

**Houston East & West Texas Railway**

— AND —

**Houston & Shreveport Railroad**

**TIME TABLE No. 26,**

*To take effect Thursday, Nov. 12, 1896, at 12 01 o'clock a. m.*

**FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY.**

The Company reserves the right to vary from it at pleasure. Read rules and regulations carefully, as important changes have been made. "Central standard time is used. Destroy all previous time tables

**T. CRONIN,**  
Superintendent.

**J. C. HILL,**  
Train Master.

60  
17  
—  
420  
86  
—  
1080

125  
14  
—  
500  
125  
—  
1750  
1000

438  
780

Ohio Indiana Illinois  
James Rhodes  
Lambert

James

James

Joseph M. Gage  
Houston Texas  
Joseph M. Gage  
Houston Texas

5.65  
50  
—  
6.15

Washington

# HOUSTON TO LUFKIN.

<b>List of Additional Flag Stations for Nos. 1 and 2.</b>  Coxey..... 34 M.P. Seven Oaks. 81 " Holshousen 90 " Diball..... 107 "  <b>Nos. 1 and 2 will reduce speed for exchange of Mail at following places:</b>  Porters..... 25 M.P. Coxey..... 34 " Keno..... 46 " Norma..... 74 " Seven Oaks. 81 "  Special attention is called to Rule 127. Rule 122 is abolished. Passenger trains must not exceed 30 miles per hour, and mixed and freight trains 20 miles per hour between Houston and Lufkin.	EAST BOUND					<b>TIME TABLE</b> <b>No. 26.</b> <b>Nov. 12, 1896.</b>		WEST BOUND						
	3d Class	Second Class	First Class		Capacity of Sidings			Distance from Houston	Distance from Shreveport	Telegraph Stations and Calls	First Class	Second Class	3d Class	
	5	3	1								2	4	6	
	Freight	Mixed	Mail and Express		Cars			Miles	Miles	Miles	Mail and Express	Mixed	Freight	
Leave Daily	Leave Daily	Leave Daily		Yard	Miles	Miles	Miles	Arrive Daily	Arrive Daily	Arrive Daily				
W. T. T. O	7 30 pm		7 30 am	s 9 50	9 45 pm	9 50	.0	n. HOUSTON H. & T. C. Dept. T. & N. O. Crossing. I. & G. N. Crossing.	232.0	SD	s 6 15 am 6 10		7 00 pm	7 00 am
	8 20	f 8 15		10 10	35	9.0		9.0 LOCK	223.0		5 50	f 6 05		6 05
W. 18.9.	9 00	s 8 50		s 10 27	30	17.0		8.0 d. HUMBLE	215.0	F	s <b>5 33</b>	s 5 30		<b>5 33</b>
	9 30	f 9 20		10 40	32	23.2		6.2 JAPAN	208.8		5 19	f 4 45		4 35
	10 05	s 10 00		s 10 52	33	28.3		5.1 d. NEW CANEY	203.7	MA	s 5 07	s 4 15		4 10
W. 39.4.	10 35	f 10 32		11 10	27	36.5		8.2 MIDLINE	125.5		4 49	f 3 30		3 30
	<b>11 23</b>	s 11 10		s <b>11 23</b>	30	43.1		6.6 n. CLEVELAND T. L. & E. Crossing	188.9	DA	s 4 35	s 3 00		3 00
	11 50	f 11 35		11 36	26	48.5		5.4 SMITHS	183.5		4 22	f 2 25		2 30
W. 56.6.	12 30 am	s { 12 25 pm 12 45		s 11 52	25	55.2		6.7 d. SHEPHERD	175.8	X	s 4 05	s 1 45		1 55
	12 50	f <b>1 15</b>		12 04 am	33	60.0		4.8 URBANA	172.0		3 53	f <b>1 15</b>		1 30
	<b>1 15</b>	s 1 35		s 12 12	22	63.4		3.4 d. GOODRICH	168.6	CF	s 3 45	s 12 55		<b>1 15</b>
	1 31	f 1 55		12 20	17	67.2		3.8 LONG KING	164.8		3 37	f 12 35		12 50
W. 74.1.	1 55	s 2 25		s <b>12 30</b>	40	71.4		4.2 n. LIVINGSTON	160.6	SY	s 3 27	s { 12 15 pm 11 55		<b>12 30</b>
	2 13	f 2 50		12 40	15	75.6		4.0 MILLOM	156.4		3 17	f 11 30		12 01 am
	2 30	s 3 10		s 12 50	8	79.6		4.2 d. LEGGETT	152.4	DR	s 3 07	s 11 15		11 45
	<b>2 57</b>	f 3 35		f 1 00	40	83.8		3.7 VALDA	148.2		f <b>2 57</b>	f 10 43		11 10
	3 15	s 4 10		s 1 10	14	87.5		4.2 d. MOSCOW	144.5	MC	s 2 46	s 10 10		10 50
T. T. 92.9.	3 55	s 5 05		s 1 23	30	92.9		5.4 n. CORRIGAN T. & S. Crossing. A. & W. Crossing.	139.1	JC	s 2 33	s 9 30		10 15
W. 94.4.	4 20	f 5 35		f 1 38	60	98.7		5.8 FANTS Fant's Crossing	133.3		f 2 20	f 8 40		9 35
	4 40	f 6 00		1 50	15	103.0		4.3 RENOVA	120.0		2 08	f 8 15		9 15
W. 102.8.	4 55	f 6 30		f <b>2 00</b>	35	106.0		3.0 d. EMPORIA	126.0	CA	s <b>2 00</b>	f 8 00		9 00
	5 30	s 7 15		s 2 10	20	110.2		4.2 d. BURKE	127.8	UM	s 1 50	s 7 15		8 40
W. T. T. 118.1	6 15 am	s <b>8 00 pm</b>		s 2 30 am	Yard	118.1		7.6 n. LUFKIN T. S. E. Crossing	113.9	HU	1 30 am	6 30 am		<b>8 00 pm</b>
	Arrive Daily	Arrive Daily		Arrive Daily							Arrive Daily	Leave Daily		Leave Daily
	<b>5</b>	<b>3</b>		<b>1</b>										<b>6</b>

All trains will obtain Clearance Cards at Houston, H. E. & W. T. depot, Corrigan and Lufkin. Conductors will personally register their trains at Houston, H. E. & W. T. depot, Corrigan and Lufkin. Clock especially regulated to standard time in Dispatchers office at Houston. Trains must not exceed 10 miles per hour over Trinity bridge. No. 1 will leave H. E. & W. T. depot 9:20 p. m. and back over to H. & T. C. depot. No. 2 will leave H. & T. C. depot 6:25 a. m. and back over to H. E. & W. T. depot. Nos. 1 and 2, between H. E. & W. T. and H. & T. C. depot, will run subject to time table and rules of H. & T. C. R'y.

Houston yard limits extend  
 "S."—Regular S  
 "F."—Stop on s  
 "W."—Water Ta  
 "D."—Day Teleg

**West Bound trains have the absolute right of track over all East Bound**

# LUFKIN TO SHREVEPORT.

EAST BOUND						TIME TABLE				WEST BOUND			
SECOND CLASS		FIRST CLASS		Capacity of Sidings	Distance from Houston	No. 26.		Distance from Shreveport	Telegraph Stations and Calls	FIRST CLASS		SECOND CLASS	
9	1	2	10			Cars	Miles			STATIONS	Miles	2	10
Location of Water Tanks and Turn Tables on miles from Houston	Mixed	Mail and Express	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
W. T. T. 118.1	7 00 am	2 35 am	Yard	118.1	n.....	LUFKIN.....	113.9	HU	s	1 25 am		7 30 pm	
	f 7 40	f 2 55	12	126.5		T. S. E. Crossing. A. C. L. Co. Crossing. 8.4 MICHELLI.....	105.5		f	1 03		f 6 35	
	f 8 00	f 3 03	19	129.6		3.1 T. C. & L. Co. Crossing. LANANA.....	102.4		f	12 55		f 6 15	
W. 138.7.	s 9 00	s 3 30	45	138.0	n.....	8.4 NACOGDOCHES.....	94.0	N	s	12 30		s 5 30	
	f 9 28	3 47	9	143.7		5.7 REDFIELD.....	88.3			12 13		f 4 30	
	s 9 48	s 3 58	10	147.4	d.....	3.7 APPLEBY.....	84.6	RN	s	12 02 am		s 4 05	
W. 153.5.	f 10 03	f 4 05	14	149.9		2.5 STERNE.....	82.1		f	11 55		f 3 50	
	f 10 28	4 18	9	154.3		4.4 FITZE.....	77.7			11 42		f 3 25	
	s 11 05	s 4 31	35	158.3	d.....	4.0 GARRISON.....	73.7	G	s	11 29		s 3 00	
W. 161.1. T. T. 166.7.	s { 11 50 12 10 pm	s 4 55	21	166.7	d.....	8.4 TIMPSON.....	65.3	MS	s	11 05		s 2 15	
	f 12 35	f 5 08	12	171.6		4.9 BOBO.....	60.4		f	10 52		f 1 40	
	s 1 15	s 5 19	16	176.3	d.....	4.7 TENAHA.....	55.7	B	s	10 41		s { 1 15 12 55	
	f 1 40	5 31	7	181.0		4.7 PAXTON.....	51.0			10 29		f 12 30 pm	
	s 2 15	s 5 49	10	188.0	d.....	7.0 JOAQUIN.....	44.0	Q	s	10 11		s 11 55	
	s 2 35 pm	s 6 00 am	23	192.0	d.....	4.0 LOGANSFORT.....	40.0	Z		10 00 pm		11 40 am	
	Arrive Daily	Arrive Daily								Leave Daily		Leave Daily	

**List of Additional Flag Stations for Nos. 1 and 2.**  
Preston.... 213 M. P.

**Nos. 1 and 2 will reduce speed for exchange of Mail at following places:**  
Michelli... 126 M. P.  
Lanana... 129 "  
Sterne.... 150 "  
Bobo..... 172 "  
Spivey.... 183 "  
Franks... 202 "  
Preston... 213 "

