

S. W. FORDYCE, St. Louis,
A. H. SWANSON, Tyler, Tex., } Receivers.

ST. LOUIS, ARKANSAS & TEXAS RAILWAY.

IN TEXAS.

TIME TABLE No. 17,

TO TAKE EFFECT AT 12.01 A. M., SUNDAY, JUNE 22d, 1890.

ALL TIME TABLES OF PREVIOUS DATE ARE VOID.



CENTRAL STANDARD TIME, 90th MERIDIAN.

READ CAREFULLY GENERAL AND SPECIAL RULES.

This Schedule is for the Government and Information of Employees only. The Company reserves the right to vary therefrom as Circumstances may require.

J. A. EDSON,

Division Superintendent,

TYLER, TEX.

H. G. FLEMING,

Gen'l Manager and Chief Engineer,

TEXARKANA, TEX.

TEXARKANA SECTION—Texarkana to Tyler.

SOUTHWARD.									NORTHWARD.									
Location of Scales, Water Tanks, Coal and Turning Facilities.	FREIGHT TRAINS.				PASSENGER TRAINS.		Length of Siding.	Distance from Birds Point.	STATIONS AND SIDINGS.	Telegraph Calls.	Station Number.	PASSENGER TRAINS.		FREIGHT TRAINS.				
	87	85	25	15	3	1						2	4	16	26	86	88	
	Ft. Worth Freight. Lv. Daily.	Ft. Worth & Sherman Frt. Lv. Daily.	Local. Lv. Daily.	Through Freight. Lv. Daily.	Ft. Worth & Sherman Exp. Lv. Daily.	Texas Express. Lv. Daily.						St. Louis Express. Ar. Daily.	Memphis Express. Ar. Daily.	Through Freight. Ar. Daily.	Local. Ar. Daily.	Through Freight. Ar. Daily.	Through Freight. Ar. Daily.	
S. W. C. T.T	1.30 pm	3.45 pm	3.45 am	6.00 pm	8.20 am	9.45 pm		418	N	TEXARKANA	X	418	6.05 am	6.50 pm	8.20 am	9.45 pm	6.40 am	1.30 pm
	2.00	9.15	4.15	6.35	8.35	10.00	1098	423		T. & P. CROSSING		423	5.50	6.35	7.50	9.15	6.15	1.00
	2.40	10.00	5.05	7.15	8.57	10.21	990	431	N	INGERSOLL	C R	431	5.26	6.12	7.05	8.35	5.35	12.15
	2.50	10.10	5.20	7.25	9.03	10.27	700	433		THORNE		433	5.20	6.06	6.55	8.25	5.20	12.01 pm
	3.25	10.45	6.15	7.55	9.20	10.45	1272	439.6	D	CORLEY	N	440	5.01	5.47	6.15	7.55	4.45	11.25 am
W	4.35	11.45 pm	7.20	8.55	9.50	11.15	1181	449.9	N	BASSETTS	BA	450	4.31	5.17	5.15	6.55	3.45	10.25
	5.05	12.10 am	7.42	9.20	10.02	11.27	1030	453.9		FINLEY		454	4.20	5.05	4.55	6.30	3.20	10.02
	5.45	12.45	8.25	10.00	10.23	11.50 pm	1383	461	D	BELDEN	DE	461	4.00	4.43	4.15	5.45	2.40	9.20
	6.10	1.10	8.50	10.22	10.35	12.02 am	1193	465.3	N	OMAHA	MO	465	3.47	4.32	3.47	5.05	2.15	8.50
	6.40	1.40	9.30	10.52	10.51	12.20	1247	471.7	D	COOKVILLE	HI	472	3.30	4.17	3.16	4.17	1.40	8.15
S. W. C. T.T	7.15 pm	2.20 am	10.15	11.30 pm	11.10 am	12.40	2401	479	N	MT. PLEASANT	SA	479	3.10	4.00 pm	2.45	3.25	12.40 am	7.30 am
			11.20	12.10 am		12.45				BIG CYPRESS		486	2.41		1.45	2.05		
			11.59 am	12.50		1.07	1745	485.9		E. L. & R. R. CROSSING								
W			12.30 pm	1.20		1.20	2133	490.5	N	PITTSBURG	P	491	2.29		1.20	1.35		
			1.00	2.15		1.35	1050	495.6		CANNON		496	2.15		12.50	1.00		
			1.25	2.37		1.46	670	500.4		SMITH'S MILLS		500	2.04		12.25	12.35		
			1.40	2.50		1.56	470	503	D	BETTIES	M S	503	1.56		12.10 am	12.07 pm		
W			2.15	3.20		2.15	2146	509.1	N	GILMER	C	509	1.35		11.35 pm	11.43 am		
			2.55	3.55		2.32	1102	516.1		PRITCHETT		516	1.17		11.00	11.00		
			3.18	4.15		2.42	655	520		SUMMIT		520	1.08		10.40	10.37		
W			3.45	4.40		2.55	1251	524.4	N	BIG SANDY	BY	524	12.55		10.15	10.10		
			4.00			3.00				T. & P. CROSSING			12.50		9.55			
			4.45	5.20		3.20	940	532.2	D	WINONA	WI	532	12.28		9.38	9.10		
W			5.20	5.55		3.38	1402	539		HOLLY		539	12.09 am		9.05	8.30		
S. W. C. T.T			6.00 pm	6.30 am		3.55 am		546	N	I. & C. N. CROSSING			11.50 pm		8.30 pm	7.50 am		
	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.				TYLER	DS	546						
										123.0			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.

