is higher than the other, always put the link in the highest draft iron.</p> <p>In Coupling a coach with a Miller Hook to a car with a common draw bar, or to a tender, always place the link in the Miller Coupler.</p>	<p>Be careful not to step with the heel of your boot on a frog, or on switch rails that are close together, between moving cars.</p> <p>If you think that cars that are to be coupled are coming together with too much force for safety, keep out and let them strike. It is better to try again than to lose a finger.</p> <p>Do not throw your whole weight on a brake wheel on the top of a car without knowing that the nut is securely set on the top of the brake rod.</p> <p>Avoid taking hold of the head of a pin in a draw bar with your fingers back of the pin, or between the pin and the dead-wood; if you do and the pin is crooked, or draft iron is driven back far enough, your fingers will get pinched.</p> <p>By paying attention to the above hints, many mashed fingers, broken arms, etc., etc., will be prevented.</p>
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<p><b>CHAS. HAMILTON,</b> Vice-Pres. and General Manager.</p>	<p><b>J. W. RAVLIN,</b> Superintendent of Transportation.</p>
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