## HOUSTON & SHREVEPORT RAILROAD.

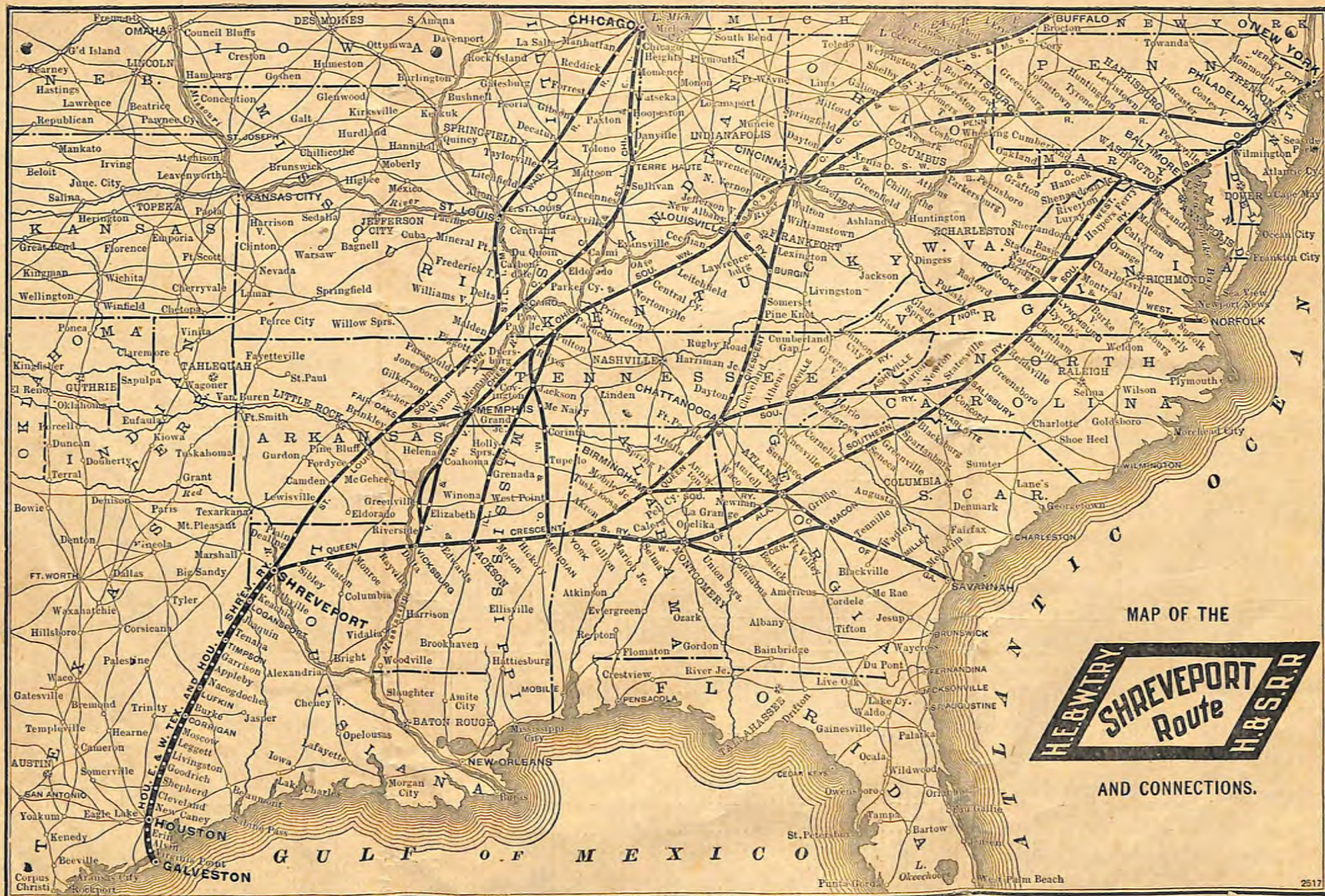
Leave Daily		Leave Daily				Arrive Daily		Arrive Daily				
9	1	2	10	Cars	Miles	STATIONS	Miles	2	10			
W. 192.0.	2 50 pm	6 00 am	23	192.0	d.....	LOGANSFORT.....	40.0	Z	s	10 00 pm		s 11 25 am
	f 3 40	f 6 26	15	201.5		9.5 FRANKS.....	30.5		f	9 34		f 10 35
	s 4 15	s 6 45	18	208.2	d.....	6.7 KEACHIE.....	23.8	K	s	9 15		s 10 00
W. 219.6.	f 5 15	s 7 15	16	219.6		11.4 T. & P. Crossing. KEITHVILLE.....	12.4		s	8 45		f 9 00
	f 5 50	7 28	12	224.7		5.1 LARSEN.....	7.3			8 32		f 8 35
W. T. T. 232	6 30 pm	s 7 50	Yard	232	d..	7.3 SHREVEPORT H. & S. Dep't	.0	SH	s	8 10		8 00 am
		8 00 am				SHREVEPORT V. S. & P. Dep't				8 00 pm		
	Arrive Daily	Arrive Daily								Leave Daily		Leave Daily

Special attention is called to Rule 127. Rule 122 is abolished. Passenger trains must not exceed 25 miles per hour, and mixed and freight trains 15 miles per hour between Lufkin and Shreveport.

All trains will obtain Clearance Cards at Lufkin and Shreveport, H. & S. depot. Conductors will personally register their trains at Lufkin and Shreveport, H. & S. depot. Clock especially regulated to standard time is in Dispatcher's office at Houston. Trains must not exceed 10 miles per hour over Sabine River bridge. No. 1 will leave V. S. & P. depot 8:10 a. m. and back over to H. & S. depot. No. 2 will leave H. & S. depot 7:20 p. m. and back over to V. S. & P. depot. Nos. 1 and 2 between H. & S. and V. S. & P. depots, will run subject to time tables and rules of V. S. & P. R'y.

**West bound trains have the absolute right of track over all East bound trains of the same class.**

Shreveport yard limits extend west from Shreveport, H. & S. depot, to Shreveport Junction.  
"W."—Water Tank. "T. T."—Turn Table.  
"D."—Day Telegraph Station. "N."—Day and Night Telegraph Station.  
"S."—Regular Stop.  
"F."—Stop on signal to receive or discharge passengers or freight.  
"M."—Stop for meals.



**LIST OF LOCAL SURGEONS.**

**Dr. B. C. MARSH,** - - - - - Livingston.  
**Dr. F. C. FORD,** - - - - - Nacogdoches.  
**Dr. L. MANTOOTH,** - - - - - Lufkin.

**Dr. J. E. McWHOORTERS,** - - - - - Tenaha.  
**Dr. H. C. COTY,** - - - - - Shreveport.  
**Dr. F. STUART, M. D.,** } Chief Surgeons, - Houston, Tex.  
**T. J. BOYLES, M. D.,** }

# RULES OF THE HOUSTON EAST & WEST TEXAS and HOUSTON & SHREVEPORT RAILWAYS.

## Regulations for the Running of Trains.

Read these rules carefully and be certain that you fully understand them. Engineers and Conductors will be held responsible for any violation of these rules.

### GENERAL NOTICE.

It is of the utmost importance that proper rules for the government of the employees of a railroad company should be literally and absolutely enforced, in order to make such rules efficient. If they cannot or ought not to be enforced, they ought not to exist. Officers or employees whose duty it may be to make or enforce rules, however temporary or unimportant they may seem, should keep this clearly in mind. If in the judgment of any one whose duty it is to enforce a rule, such rule cannot or ought not to be enforced, he should at once bring it to the attention of those in authority.

All employees should be required to be polite and considerate in their intercourse with the public. The reputation and prosperity of a company depend greatly upon the promptness with which its business is conducted, and the manner in which its patrons are treated by its employees.

The use of intoxicating liquors has proven a most fruitful source of trouble to railroads as well as to individuals. The company will exercise the most rigid scrutiny in reference to the habits of employees in this respect. Drinking when on duty or frequenting saloons will not be tolerated, and preference will be given to those who do not drink at all.

### GENERAL RULES.

1. The Rules herein set forth apply to and govern the Houston East and West Texas and Houston & Shreveport Railways.

They shall take effect as shown on face of Time-table and supersede all prior rules and instructions, in whatsoever form issued, which are inconsistent therewith.

2. In addition to these rules, the Time-tables will contain special instructions, as the same may be found necessary. Special instructions, whether in conflict with these rules or not, which may be given by proper authority, whether upon the Time-tables or otherwise, shall be fully observed while in force.

3. The head of each department must be conversant with the rules, supply copies of them to his subordinates, see that they are understood, enforce obedience to them, and report to the proper officer all violations and the action taken thereon.

4. Every employee of this company whose duties are in any way prescribed by these rules must always have a copy of them at hand when on duty, and must be conversant with every rule. He must render all the assistance in his power in carrying them out, and immediately report any infringement of them to the head of his department.

5. The fact that any person enters, or remains in, the service of the company will be considered as an assurance of willingness to obey its rules. No one will be excused for the violation of any of them, even though not included in those applicable to his department.

6. If in doubt as to the meaning of any rule, or special instructions, application must be made at once to the proper authority for an explanation. Ignorance is no excuse for neglect of duty.

7. All employees will be regarded as in the line of promotion, advancement depending upon the faithful discharge of duty, and capacity for increased responsibility.

8. If an employee should be disabled by sickness, or other cause, the right to claim compensation will not be recognized. An allowance, if made, will be a gratuity, justified by the circumstances of the case and the employee's previous good conduct.

9. Every employee, while on duty connected with the trains on any division of the road, is under the authority, and must conform to the orders, of the superintendent or Trainmaster.

10. Employees must wear the prescribed badges or uniforms while on duty.

11. Mail agents, express messengers, parlor and sleeping car conductors and porters, news agents and persons in charge of individual cars are subject, while on duty, to the rules governing employees of the company.

### STANDARD TIME.

12. Observatory Standard Time is the only recognized standard, and will be transmitted from Washington Observatory to the designated offices.

13. The Standard Time will be telegraphed to all points from the Houston office at 10 A. M., Central time, daily.

14. Certain clocks will be designated on each division as Standard Clocks.

15. Where station clocks are provided, station agents must see that they show correct time; but trainmen and enginemen must not take time from such clocks unless they are also designated as Standard Clocks.

16. Each conductor and engineman must have a reliable watch which has been examined and certified to on the form attached hereto, by a responsible watchmaker, and must file such certificate with the Trainmaster before he is allowed to take charge of a train or engine. Watches must be examined and certificates renewed every six months.