North bound freight trains will take siding at Omaha and Ingersoll when meeting south bound trains.

All trains and Engines will come to a full stop at T. & P. crossing in Texarkana yard, wait until gate is opened and signal given by gateman before proceeding.

The speed of all passenger trains must be reduced to ten miles per hour, and of all freight trains and Light Engines to six miles per hour in running over Sulphur and Sabine Creek bridges.

All trains or Light Engines must reduce their speed to six miles per hour through the City Limits of Texarkana, Pittsburg, Mt. Pleasant and Tyler.

Passengers must not be carried on Freight Trains.

All Trains and Engines will register at Texarkana, Mt. Pleasant and Tyler—see Rules 61 and 64.

MAGINNIS MILE POST 434 and COLLINS MILE POST 428 ARE FLAG STATIONS FOR PASSENGERS.

Train No. 2 will keep sharp lookout for No. 3 when approaching Texarkana yard.

Trains No. 25 and No. 26 will carry passengers between Tyler and Mt. Pleasant only.

TYLER SECTION—Tyler to Waco.

SOUTHWARD.				STATIONS AND SIDINGS.				NORTHWARD.									
FREIGHT TRAINS.				PASSENGER TRAINS.				PASSENGER TRAINS.				FREIGHT TRAINS.					
Location of Scales, Water Tank, Coal, and Turning Facili- ties.	On Mile.	27 Local.	15 Through Freight	1 Texas Express.	Length of Sidings, Distance from Divis Point.			Telegraph Calls.	Station Numbers.	2 St. Louis Express.	16 Through Freight.	28 Local.					
		Lv. Daily.	Lv. Daily.														Lv. Daily.
S. W. C. T. T.		7.15 am	6.30 pm	4.10 am	546.	N	TYLER	D S	546	11.35 pm		7.00 am	7.35 pm				
							0.7 K. & G. S. L. CROSSING										
W	554.1	7.50	7.05	4.27	1407	552.1	5.4 BURLINGAME		552	*11.17		6.25	7.05				
		8.25	7.40	4.45	983	558.1	6.0 D CHANDLER	C H	558	11.00		5.55	6.30				
W		9.15	8.25	5.06	1482	566.6	8.5 D BROWNSBORO	B O	566	10.87		5.06	5.35				
		10.05	9.05	5.27	1039	574.7	8.0 MURCHISON		575	10.15		4.28	4.45				
W	585.5	10.55	9.50	5.49	937	583.	8.4 D ATHENS	N S	583	9.50		3.50	3.50				
		11.59 am	10.45	6.15	1605	593.5	10.5 D MALAKOFF	M A	593	9.21		3.00	2.45				
W	597	12.25 pm	11.05	6.27	1482	598.	4.5 TRINIDAD		598	*9.08		2.40	2.15				
		1.20	11.50 pm	6.48	1769	607.	9.0 D KERENS	K	606	8.48		2.00	1.20				
		2.00	12.20 am	7.01	2116	612.7	5.7 POWELL		613	*8.27		1.33	12.45 pm				
		2.50		7.20			7.3 H. & T. C. CROSSING					1.00	11.55 am				
S. W. Y.		3.40	1.00	7.40		620.	1.8 N CORSICANA	C	620	8.05 *7.45		12.05 am	11.05				
							5.6 JUNCTION										
		4.30	1.40	8.00	1066	627.4	6.1 WATERS		627	*7.26		11.25 pm	10.15				
		5.10	2.15	8.18	1154	633.5	7.6 D PURDON	D O	634	7.10		10.55	9.30				
		6.00	3.00	8.40	1728	641.1	5.6 D DAWSON	D	641	6.50		10.15	8.40				
W	645.7	6.33	3.30	8.55	2808	646.7	8.3 D HUBBARD CITY	C Y	647	6.33		9.45	8.10				
		7.20	4.15	9.17	1236	655.	8.5 D MT. CALM	M U	655	6.09		9.00	7.20				
W	664	8.10	5.05	9.40	1345	663.5	7.5 D AXTELL	A X	664	5.45		8.10	6.35				
		9.00	5.50	10.00	1240	671.	3.5 SELBY		671	*5.24		7.30	5.50				
						674.5	1.0 MO. PAC. CROSSING										
						675.5	.5 H. & T. C. CROSSING										
W. C. T. T.		9.30 pm	6.30 am	10.15 am	676.	N	.5 WACO	A	676	5.10 pm		7.00 pm	5.15 am				
		Arrive Daily.	Arrive Daily.	Arrive Daily.			130.			Leave Daily.		Leave Daily.	Leave Daily.				