*(Form of Certificate.)*

### WATCHMAKER'S CERTIFICATE.

This is to certify that on.....189..  
the watch of.....  
employed as.....  
on the.....R.....  
has been examined and found to be a reliable and accurate timepiece, and in such repair as will, in my judgment, with proper usage, enable it to run within a variation not to exceed thirty seconds per week.  
Name of maker.....  
Brand.....  
Number of movement.....  
Gold or Silver.....  
Open or hunting case.....  
Stem or key winding.....  
Signed, .....

*Watchmaker.*

Address.....

17. Each conductor and engineman must regulate his watch by the designated Standard Clock before starting on each trip, and register his name and the time at which he regulated his watch on a blank form (or in a book) provided for that purpose.

18. Conductors and enginemen whose duties prevent them from having access to a Standard Clock must compare daily with, and regulate their watches by, those of conductors and enginemen who have Standard Time, and have registered their names as above provided.

### TIME-TABLES.

19. A Time-table is the general law governing the arriving and leaving time of all regular trains at all stations. Time-tables will be issued from time to time, as may be necessary. The times given for each train on the Time-table is the Schedule of such train.

20. Each Time-table, from the moment it takes effect, supersedes the preceding Time-table, and all special instructions relating thereto; and trains shall be run as instructed thereby, subject to the rules. All regular trains on the road running according to the preceding Time-table shall, unless otherwise directed, assume the times and rights of trains of corresponding numbers on the new Time-table.

21. Upon the Time-table not more than two sets of figures are shown for a train at any point. When two times are shown, the earlier is the arriving time and the later the leaving time. When one time is shown it is the leaving time unless otherwise indicated.

Regular meeting or passing points are indicated on the Time-table by figures in full-faced type.

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

In all cases trains are required to clear and follow as per Rules 85 to 90 inclusive.

22. On the employees' Time-table the words "daily," "daily, except Sunday," etc., printed at the head or foot in connection with a train, indicate how it shall be run. The figures given at intermediate stations shall not be taken as indicating that a train will stop unless the rules require it.

"s"—Regular stop.

"f"—Stop on signal to receive or discharge passengers or freight.

"m"—Stop for meals.

Trains are designated by numbers and their class indicated on the Time-tables.

### SIGNAL RULES.

#### SIGNALS.

23. Conductors, enginemen, firemen, brakemen, station agents, telegraph operators, switch-tenders, track foremen, road and bridge watchmen, and all other employees whose duties may require them to give signals, must provide themselves with the prop-

er appliances, and keep them in good order and always ready for immediate use.

24. Flags of the proper color must be used by day, and lamps of the proper color by night or whenever from fog or other cause the day signals cannot be clearly seen.

25. Red signifies danger, and is a signal to stop.

26. Green signifies caution, and is a signal to go slowly.

27. White signifies safety, and is a signal to go on.

28. Green and white is a signal to be used to stop trains at flag stations for passengers or freight.

29. Blue is a signal to be used by car inspectors.

30. An explosive cap or torpedo placed on the top of the rail is a signal to be used in addition to the regular signals.

The explosion of one torpedo is a signal to stop immediately; the explosion of two torpedoes is a signal to reduce speed immediately, and look out for a danger signal.

31. A fusee is an extra danger signal, to be lighted and placed on the track at night in case of accident or emergency.

A train finding a fusee burning upon the track must come to a stop, and not proceed until it is burned out.

32. A flag or lamp swung across the track, a hat or any object waved violently by any person on the track signifies danger, and is a signal to stop.

#### TRAIN SIGNALS.

33. Each train, while running, must display two red flags by day and two red lights by night, one on each side of the rear of the train, as Markers, to indicate the rear of the train. Yard engines will not display Markers.

34. Each train running after sunset, or when obscured by fog or other cause, must display the headlight in front, and two or more red lights in the rear. Yard engines must display two green lights instead of red, except when provided with a headlight on both front and rear.

35. Each car on a passenger train while running must be in communication with the engine. In the absence of an equivalent appliance, a bell-cord must be attached to the signal bell of the engine, passing through or over the entire length of the train, and secured to the rear end of it.

36. Two green flags by day and two green lights by night, displayed in the places provided for that purpose on the front of an engine, denote that the train is followed by another train, running on the same Schedule and entitled to the same Time-table rights as the train carrying the signals.

37. Two white flags by day and two white lights by night, displayed in the places provided for that purpose on the front of an engine, denote that the train is an extra. These signals must be displayed by all extra trains, but not by yard engines.

38. A blue flag by day and a blue light by night, placed on the end of a car, denote that car inspectors are at work under or about the car or train. The car or train thus protected must not be coupled to, or moved, until the blue signal is removed by the car inspectors.

When a car or train standing on siding is protected by a blue signal, other cars must not be placed in front of it so that the blue signal will be obscured, without first notifying the car inspector, that he may protect himself.

#### WHISTLE SIGNALS.

39. One long blast of the whistle is the signal for approaching stations, railroad crossings and junctions (thus, —).

40. One short blast of the whistle is the signal to apply the brakes—stop (thus —).

41. Two long blasts of the whistle is the signal to throw off the brakes (thus, — —).

42. Two short blasts of the whistle is an answer to any signal, except "train parted" (thus, — —).

43. Three long blasts of the whistle (to be repeated until answered, as provided in Rule No. 62) is a signal that the train has parted (thus, — — —).

44. Three short blasts of the whistle, when the train is standing, (to be repeated until answered, as provided in Rule No. 61) is a signal that the train will back (thus, — — —).

45. Four long blasts of the whistle (thus, — — — —) is the signal to call in a flagman from the east.

Four long followed by one short blast of the whistle (thus, — — — — —) is the signal to call in a flagman from the west.

46. Four short blasts of the whistle is the engine-man's call for signals, from switch-tenders, watchmen, trainmen and others (thus, — — — —).

47. Five short blasts of the whistle is a signal to the flagman to go back and protect the rear of the train (thus — — — — —).

48. One long followed by two short blasts of the whistle is a signal to be given by trains, when displaying signals for a following train, to call attention of trains of the same or inferior class to the signals displayed (thus, — — —).

49. Two long, followed by two short blasts of the whistle is the signal for approaching road crossings at grade (thus, — — — —).

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

#### BELL-CORD SIGNALS.

51. One tap of the signal-bell, when the train is standing, is the signal to start.

52. Two taps of the signal-bell, when the train is running, is the signal to stop at once.

53. Two taps of the signal bell, when the train is

standing, is the signal to call in the flagman.

54. Three taps of the signal-bell, when the train is running, is the signal to stop at the next station.

55. Three taps of the signal-bell, when the train is standing, is the signal to back the train.

56. Four taps of the signal-bell, when the train is running, is the signal to reduce speed.

57. When one tap of the signal-bell is heard while a train is running, the engineman must immediately ascertain if the train is parted, and, if so, be governed by Rule No. 103.

58. Signals of the same number of sounds shall have the same significance when given by other appliances than bell-cord or signal-bells.

#### LAMP SIGNALS.

59. A lamp swung across the track is the signal to stop.

60. A lamp raised and lowered vertically is the signal to move ahead.

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

62. A lamp swung vertically in a circle at arm's length across the track, when the train is running, is the signal that the train has parted.

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

#### FIXED SIGNALS.

64. Fixed signals are placed at junctions, railroad crossings, stations and other points that require special protection. Special instructions will be issued indicating their position and use.

#### RULES GOVERNING THE USE OF SIGNALS.

65. 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 Trainmaster.

66. The unnecessary use of the whistle is prohibited; when necessary in shifting at stations and in yards the engine-bell should be rung, and the whistle used only when required by rule or law, or when necessary to prevent accident.

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

68. When a danger signal (except a fixed signal) is displayed to stop a train, it must be acknowledged as provided in Rule No. 42.

69. The engine-bell must be rung before starting a train, and when running through tunnels and the streets of towns or cities.

70. 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 at all whistling-posts.

71. When two or more engines are coupled to the head of the train, the leading engine only shall display the signals as provided in Rules Nos. 36 and 37.

72. One flag or light displayed as a classification signal will be regarded the same as if two were displayed; but conductors and enginemen will be held responsible for the proper display of all train signals.

73. When a train is being pushed by an engine (except when shifting and making up trains in yards) a white light must be displayed on the front of the leading car at night, or when the train is obscured by fog or other cause.

74. When a train turns out to meet or pass another train, the red lights must be removed and green displayed as soon as the track is clear; but the red must again be displayed before returning to main track.

Head-lights on engines when on side tracks waiting for trains, must be covered as soon as the track is clear and the train has stopped.

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

76. White signals must be used by watchmen at public road and street crossings to prevent persons and teams from crossing when trains are approaching. Danger signals must be used only when necessary to stop trains.

77. Torpedoes must not be placed near stations or road crossings, where persons are liable to be injured by them.

78. All signals must be used strictly in accordance with the rules, and trainmen and enginemen must keep a constant lookout for signals.

### TRAIN RULES.

#### CLASSIFICATION OF TRAINS.

79. All trains are designated as regular or extra. Regular trains are those represented on the Time-table, and may consist of one or more sections. All sections of a train, except the last, must display signals as provided in Rule No. 36. Extra trains are those not represented on the Time-table. An engine without cars, in service on the road, shall be considered a train.

80. All regular trains are classified on the Time-table with regard to their priority of right to the track; trains of the first-class being superior to those of the second and all succeeding classes, and trains of the second-class being superior to those of the third and all succeeding classes; and so on indefinitely. The terms passenger, freight or mixed are descriptive and do not refer to class.

81. Extra trains may be distinguished as:

Passenger Special;  
Freight Extra;  
Work train Extra.

82. All extra trains are of inferior class to all regular trains of whatever class.

#### MOVEMENT OF TRAINS.

83. A train of inferior class must in all cases keep out of the way of a train of superior class, except as provided in Rule 86 (a).

84. All west bound trains have the absolute right of track over all east bound trains of the same class. Trains proceeding towards Houston will be called west bound, and trains proceeding from Houston will be called east bound.

85. When trains of the same class meet the train not having right of track must take the siding and be clear of the main track before the leaving time of the opposing train; but such train must not pass the switch to back in on a siding until after the arrival of the opposing train, unless otherwise directed by special instructions. When necessary to back in on siding, before passing the switch, a flagman must be sent out in the direction of the opposing train as per Rule No. 99.

86. When a train of inferior class meets a train of superior class, the train of inferior class must take the siding and clear the train of superior class five minutes. A train of inferior class must keep five minutes off the time of a train of superior class following it.

86 (a). Freight trains do not require special orders to run ahead of or pass delayed freight trains of the same or superior class running in the same direction; provided they can do so on their own rights, as against opposing trains, but must stop and notify all freights or work trains met or passed, and will notify the Trainmaster from the first open Telegraph office.

87. A train must not leave a station to follow a passenger train until five minutes after the departure of such passenger train, unless some form of block signal is used.

88. Passenger trains running in the same direction must keep not less than ten minutes apart, unless some form of block signal is used.

89. Freight trains following each other must keep not less than ten minutes apart (except in closing up at stations or at meeting and passing points) unless some form of block signal is used.

90. No train must leave a station expecting to meet or to be passed at the next station by a train having the right of track, unless it has full schedule time to make the meeting or passing point, or unless it has the full time allowed between stations (which may be shown on the margin of the Time-table), to make the meeting or passing point, and clear the track by the times required by Rules Nos. 85 and 86.

91. A train not having right of track must be entirely clear of the main track by the time it is required by rule to clear an opposing train or a train running in the same direction; failing to do so, it must be immediately protected, as provided in Rule No. 99.

92. Except at meeting or passing points, as provided in Rules Nos. 85 to 91, inclusive, no train must arrive at a station in advance of its schedule arriving time, when shown.

No train must leave a station in advance of its schedule leaving time.

93. All trains must stop at schedule meeting or passing points, if the train to be met or passed is of the same class, unless the switches are plainly seen to be right, and the track clear. The point at which a train should stop is the switch used by the train to be met or passed in going on the siding.

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

94. All trains must approach junctions, railroad crossings at grade, and drawbridges, prepared to stop, and must not proceed until the switches or signals are seen to be right, or the track is plainly seen to be clear. Where required by law, all trains must stop.

95. No train must leave a junction, a terminal, or other starting point, until it is ascertained that all trains due, which have the right of track against it, have arrived.

96. When a passenger train is detained at any of its usual stops more than three minutes, the flagman must go back with danger signals and protect his train, as provided in Rule No. 92; but if it stops at any unusual point, the flagman must immediately go back far enough to be seen from a train moving in the same direction when it is at least twelve telegraph poles from the rear of his own train, and if the stop is over three minutes he must be governed by Rule No. 99.

When it is necessary to protect the front of the train, the same precautions must be observed by the fireman. If the fireman is unable to leave the engine, the front brakeman must be sent in his place.

97. When a freight train is detained at any of its usual stops more than five minutes, where the rear of the train can be plainly seen from a train moving in the same direction at a distance of at least fifteen telegraph poles, the flagman must go back with danger signals not less than ten telegraph poles, and as much farther as may be necessary to protect his train; but if the rear of his train cannot be plainly seen at a distance of at least fifteen telegraph poles, or if it stops at any point that is not its usual stopping place, the flagman must go back not less than twelve telegraph poles, and if his train should be detained until within ten minutes of the passenger train moving in the same direction, he must be governed by Rule No. 99.

When it is necessary to protect the front of the train, the same precautions must be observed by the fireman. If the fireman is unable to leave the engine, the front brakeman must be sent in his place.

98. When it is necessary for the flagman to go

back to protect the rear of his train, the next brakeman must immediately take the flagman's position on the train, and remain there until relieved by the flagman; and on passenger trains the baggage master must take the place of the front brakeman whenever necessary.

99. When a train is stopped by an accident or obstruction, the flagman must immediately go back with danger signals to stop any train moving in the same direction. At a point of twelve telegraph poles from the rear of his train he must place one torpedo on the rail; he must then continue to go back at least fifteen telegraph poles from the rear of his train, and place two torpedoes on the rail, ten yards apart (one rail length), when he may return to a point twelve telegraph poles from the rear of his train, and he must remain there until recalled by the whistle of his engine; but if a passenger train is due within ten minutes, he must remain until it arrives. When he comes in, he will remove the torpedo nearest to the train, but the two torpedoes must be left on the rail as a caution signal to any following train.

If the accident or obstruction occurs upon single track, and it becomes necessary to protect the front of the train, or if any other track is obstructed, the fireman must go forward and use the same precautions. If the fireman is unable to leave the engine, the front brakeman must be sent in his place.

103. If a train should part while in motion, trainmen must use great care to prevent the detached parts from coming into collision. Enginemen must give the signal as provided in Rule No. 43, and keep the front part of the train in motion until the detached portion is stopped.

The front portion will have the right to go back, regardless of all trains, to recover the detached portion, first sending a flagman with danger signals ten telegraph poles in the direction in which the train is to be backed, and running with great caution, at a speed not exceeding four miles per hour. All the precautions required by the rules must also be taken to protect the train against opposing trains. The detached portion must not be moved or passed around until the front portion comes back. This rule applies to trains of every class.

An exception will only be made to the above when it is known that the detached portion has been stopped, and when the whole occurrence is in plain view, no curves or other obstructions intervening, so that signals can be seen from both portions of the train. In that event, the conductor and engineman may arrange for the re-coupling, using the greatest precaution.

104. When a train is being pushed by an engine (except when shifting and making up trains in yards) a flagman must be stationed in a conspicuous position on the front of the leading car, so as to perceive the first sign of danger and immediately signal the engineman.

105. A train starting from a station, or leaving a junction, when a train of the same class running in

the same direction is overdue, will proceed on its own time and rights, and the overdue train will run as provided in rule 88 or 89. See rule 523.

106. A train which is delayed and falls back on the time of another train of the same class, does not lose its rights.

107. Regular trains twelve hours or more behind their schedule time, lose all their rights.

108. A train overtaking another train of the same or superior class, disabled so that it cannot move, will run around it, assuming the rights and taking the orders of the disabled train, to the next telegraph office which is open, where it will report to the Trainmaster. The disabled train will assume the rights of the last train passing it, till the next telegraph office is reached.

109. All messages or orders respecting the movement of trains or the condition of track or bridges must be in writing.

110. Trains must not display signals for a following train without an order from the trainmaster.

111. Extra trains must not be run without an order from the Trainmaster.

112. When signals displayed for a following train are taken down at any point before the following train arrives, the conductor must inform the Trainmaster promptly by telegraph, and also the operator or switch tender; and the latter, unless there is some other provision for the purpose, must notify all opposing trains of the same or inferior class leaving that point before the train arrives for which signals were displayed.

If signals are taken down at a point where there is no operator, switch tender, or other provision for the purpose, the conductor must notify all opposing trains of the same or inferior class until he reaches the next telegraph office, when he must inform the Trainmaster; and the operator, unless there is some other provision for the purpose, must notify all opposing trains of the same or inferior class until directed otherwise by the Trainmaster.

If the train for which signals were displayed leaves the main line at a point where there is no operator, switch tender, or other provision for the purpose, a flagman must be left to notify opposing trains that it has arrived.

113. Work trains will be run as extras under special orders, and will be assigned working limits.

114. Great care must be exercised by the trainmen of a train approaching a station where any train is receiving or discharging passengers.

116. No person will be permitted to ride on an engine except the engineman, fireman and other designated employees, in the discharge of their duties, without a written order from the proper authority.

117. Conductors will be held responsible for the proper adjustment of the switches used by them and their trainmen, except where switchtenders are stationed.



Whoever opens a switch shall remain at it until it is closed, unless relieved by some other competent employee.

When there is more than one train to use a switch it must not be left open unless one of the trainmen of the following train is at the switch and takes charge of it.

118. Accidents, detention of trains, failure in the supply of water or fuel, or defects in the track or bridges, must be promptly reported by telegraph to the Superintendent and Trainmaster.

119. No train shall leave a station without a signal from its conductor.

120. Conductors and enginemen will be held equally responsible for the violation of any of the rules governing the safety of their trains, and they must take every precaution for the protection of their trains, even if not provided for by the rules.

121. In all cases of doubt or uncertainty, take the safe course and run no risks.



## SPECIAL RULES.

### TRAIN MEN.

122. The greatest rate of speed allowed under any circumstances is as follows: Passenger trains, 25 miles per hour; freight trains, 15 miles per hour.

123. Speed of all trains must not exceed six miles per hour while passing through corporation limits of towns along the road.

124. Conductors and enginemen are cautioned against reckless running. They must run steadily and uniformly, adhering as closely to time as due regard for safety permits.

125. Conductors, enginemen and agents will be held to strict account for delays resulting from bad management of their own, or on the part of those for whom they are responsible.

Promptness and dispatch are urgently enjoined in transacting business at stations, taking water, oiling, etc.

Station work should be done immediately on arrival.

126. The Standard Clock is in the train dispatchers' office at Houston.

127. At all schedule meeting points and at meeting points made by time orders for trains of the same class, the train having the right of track must, if the train to be met has not arrived, wait five minutes beyond its schedule leaving time, or the time stated by the order, and will then proceed, keeping five minutes behind its schedule time until the expected train is met.

This five minutes is allowed for possible variation of watches, and must not be used in running by any train. This rule does not give any right to trains of

an inferior class over trains of a superior class, but only affects trains of the same class with regard to each other.

128. At stations shown in full faced type conductors will personally register their trains, register signals and kind; if not carrying signals, register "no signals."

129. Conductors and brakemen of all trains meeting or passing, or when approaching a station, must be out looking for signals, and be prepared to do anything required for safety or expedition.

130. All trains approaching stations the engineman must sound one long blast of the whistle, which will be answered by the operator, if the station is a telegraph station, by a change of his signal from red to white by day, and from a red to a white light by night. Should the whistle not be answered in the proper manner by the operator, the engineman will then sound four short blasts of the whistle as a call for signals. If there are no orders for the train the signal must be held at white until the rear of the train has passed 200 feet beyond the signal, when it must again be changed to red. Conductors must know that the signal is properly changed as herein stated.

In case a train, or any part of it, has passed the telegraph office, and although still at the station, operators will not accept orders from dispatcher for such train until conductor and engineer have been notified in person that they are held for orders.