Passengers must not be carried on Freight trains except on trains 27 and 28.
 The speed of all Passenger trains must be reduced to Ten miles per hour, and of all Freight trains and Light Engines to Six miles per hour in running over Trinity bridge.
 All trains and light engines must reduce their speed to six miles per hour through the city limits of Tyler, Athens, Corsicana, Dawson and Waco.
 At Corsicana all trains and engines will stop, have bell rung and wait for gatekeeper to open gate before attempting to cross the H. & T. C. track.
 All trains will stop before crossing the H. & T. C. track at East Waco, have their engine bell rung and cross under the protection of a flag.
 Main Line trains will keep a sharp lookout for branch trains between junction and Corsicana.
 All trains and engines will register at Tyler, Corsicana and Waco. See Rules 61 and 64.

WACO SECTION—Waco to Gatesville.

SOUTHWARD.				STATIONS AND SIDINGS.				NORTHWARD.			
FREIGHT TRAINS.			PASSENGER TRAINS.	Length of Siding. Distance from Biras Point.	Station Number.	PASSENGER TRAINS.		FREIGHT TRAINS.			
Location of Scales, Water Tank, Coal, and Turning Facilities.	On Mile.	29 Local. Lv. Daily, Except Sun.	1 Texas Express. Lv. Daily.			2 St. Louis Express. Ar. Daily.	30 Local. Ar. Daily, Except Sun.				
W. C. T. T.		7.15 am	10.35 am	676.	N	WACO.	A	676	4.45 pm	6.30 pm	
		8.00	11.01	757 683.7		RITCHIE 7.7		684	4.16	5.47	
		8.20	11.15	410 686.8		SOUTH BOSQUE 3.1		687	4.05	5.30	
		8.35	11.25	689.7		HARRIS CREEK 2.9		690	3.55	5.15	
S. W. C. T. T.		9.10 9.25	11.45 am	695.2	D	G. C. & S. F. CROSSING 5.5				4.40 4.25	
		10.00	12.06 pm	370 701.4		McGREGOR 6.3	M C	695	3.35		
		10.15	12.15	704.		OGLESBY 2.6		701	3.15	3.45	
W	711.3	Leon River	10.50	724 710.1		LIME CITY 6.1		704	3.05	3.25	
				1.05		LEON JUNCTION 7.7		710	2.40	2.40	
				717.8		FT. GATES 4.8		718	2.15		
C. T. T.		11.59 am	1.20 pm	1760 722.6	D	GATESVILLE 46.6	V	723	2.00 pm	1.20 pm	
		Arrive Daily, except Sun.	Arrive Daily.						Leave Daily.	Leave Daily, except Sun.	

Passengers must not be carried on freight trains.
 All Trains and Light Engines must reduce their speed to six miles per hour in city limits of Waco and Gatesville.
 All Trains and Engines will register at Waco and Gatesville.
 Train No. 29 will run to Gatesville regardless of Train No. 30.
 Train No. 1 will run to Gatesville regardless of Train No. 2.

List of Additional Sidings and Spurs.

TEXARKANA SECTION.			TYLER SECTION.		
STATIONS.	Mile Post.	Length in Feet.	STATIONS.	Mile Post.	Length in Feet.
Haywood.....	400		Watts Siding.....	548	1445
Matthews.....	423	5756	Wood Spur.....	557	388
Foulkes.....	427	441	Cedar Spur.....	598	200
Collins.....	428	176	Legg.....	600	160
Fagans.....	432	271	Goodnight.....	603	429
Maginnis.....	434	145	Jester.....	631	150
Nugent.....	432	515	McMullen.....	661	450
Fairbanks.....	443	476	Veseys.....	665	660
Berry.....	447		Brien Spur.....	697	300
Whitakers.....	449				
Nelsons.....	452	170	HILLSBORO SECTION.		
McLeans.....	489	692	STATIONS.	Mile Post.	Length in Feet.
Gravel Pit.....	488	532	Orphans' Home.....	624	2330
Fielding.....	498	151	Rock Quarry.....	656	720
Densons.....	499	300			
Lowe.....	505	502			
Driskells.....	521	348			
Sand Pit.....	522	160			
Wood Switch.....	525				
Fruitland.....	541	509			

HILLSBORO SECTION—Corsicana to Hillsboro.