131. Conductors will fill out telegraph reports, Form No. 15, and leave them at all telegraph stations, except registering stations. Operators will report by wire to train dispatcher the time of arrival and departure of all trains. Enginemen running without conductors will comply with this rule.

132. Trains will register and report under date they are due at the station where the report is made.

133. Conductors and all train men are required to be at their train at least 30 minutes before their leaving time, and know personally that everything connected with their train is in perfect order. Immediately before starting out on their runs conductors will go in person to the telegraph office and ask if their are any orders for their train.

134. Train men must consult bulletin boards daily.

135. Trains are run under the direction of the conductor, except when his directions conflict with these rules or involve any risk or hazard, in either of which cases all participators will be held alike accountable. (See Rule No. 120.)

136. Conductors will report in writing to the Superintendent at the end of each trip all the accidents which may have occurred and give full particulars of all cases of injury to persons or damage to property; also, the names and address of all bystanders who may be used as witnesses. (See Rule No. 118.)

137. Irregular trains running under telegraphic orders must be run with great care, the whistle must be sounded at least 80 rods from all abrupt curves and obscure road crossings, and the speed around

curves must be reduced so that the train will be under full control.

138. Shortly before reaching a station at which the train stops the conductor, brakeman or porter must pass through each coach, except the sleeping car, and announce twice, distinctly, with closed doors, the name of the station they are approaching. On arrival at terminal stations they must remain with their train until passengers have alighted, and see that all needful assistance is given them.

139. Conductors must prevent passengers from endangering themselves from imprudent exposure. The circumstances under which passengers may be ejected from trains are fully covered below. Use no unnecessary force.

(a.) The railroad company has the right to eject from its trains any passenger who refuses upon demand to produce a proper ticket or other transportation, or to pay his fare to his destination; and he may be expelled at any point of the road whether a station or otherwise, with this limitation: In case a person is by reason of any infirmity unable to travel, or find his way from the point where he is put off to a dwelling house or town, or the weather is so inclement as to render it unsafe or inhuman to eject a person at a point other than a station, then such person should be ejected from the train at a station where suitable accommodations can be procured for his safety and comfort.

(b.) Drunken or disorderly persons or others whose conduct or appearance is calculated to operate as a serious annoyance to other passengers, or a disgusting, or a passenger who is guilty of gross misconduct either by insulting or assaulting other passengers or train employees, may lawfully be expelled from the train at any place; provided the place is not such as to cause want or injury. This may be done whether fare has been paid or not.

140. A brakeman must always be stationed on the rear car when a train is in motion, and the brakes of that car must be ascertained to be in order. Freight train conductors will not allow two brakemen to ride on the same car, but will have the brakemen stationed on the train to handle brakes in case of necessity.

141. When approaching stations, draw bridges, railroad crossings and water stations, conductors of all freight trains will require their brakemen to be out on the top ready to apply the brakes if necessary.

142. Potter bumper draw-heads must be connected with the two outside links or one center link, but the outside links must not be used to couple with a single draw-head.

143. Extra trains, and regular trains behind time, must sound the whistle repeatedly on approaching curves and obscure places to warn section and bridgemen. The same precaution must be used in fogs and snow storms.

144. Freight trains and work extras must approach and pass all stations carefully with train under full control, expecting to find the main track, inside of yard limit boards, occupied by trains doing work.

Irregular trains and regular trains not on time will run carefully and look out for switch engines inside yard limit posts.

145. When the weather is clear and freight trains are behind time, work trains may occupy the main track within their limits until such delayed trains arrive; provided, there is a clear view in each direction for at least one mile by keeping a flagman out not less than fifteen telegraph poles in the direction of the expected train, and on its arrival the work train will proceed to the nearest siding in the direction the freight train is running to let it pass. Trainmen of delayed freight trains must look out for signals of work trains. In foggy weather, work trains must in no case occupy the main track until delayed trains have passed.

146. Work trains must in all cases reduce their speed to six miles per hour on all curves, and send flagman ahead a sufficient distance to insure safety.

147. Conductors of trains carrying live stock are required to see to the care and comfort of same. Special attention must be given to stock unaccompanied by drovers. In warm weather trainmen will water hogs as often as may be necessary without being requested to do so.

148. Conductors must comply with instructions of station agents in placing cars and doing other station work. If necessary to disturb cars for loading or unloading, they must be replaced in the same position as found. If agents orders are unreasonable, the fact must be reported to the Trainmaster. It is the duty of agents to report conductors for violations of this rule and all cases where conductors refuse cars that are ready to go.

149. Conductors will see that words "bad order" are written with chalk on both sides of disabled cars left at stations and defective part marked with a cross. The attention of car repairer or agent must be called to such cars.

(a.) Conductors will report by telegraph to the Trainmaster all bad order cars set out, giving initials and number of same, and be very particular to report all defective parts.

150. Should a car become disabled, or from any cause be left at a station where there is no agent, the conductor will deliver the way-bill, if any, to the agent at the next regular station, and indorse on the way-bill when, where and why left, and report the facts by telegraph to the Trainmaster, giving number and initials of the car, its contents and destination.

151. When necessary for conductors to transfer freight from one car to another, the reason for such transfer must be noted on the face of the way-bill, together with the number of the car into which the freight is transferred, drawing their pencil through the original car number on the way-bill.

152. Conductors of work or construction trains when they lay up for the night, must notify the Trainmaster by wire, and state where they intend working and their probable movements during the following day.

153. Conductors of freight trains must not take loaded cars or freight without the Way-Bills, or take Way-Bills without the freight or cars. A Conductor's Way-Bill must be made for each car, and for each lot of individual freight taken at a station where there is no Agent.

154. No open or flat cars, loaded with cotton, shall be placed in any train nearer than 8 car lengths from the locomotive, and the intervening space must be filled so that there shall always be at least one box car immediately in front of the open cotton.

155. Conductors of freight trains not equipped with automatic brakes must see that brakemen govern the rate of speed of their trains while descending a grade. The brakes should never be applied so as to slip the wheels, and in descending heavy grades, brakemen should see that the brakes are not kept on so long as to heat the wheels. To avoid this, the brakes should be frequently changed from one car to another.

156. Cars left at stations must have sufficient hand-brakes set to prevent any possibility of their being blown out. The air-brakes must not be depended upon to hold cars left at stations. All cars left at non-agent sidings must be coupled up when practicable. In cases of a single car, or one with defective brakes, wheels should be securely blocked in addition to having hand-brakes set.

157. Any employee who, through carelessness or negligence, causes or permits damage to the property of the Company, or that of the public, intrusted to its care, will be subject to such action as the circumstances may demand.

158. Inasmuch as the coupling apparatus of cars is not uniform in style, size or strength, and as dead-woods and draw-bars do not always have the same projections, and various other causes render it dangerous to expose the hands, arms or persons of those engaged in coupling cars, all employees will be expected to use the utmost care in coupling or uncoupling cars or engines, to guard against personal injury. They must be particular to notice the speed of the cars while moving, and if at a dangerous rate no attempt must be made to couple by going between them. It is dangerous to uncouple or to attempt to place links, pins or draw-bars while cars are in motion, and is positively forbidden.

It is alike dangerous to assume that signals given to the engineman or fireman have been seen, and if seen will be obeyed—when obedience to those signals on the part of enginemen or firemen is essential to the safety of an employee in the performance of his duty. He must know that the signal has been seen, understood and obeyed, before placing himself in a dangerous position—otherwise, without such knowledge, he assumes all risks of danger arising from any misunderstanding or disregard of signals.

159. All employees are expected to protect themselves from personal injury by avoiding risks. Those who may receive injuries on account of taking risks will have no claim upon the Company.

160. Conductors and enginemen are required to fill up trains to the full capacity of their engines.

161. The doors of empty cars hauled in trains must be kept closed. Trainmen will be held responsible for the proper care and protection of goods and property while in transit in their trains, and they must see that the doors of loaded cars are properly secured and protected as required.

162. Conductors and enginemen are prohibited from going to meals, or delaying their train from any cause, after receiving an order to proceed, without permission from the Trainmaster. If permission is received, the conductor must report for further orders when ready to go. Trainmen of work, construction or other trains, located at isolated stations must in all cases obtain permission from the Trainmaster before absenting themselves, as they are liable to be called upon at unusual hours.

163. Conductors and switchmen must open their trains to clear all public crossings while standing at stations, and must in no case block a public crossing longer than five (5) minutes. When passenger trains are at stations, care must be taken by freight conductors and switchmen to open their trains to allow passage way for persons going to and from the passenger train.

In no case must a train be backed over a public crossing or highway unless there is a man on rear car to see that crossing is clear; nor must a car be cut loose and allowed to run over a public crossing or highway unless there is a man on the car. At night the man referred to must display a light.

164. When trains are backing out of sidings, flagman must be sent sufficient distance to the rear to stop approaching train and prevent accident.

165. Passengers will not be allowed to ride on freight or construction trains, and must be required to procure tickets before taking seats in the passenger trains.

166. Conductors must see that they have upon their trains signal flags and lanterns, with a sufficient number of ordinary lanterns, spare links and pins, oil, etc.

167. Conductors will see that a red flag by day and a red lantern lighted at night are kept in rear end of the rear car of their trains. Three torpedoes must be attached to the staff of the flag, and three torpedoes to the wire guard of the lantern, so as to be ready for immediate use.

168. Conductors are responsible for attaching the tail lamps and flags to the last car of the train, and must see that green flags or lanterns are on the engine in proper position when the train is to be followed by another, they must see that the signal cord is properly connected.

169. 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.

170. All trains will run slow during or immediately after a heavy storm and not attempt to make

time, but keeping a close lookout for places in the track that are liable to wash out or slide.

171. When a conductor discovers anything wrong with the track, bridges or culverts which would be likely to cause an accident to a following train he must not rely wholly upon the telegraph to notify other trains but must leave a flagman.

172. In making reports of accidents and unusual occurrences the situation must be fully, clearly and concisely stated, with all relative facts and particulars necessary to a clear understanding of them as known to the person making the report without necessity for inquiries to extract such information. In emergencies or obstructions of the road by accident or other cause, suggestions based on observation of the situation are useful and required, and frequent reports of progress must be made. In such cases prompt action is required by all employees, and in the absence of some authorized person, the employee on whom the responsibility naturally falls will assume authority to direct the work.

173. When cars leave the track they must not be turned over, thrown down embankments, broken up or otherwise damaged, merely to get them out of the way. Every effort must be made by trainmen to put them on the track with as little injury as possible, and take the damaged cars to a siding. The conductor will call on section men, or any other convenient force, for assistance, which must be promptly rendered.

174. Conductors must examine couplings, wheels, journals and brakes of the cars in their trains, while on the road, as often as their other duties will permit, and particularly while trains are pulling in and out of sidings. They must use the utmost care to prevent the heating of journals. Any box showing a tendency to heat must receive immediate attention. Conductors will carefully collect and preserve all brasses, broken draw-heads, brake rods, car doors and other broken material of cars in their trains. All such material will be taken to terminal stations and delivered to the shop foreman or other person designated to receive it.

175. When a train loses time from any cause the conductor will report the cause of detention and time lost to the Trainmaster, from the first telegraph office. Conductors must keep themselves informed of all causes of detention and report correctly as above.

176. Conductors will notice the telegraph lines and when down or in trouble notify the first section gang, also telegraph Superintendent from first telegraph office, giving location and nature of trouble as near as possible.

177. No freight, except lumber or other carload freight which is not liable to loss or damage, will be delivered at stations where there are no agents, unless the consignee or some duly authorized party is present to receive it, and their receipt must be taken on the way bills. Deliver the way bill to first station agent, who will report all over, short or damage (as

noted by conductor) to the general freight agent. If consignee or his representative is not present, any merchandise will be carried to the next station having an agent, who will at once notify consignee by mail that he holds such freight for delivery. Conductors will never unload at stations where there is no agent any freight not covered by the way bills, but will take all such over freight to the next station.

178. If goods unloaded are found to be damaged, pilfered, mixed or carelessly loaded, conductors will report the fact on their train bill, stating full particulars of such improper loading.

179. Conductors of freight trains must check the freight they deliver on the way-bill, with the agent, who is expected to be present, noting thereon anything over, short or damaged, and report the same on their train bills. When over, short or damaged reports are sent conductors by Superintendent or Trainmaster, conductors should give all the information possible, stating from what station the car was taken, where left, condition of seals when taken and left.

180. After unloading freight from a car containing freight for other stations, conductors will see that the articles left in the car are not in a position to fall down or be damaged in any way, and use every effort to prevent injury to it or to the cars, particularly while switching, and be particular to see that car doors are fastened and sealed (where agents have seals) before cars leave the station, and are kept fastened.

#### ENGINEMEN.

181. Engine-men, in all matters relating to motive power, report to and receive their instructions from the Master Mechanic, but in all matters connected with the movement of trains, they receive their instructions from the Superintendent and Trainmaster.

182. Engine-men on freight trains should look back before starting and frequently while running and see that all is right.

183. Engine-men must see that their engines are provided with all tools for use in case of accidents; two white, two red and two green lanterns and flags, together with torpedoes must be kept ready for prompt use.

184. Engine-men will make written report at the end of trip to the Master Mechanic of all accidents.

185. Fires must not be drawn in front of stations or buildings, neither on crossings, frogs or switches. All fires drawn must be put out before leaving.

186. Engine-men must close their ash pans and work as little steam as possible in passing wood piles and trains loaded with cotton, and cotton on platform.

187. Engine-men will abstain from the use of the whistle as a signal for starting the train; use the bell. Too much use of the whistle impairs its use as a signal of danger.

188. When a signal to stop is given either by a

flagman on the track or the train, engine-men must acknowledge their reception by two short blasts of the whistle.

189. Brakes must not be relied on wholly when approaching railroad crossings or hazardous places, but steam must be shut off and the train held under such control as to absolutely prevent running over crossings before stopping.

190. Engine-men and firemen must be on their engines at least thirty minutes before leaving time, and will be held responsible for the appearance and condition of their engines.

191. Engine-men will use every precaution to prevent killing of cattle, and will promptly call for brakes when cattle are seen on the track, and conductors will see that brakes are promptly applied. When wanton killing of stock or neglect to use every means to prevent their killing, is proven, all participants will be held alike responsible. Engine-men will immediately report by wire to stock agent, and in writing to the Master Mechanic all cases of cattle killed, together with the circumstances.

192. Engine-men must in no case back their train until a conductor or brakeman is at the rear of the train and has given proper signals for him to move, and they must be particular to ring the bell eighty rods from all road crossings, and continue to ring until the crossings are passed. At obscure crossings the whistle must be sounded.

193. Approaching and leaving all stations engine-men must have their engines under full control and know that switches are right before passing.

194. At points where trains are made up, engines changed, cars set out or taken on, it must be ascertained by engineers and train men that the air brakes are operative throughout the entire train by actual trial before starting. Inspectors will make this test with engineers at terminal points of passenger trains.

As an additional precaution, engineers of all trains will make an experimental stop with air immediately after starting from any of the points referred to above, when their train has reached a speed of not more than six miles an hour.

195. Engine-men will use great care in backing up to take a train, or backing into a side track to take or leave cars, and will approach so slowly that they may be coupled without injury to persons or property.

196. No person is allowed to move or handle a locomotive, except engine-men and hostlers. The only exceptions permitted are that engine-men while themselves on the engine, may allow the fireman to handle the engine, under their direct supervision, it being understood that the engine-man is held entirely responsible for the movement of the engine at such time.

197. Engine-men of work, or other engines, located at isolated stations, must in all cases obtain permission from the Trainmaster before absenting them-

gelves, as they are liable to be called upon at unusual hours.

198. When approaching switches the engineman must know that they are in proper position, and that cars on other tracks clear sufficiently.

199. Enginemen must use care that no damage is done to discharge pipes at water tanks. These pipes must never be pulled over the tender, or raised while the engine is in motion, and they must be allowed to empty themselves before they are raised.

200. Enginemen will not be permitted to leave their engines while on duty, except in extreme cases, and only then, when relieved by a responsible employee.

201. Enginemen, firemen and hostlers must be familiar with, and use all signals strictly in accordance with the rules.

202. Enginemen of engines carrying signals for following trains must, when meeting or passing another train, call attention to signals as per Rule No. 48. Engineman of train being met or passed must answer such signal by two blasts of the whistle, to denote that signals are observed, and enginemen giving signals will see that it is properly answered, stopping, if necessary, to be certain that signals are understood.

#### AGENTS AND OPERATORS.

203. Station agents must be particular to see that the switches are kept standing for the main track at all times. Agents will be responsible for the proper position and security of their switches and the cars on their side tracks. Before leaving the station at night, they must see that all standing cars are out of the way, and secured against the possibility of their being blown out on the main track, and that the tracks are properly cleared for passing trains.

204. Under no circumstances will the agents allow their switches to be used for loading or unloading cars from the main track, without an order from the Trainmaster.

205. Agents must use every means in their power with the men employed at their station to aid in the speedy passage of trains. Conductors will promptly report any neglect or inattention of agents or others whose duty it is to aid in the passage of trains.

206. Agents are expected to devote their time to the interests of the company, treat every person with kindness, and render all information possible pertaining to the business in hand. To their civility, alertness and zeal depends much of the success of the line, as well as establishing the value of their services.

207. Depots must be opened, warmed and ventilated as early and as late as the business of the company may require. Buildings and platforms must be kept clean, orderly and free from obstructions. The ticket office must be open at least thirty minutes before train time.

208. Agents will report by wire to Trainmaster all bad order cars left at their stations (stating the con-

tents and destination if loaded), the number and initials, and by what train set out.

209. The arriving time of passenger trains will be bulletined at passenger depots on boards placed for that purpose, for the information of passengers.

210. Agents will be held accountable for the proper dispatch of loaded cars from their stations. While conductors are expected to inquire for such cars when their trains are not full, they must receive timely notice of cars to go.

211. Agents and conductors will see that the doors of cars loaded with powder, oil, hay, straw, or other inflammable material are battened and placed in train near the caboose, or at least ten cars distant from the engine, as a protection against fire. Conductors and agents must examine the fastenings of cars, and keep such a record of their condition as will enable them to answer all inquiries. All doors of loaded cars must be sealed, and those not provided with locks or other secure fastenings must be cleated so that the door of every loaded car will be properly secured.

212. Kerosene, coal oil, naphtha, benzole, or any like substance of a combustible nature, must neither be loaded nor unloaded through freight houses except in the day time. A particular place should be designated for it, and no other property liable to injury by coming in contact with it will, under any circumstances, be piled or stowed in or on that particular place. Lights must, under no circumstances, be allowed near the packages, and such freight must be taken away by consignee immediately upon its arrival, if possible.

213. Sending personal packages or letters on private business by trains is strictly prohibited. Communications by trains must be exclusively on official business.

214. Agents are required to make daily inspection of yards, platforms, offices, buildings and surroundings, and will co-operate with roadmasters in maintaining the neat and tidy appearance of same.

215. Live stock will be received and forwarded, and men in charge transported, subject to rules, conditions and terms of classification and live stock contract in use. Forwarding agents will note, on the outside of way-bill for live stock in car loads, the time of loading. Agents at stations where stock is taken off for feed, water and rest, will also note, under the original notation, the time of reloading.

216. Agents must give every facility and assistance, under the direction of the shipper, in handling live stock at their stations, and will see that the cars are in good repair before loading; particularly that the car floors are in good order, and the cross bars in proper position, and that doors are securely fastened after loading.

217. No agent is excusable for allowing property to perish on his hands. When such freight has remained on hand a reasonable time, the agent should apply to the general freight agent for instructions, and failing to receive such before property would become worthless, he must dispose of it to the best

advantage, and report fully to the general freight agent.

218. No agent is authorized to agree to furnish cars for freight at any specified time, but will make requisition for cars in the order in which shippers have applied for them, and will distribute in like manner.

219. All cars loaded with property which is to be unloaded by the owner or consignee, whether at side tracks or regular stations, must be unloaded within forty-eight hours after its arrival at place of destination, or the established charge for demurrage will be made for each car until unloaded. Cars given out to shippers or others to load must be loaded within forty-eight hours, or demurrage will be charged.

220. Under the system of running trains by telegraph, operators, or agents and operators, should not be absent from office longer than five minutes without permission from the train dispatcher, except during meal hours, and then notice must be given.

221. Agents must keep the public outside of their office railings. They must transact their business over the counter or through the ticket window. They will not use their own property in connection with that of the company.

222. Unless otherwise advised, foreign cars must be returned to the road and station from which they are received. Agents will not load empty foreign cars at their stations without first receiving authority from the Trainmaster.

223. Operators handling conductor's telegraphic report of the number of passengers desiring meals, must see that there is no delay in their transmission or delivery.

224. When they are given leave of absence, they must, before leaving, see that their substitutes are thoroughly acquainted with the duties of the office, the management of the switch-board, instruments, batteries, etc.

225. Operators going off duty must notify relieving operators of any orders that are to be delivered, and of any unfinished business.

[a] Operators must not close their offices for the night without giving notice to and receiving permission from the train dispatcher.

226. The wires should not be used for the transmission of communications, which may, without detriment to the Company's interests, be sent by train. The attention of any employee offering such business should be called to this rule, and if it is insisted that the wires be used, the message must be sent and the facts promptly reported to the Superintendent of Telegraph.

227. Students must not be allowed to practice in an office without first obtaining permission from the Superintendent of Telegraph.

228. Contention for circuit is strictly prohibited.

229. Should a train be delayed in leaving a station, the operator will promptly notify the train dispatcher.

230. Operators will light their train order signal lamp, before sunset, and keep it properly trimmed and burning for immediate use until office is closed. Night operators will keep train order signal lamp burning until after sunrise.

When offices are closed for the night the fixed signal must be changed and fastened at white and the light extinguished.

231. Operators at terminals must give regular trains clearance cards when they have no orders for them.

232. Operators must keep trains five and ten minutes apart with their fixed signals as per rules 87, 88 and 89.

Should a following section, or a train of any kind, arrive before the time has expired, the operator will hold them until that time is up, and then give them a clearance, if there are no orders for them.

#### YARD MEN.

233. Yardmasters will have charge and direct the movements of all trains and engines whilst at their stations. They must see that all trains are properly made up at the time of leaving, as per Time-table.

234. Yardmasters will be held responsible for the proper position of their switches which will be set for all trains. This will not relieve engineers from blame for running through an open switch.

235. All main line switches in yards must be invariably set and locked for main track. Inside switches must be left as found.

236. The yard engines within their limits, may use the main track day and night, keeping out of the way of all regular and irregular trains. Irregular trains must approach yard limits under full control.

#### SECTION MEN AND BRIDGE MEN.

237. Section foreman or a reliable man must pass over and examine their sections daily and ascertain that the tracks, slopes, cuts and bridges are safe. This should be done in the morning.

238. They should see that no lumber, wood, stones, materials or tools are placed at any time within six feet of the rail.

239. Before a frog is taken out, or any obstruction is caused to main track, or when any break or obstruction is discovered, the danger signal must be sent in both directions, at least fifteen telegraph poles from the point of danger, and a competent man must remain and keep it displayed until he is recalled by the foreman, which must not be done until the track is known to be safe.

240. In stormy weather section foremen must be out with their men (day or night) with proper signals and watch those places most liable to wash or be disturbed.

241. It is also the duty of track men to put out fires set by engines, and to guard the property of others as well as that of the railroad company ex-

posed to such fires, whether the responsibility attaches to the company or not.

242. Section men must pay particular attention to the telegraph lines. In case the wires are found broken or on the ground, crossed or in any way obstructed, they must be repaired in a temporary manner *immediately*, and where such repairs are impracticable, notice must be given to the nearest telegraph office by messenger or the earliest means practicable.

243. At all times when work is going on which renders it necessary for train to reduce speed, a green flag must be set at side of track at least fifteen telegraph poles from the spot on engineer's side, in each direction, as a caution to approaching trains to run slowly. After a severe rain or a thaw a hand car must be sent over the road before the passage of regular trains.

244. Hand cars or other property belonging to the company must not be used except for the business of the company.

245. Track men must use the utmost caution at all times, as under the telegraph system of working the road a train may be expected at any moment. No notice whatever will in any case be given of the passage of extra trains.

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

247. Section foremen must investigate every case of damage to stock and make full report of the same to the Superintendent on the blank form provided for that purpose. They will be held responsible for any damage that may be caused by their neglect to keep fences and cattle guards in proper repair.

#### ALL EMPLOYEES.

248. Any person not willing to conform cheerfully and promptly to such orders as may be found necessary for the prompt dispatch of business is particularly requested to leave the service of the company.

249. No employee will be allowed to absent himself from duty, without permission from proper authority.

250. Every person accepting a position with this company does so with the full knowledge of the dangers incident to the operation of railways, and agrees to exercise due care in the performance of his duties to prevent accident to himself or others, and before using them to see that the machinery or tools which he is to use are in a safe condition to perform the services required.

251. All former rules conflicting with the above are hereby repealed.

#### State Laws Governing Railroad Employees.

252. ART. 4228.—Every conductor, baggage master, engineer, brakeman, or other servant of any such

railroad corporation, employed in a passenger train or at stations for passengers, shall wear upon his hat or cap a badge which shall indicate his office, and the initial letters of the style of the corporation by which he is employed.

253. ART. 4229—No conductor or collector without such badge shall demand or be entitled to receive from any passenger any fare, toll, ticket, or exercise any of the powers of his office, and no other of the said officers or servants, without such badge, shall have any authority to meddle or interfere with the passengers, their baggage or property.

254. ART. 4232—A bell, of at least thirty pounds weight, or a steam whistle, shall be placed on each locomotive engine, and the whistle shall be blown or the bell rung the distance of at least eighty rods from the place where the said road shall cross any public road or street; and that such bell shall be kept ringing until it shall have crossed such public road or stopped, and each locomotive engine approaching a place where two lines of railway cross each other, shall, before reaching such railway crossing, be brought to a full stop, and any engineer having charge of such engine, and neglecting to comply with any of the provisions of this act, shall be fined in any sum not less than five nor more than one hundred dollars for such neglect, and the corporation operating such railroad shall be liable for all damages which shall be sustained by any person by reason of any such neglect.

255. ART. 4233—In forming a passenger train, baggage or freight or merchandise or lumber cars shall not be placed in rear of passenger cars; and if they, or any of them, shall be so placed, and any accident happens to life or limb, the officers or agent who so directed, or knowingly suffered such arrangement, and the conductor and engineer of the train shall each and all be held guilty of intentionally causing the injury and be punished accordingly.

#### RULES FOR THE MOVEMENT OF TRAINS BY TELEGRAPHIC ORDERS

500. Special orders, directing movements varying from or additional to the Time-table, will be issued by the authority and over the signature of the Trainmaster. They are not to be used for movements that can be provided for by rule or Time-table. They must not contain information or instructions not essentially a part of them.

They must be brief and clear, and the prescribed forms must be used when applicable; and there must be no erasures, alterations or interlineations.

501. Each order must be given in the same words to all persons or trains directly affected by it, so that each shall have a duplicate of what is given to the others. Preferably an order should include but one specified movement.

502. Orders will be numbered consecutively for each day as issued, beginning with No. 1 at midnight.

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

504. Each order must be written in full in a book provided for the purpose at the Trainmaster's office; and with it must be recorded the names of trainmen and others who have signed for the order; the time and signals, showing when and from what offices the order and responses were transmitted, and the train dispatcher's initials. These records must be made at once on the original copy, and not afterward, from memory or memoranda.

505. The terms "superior right" and "inferior right" in these rules refer to the rights of trains under the Time-table and Train Rules, and not to rights under Special Orders.

506. When an order is to be transmitted, the signal "31" (as provided in Rule 509), meaning "Train Order," will be given to each office addressed, followed by the word "copy," and a figure indicating the number of copies to be made, if more or less than three—thus: "31—copy—5."

507. An order to be sent to two or more offices must be transmitted simultaneously to as many as practicable. The several addresses must be in the order of superiority of rights of trains, and each office will take its proper address. When not sent simultaneously to all, the order must be sent first for the train having the superior right of track.

508. Operators receiving orders must write them out in manifold during transmission and make the requisite number of copies at one writing, or trace others from one of the copies first made.

509. When an order has been transmitted, preceded by the signal "31," operators receiving it must (unless otherwise directed) repeat it back at once from the manifold copy, and in the succession in which their several offices have been addressed. Each operator repeating must observe whether the others repeat correctly. After the order has been repeated correctly by the operators required at the time to repeat it, the response "O. K." authorized by the train dispatcher, will be sent simultaneously to as many as practicable, naming each office. Each operator must write this on the order with the time, and then reply "i O. K." with his office signal.

Those to whom the order is addressed, except enginemen, must then sign their own names to the order. The operator will send their signatures to the Trainmaster. The response "complete," with the Trainmaster's initials, will then be given, when authorized by the train dispatcher. Each operator receiving this response will then write on each copy the word "complete;" the time; and his last name in full; and will then deliver a copy to each person included in the address, except engineman, and each must read his copy aloud to the operator.

The copy for each engineman must be signed for

and delivered to him personally by the conductor, and the engineman must read it aloud and understand it before acting on it.

510. For an order preceded by the signal "31," "complete" must not be given to the order for delivery to a train of inferior right until "O. K." has been given to and acknowledged by the operator who receives the order for the train of superior right. Whenever practicable, the signature of the conductor of the train of superior right must be taken to the order and "complete" given before the train of inferior right is allowed to act on it.

AFTER "O. K." has been given and acknowledged, and BEFORE "complete" has been given, the order must be treated as a holding order for the train addressed, but must not be otherwise acted on until "complete" has been given.

If the line fails BEFORE AN OFFICE HAS RECEIVED AND ACKNOWLEDGED "O. K." to an order preceded by the signal "31" the order at that office is of no effect, and must be there treated as if it had not been sent.

513. The order, the "O. K." and the "complete," must each, in transmitting, be preceded by "31" and the number of the order, thus: "31, No. 10." In transmitting the signature of a conductor it must be preceded by "31," the number of the order, and the train number, thus: "31, No. 10, Train No. 5." After each transmission and response, the sending operator must give his office signal.

514. The operator who receives and delivers an order must preserve the lowest copy. On this must appear the signatures of those who sign for the order, and on it he must record the time when he receives it; the responses; the time when they are received; his own name; the date, and the train number, for which places are provided in the blanks. These copies must be sent to the Trainmaster.

515. Orders used by conductors must be sent by them daily to the Trainmaster.

516. Enginemen will place their orders in the clip before them until executed.

517. For orders delivered at the Trainmaster's office the requirements as to record and delivery will be the same as at other points.

518. Orders to persons in charge of work requiring the use of tracks in yards or at other points, authorizing such use when trains are late, must be delivered in the same way as to conductors of trains.

519. An order to be delivered to a train at a point not a telegraph station, or while the office is closed, must be addressed to—

"C. and E., No. — (at—), care of —," and forwarded and delivered by the conductor or other person in whose care it is addressed. "Complete" will be given upon the signature of the person by whom the order is to be delivered, who must be supplied with copies for the conductor and engineman addressed, and a copy upon which he shall take their signatures. This copy he must deliver to the first

operator accessible, who must preserve it, and at once advise the train dispatcher of its having been received.

Orders so delivered to a train must be compared by those receiving them with the copy held by the person delivering and acted on as if "complete" had been given in the ordinary way.

Orders must not be sent in the manner herein provided to trains the right of which are thereby restricted.

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

521. Meeting orders must not be sent for delivery to trains at the meeting point, if it can be avoided. When it cannot be avoided, special precautions must be taken by the train dispatchers and operators to insure safety.

There should be, if possible, at least one telegraph office between those at which opposing trains receive meeting orders.

Orders should not be sent an unnecessarily long time before delivery, or to points unnecessarily distant from where they are to be executed. No orders (except those affecting the train at that point), should be delivered to a freight train at a station where it has much work, until after the work is done.

522. A train, or any section of a train, must be governed strictly by the terms of orders addressed to it, and must not assume rights not conferred by such orders. In all other respects it must be governed by the Train Rules and Time-table.

523. Orders once in effect continue so until fulfilled, superseded or annulled. Orders held by or issued for a regular train which has lost its rights as provided by Rule 107, are annulled, and other trains will be governed accordingly.

524. A fixed signal must be used at each train order office, which shall display red at all times when there is an operator on duty, except when changed to white to allow a train to pass.

While red is displayed, all trains must come to a full stop, and any train thus stopped must not proceed without an order addressed to such train, or a clearance card on a specified form stating over the operator's signature that he has no orders for it. Operators must be prepared with other signals to use promptly if the fixed signal should fail to work properly. If a signal is not displayed at a night office, trains which have not been previously notified must stop and inquire the cause, and report the facts to the Trainmaster from the next open telegraph office. See rules 130 and 232.

NOTE—The white signal must not be given while operators hold uncompleted "31" orders.

525. Operators will promptly record and report to the Trainmaster the time of departure of all trains and the direction in which extra trains are moving.

REGULATIONS FOR THE R.

They will record the time of arrival of trains and report it when so directed.

526. Regular trains will be designated in orders by their schedule numbers, as "No. 10," or "2d No. 10," adding engine numbers; extra trains by engine numbers, as "Extra 798;" and all other numbers by figures. The direction of the movement of Extras will be added when necessary, as "East" or "West." Time will be stated in figures only.

527. The following signs and abbreviations may be used:

- Initials for Trainmaster's signature.
  - Such office and other signals as are arranged by the Trainmaster.
  - C & E—for Conductor and Engineman.
  - O K—as provided in these rules.
  - Min—for Minutes.
  - Junc—for Junction.
  - Frt—for Freight.
  - No—for Number.
  - Eng—for Engine.
  - Sec—for Section.
  - Opr—for Operator.
  - 9—to clear the line for Train Orders and for operators to ask for train orders.
  - 81—for Train Orders as provided in the rules.
- The usual abbreviations for the names of the months and stations.

**FORMS OF TRAIN ORDERS.**

**Form A.---Fixing Meeting Point for Opposing Trains.**

\_\_\_\_\_ and \_\_\_\_\_ will meet at \_\_\_\_\_

**EXAMPLES.**

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

Trains receiving this order will, with respect to each other, run to the designated point, and having arrived there will pass in the manner provided by the Rules.

**Form B.---Authorizing a Train to Run Ahead of or Pass Another Train Running in the Same Direction.**

[1.] \_\_\_\_\_ will pass \_\_\_\_\_ at \_\_\_\_\_  
 [2.] \_\_\_\_\_ will run ahead of \_\_\_\_\_, from \_\_\_\_\_ to \_\_\_\_\_

**EXAMPLES.**

- [1.]—*No. 1 will pass No. 3 at Khartoum.*
- [2.]—*No. 4 will run ahead of No. 6 from Bengal to Madras.*

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

**Form C.---Giving a Train the Right of Track Against an Opposing Train of Superior Right.**

\_\_\_\_\_ has right of track against \_\_\_\_\_ to \_\_\_\_\_

**EXAMPLES.**

[1.]—*No. 2 has right of track against \_\_\_\_\_ to Mirbat.*

[2.]—*Extra 37 has right of track against \_\_\_\_\_ Natal to Ratlam.*

This order gives a train of inferior right the right of track against one of superior right, to the designated point.

If the trains meet at the designated point the train of inferior right must take the siding, in accordance with the rules or orders otherwise indicate.

Under this order, as illustrated by example, when the train of superior right reaches the designated point before the other arrives it may proceed, provided it keeps clear of the schedule time of the train of inferior right as many minutes as the inferior train was before required by the Train Rules to keep clear of the superior train.

If the train of superior right, before meeting, reaches a point beyond that named in the order, the conductor must stop the other train where it is met and inform it of his arrival.

Under example [2] the train of superior right cannot go beyond the designated point until the extra train arrives.

When the train of inferior right has reached the designated point, the order is fulfilled, and the train must then be governed by Time-table and Train Rules or further orders.

The following modification of this form of order will be applicable for giving a work train the right of track over all other trains, in case of a wreck or break in the track.

**EXAMPLE.**

*Work Extra 275 has right of track over all trains between Stockholm and Edinburg from 7 p. m. \_\_\_\_\_.*

This gives the work train the exclusive right of the track between the points designated.

**Form D.---Giving all Regular Trains the Right of Track Over a Given Train.**

All regular trains have right of track against \_\_\_\_\_ between \_\_\_\_\_ and \_\_\_\_\_.

**EXAMPLE.**

*All regular trains have right of track against No. 1 between Moscow and Berlin.*

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

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## THE RUNNING OF TRAINS.

ected to report for orders at a  
or an order may be given that  
for a designated extra, in the

292 will keep clear of Extra 223,  
werp and Brussels after 2:10 p. m.  
ra 223 must not pass either of the  
ore 2:10 p. m., at which time the  
e out of the way between those

ovement of an extra train over the  
s cannot be anticipated by these or  
s to the work train, an order must be  
ch extra, to protect itself against the work  
he following form:

*Extra 76 will protect itself against Work Extra  
een Lyons and Paris.*

may be added to the order to run extra.  
ork train when met or overtaken by an extra  
allow it to pass without unnecessary detention.

When the conditions are such that it may be con-  
sidered desirable to require that work trains shall at  
all times protect themselves while on working limits,  
it is may be done under the following arrangements.  
To example [b] add the following words:

[f] *protecting itself against all trains.*

A train receiving this order must, whether stand-  
ing or moving, protect itself within the working  
limits (and in both directions) against all trains, in  
the manner provided in Rule 90.

When an extra receives orders to run over work-  
ing limits it must be advised that the work train is  
within those limits by adding to examples [a] the  
words:

[g] *Engine 292 is working as an extra between  
Berne and Turin.*

A train receiving this order must run expecting to  
find the work train within the limits named.

### Form J.---Holding Order.

Hold——.

#### EXAMPLES.

- [1.] *Hold No. 2.*
- [2.] *Hold all trains east.*

As any order for which "O K" has been given and  
acknowledged operates as a holding order for the train  
to which it is addressed, this form will only be used  
in special cases, to hold trains until orders can be  
given or for some other emergency. The reason for  
holding may be added, as "for orders."

This order is not to be used for holding a train,  
while orders are given to other trains against it,  
which are not at the same time given to it in Dupli-  
cate. It must be respected by conductors and engine-  
men of trains thereby directed to be held as if  
addressed to them. Conductors when informed of  
the order must sign for it, and their signatures must  
be sent and "complete" obtained.

When a train has been so held it must not go until  
the order to hold is annulled, or an order is given in  
the form "—— may go." This must be addressed  
to the person or persons to whom the order to hold  
was addressed and must be delivered in the same  
manner.

### Form K.---Annulling a Schedule Train.

——of——is annulled.

#### EXAMPLES.

- [1.] *No. 1 of Feb. 29th is annulled.*
- [2.] *No. 3 due to leave Naples Saturday, Feb. 29th,  
is annulled.*

Adding "from Alaska" or "between Alaska and  
Halifax" when appropriate.

This order takes away all rights of the train an-  
nulled and authorizes any train or person receiving  
it to use the track as if the train annulled were not  
on the Time-table.

If a train is annulled to a point named, its rights  
beyond that point remain unaffected.

The train dispatcher may direct any operator to  
omit repeating back an order annulling a train, until  
he has occasion to deliver it.

When a train has been annulled it must not be  
again restored under its original number by special  
order.

### Form L.—Annulling or Superseding an Order.

"Order No. —— is annulled."

This will be numbered, transmitted and signed for  
as other orders.

If an order which is to be annulled has not been  
delivered to a train, the annulling order will be ad-  
dressed to the operator, who will destroy all copies  
of the order annulled but his own, and write on that:  
*Annulled by Order No. ——.*

An order superseding another may be given, add-  
ing "*this supersedes Order No. ——,*" or adding "*in-  
stead of ——.*"

#### EXAMPLE.

*No. 1 and No. 2 will meet at Sparta, instead of at  
Thebes.*

An order which includes more than one specified  
movement must not be superseded.

An order that has been annulled or superseded  
must not be again restored by special order under its  
original number.

In the address of an order annulling or supersed-  
ing another order, the train first named must be that  
to which rights were given by the order annulled or  
superseded and when the order is not transmitted  
simultaneously to all concerned, it must be sent to  
the point at which that train is to receive it and the  
required response first given, before the order is sent  
for other trains.

**M. G. HOWE,**

Vice-President and General Manager.

**T. CRONIN,**

Superintendent.