WESTWARD.				STATIONS AND SIDINGS.				EASTWARD.					
MIXED TRAIN.								MIXED TRAIN.					
Location of Scales, Water Tank, Coal, and Turning Facili- ties.	On Mile.	91 Lv. Daily.	92 Ar. Daily.					91 Lv. Daily.	92 Ar. Daily.	91 Lv. Daily.	92 Ar. Daily.		
S. W. C. Y.		7.50 am	5.00 pm	1325	620.5	N	C	620	5.00 pm				
				2569	622.3		1.8 JUNCTION	F 622					
		9.05		2293	631.5		9.2 BARRY	F 631	3.35				
		9.30		1243	636.3	D	4.8 BLOOMING GROVE	BC F 636	3.10				
W		10.00		1226	641.7	D	5.4 FROST	FR F 631	2.40				
		10.30		1243	647.2	D	5.5 MERTENS	M R F 647	2.15				
		10.55		2300	651.5	D	4.3 BRANDON	B N F 651	1.55				
					661.7		10.2 MO. PAC. CROSSING						
W. C. T. T.		11.55 am	12.55 pm	2300	662.3	D	0.6 HILLSBORO	H B	12.55 pm				
		Arrive Daily.	Leave Daily.				41.8						

Branch trains will flag carefully between Junction and Corsicana, keeping out of the way of main line trains.
 All trains and engines will register at Corsicana and Hillsboro. See Rules 61 and 64.
 Orphans' Home mile post, 624, is a flag station for passengers.
 Train No. 91 will Run to Hillsboro regardless of Train No. 92.

DAY MILLS,
 Chief Dispatcher,
 Texarkana, Tyler, Waco and Hillsboro Sections,
 Tyler, Texas,

A. M. HASKELL,
 Train Master,
 Texarkana, Tyler, Waco and Hillsboro Sections,
 Tyler, Texas.

SHERMAN SECTION—Mt. Pleasant to Sherman.

WESTWARD.						STATIONS AND SIDINGS.	Length of Sidings.	Distance from Birds Point.	Station Telegraph Calls.	Station Numbers.	EASTWARD.							
FREIGHT TRAINS.			PASSENGER TRAINS.								PASSENGER TRAINS.		FREIGHT TRAINS.					
Location of Scales, Water Tank, Coal, and Turning Facili- ties.	87 Through Freight.	85 Local.	83 Local.	81 Sherman Express.	3 Ft. Worth & Sherman Exp.						4 Memphis Express.	82 Memphis Express.	84 Local.	86 Local.	88 Through Freight.			
On Mile.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Lv. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily.	Ar. Daily.								
S. W. C. T. T.	8.00pm	4.00am			11.15 am		479	N	Mt. PLEASANT	SA	479	8.55 pm			11.15 pm	6.45 am		
	8.35	4.35			11.33	875	484.8		BETHESDA		C485	8.36			10.35	6.15		
	8.52	4.52			11.42 am	1155	488.4		BARRETT		C488	8.27			10.12	6.00		
	9.30	5.30			12.01 pm	1350	494.5	D	Mt. VERNON	VR	C495	3.07			9.30	5.30		
	10.05	6.12			12.20	1186	499		SALTILLO		C501	2.48			8.45	4.55		
W	507.5	10.26	6.40		12.33		505.5		WEAVER		C505	2.35			8.23	4.30		
	10.49	7.10			12.46	748	509.7		WHITE OAK		C510	2.22			7.50	4.06		
	11.25pm	7.55			1.07	3724	517	D	SULPHUR SPRINGS	SU	C517	2.03			7.10	3.25		
	12.15am	9.00			1.35	1357	527		RIDGEWAY		C527	1.35			6.10	2.33		
W. C. T. T.	1.00am	10.00am	11.15am	2.15pm	2.00pm		536	N	COMMERCE	DI	C536	1.10pm	12.20 pm	11.45 pm	5.15pm	1.45 am		
			11.59am	2.33		1090	541.7		FAIRLIE		D542		11.59am	11.10				
			12.50 pm	2.56		2860	549.1	D	WOLFE CITY C. C. S. F. CROSSING	WC	D549		11.37	10.25				
			1.37	3.18		1017	556.4		BAILEY		D556		11.17	9.45				
W			2.30	3.40		1090	563.1		RANDOLPH		D564		10.55	9.00				
			3.22	4.02		2637	571.6	D	MO. PAC. CROSSING WHITEWRIGHT	WH	D571		10.33	8.15				
			3.40	4.10			573.8		KENTUCKY TOWN		D574		10.25	7.55				
						1200	576.4		GRINDSTAFF QUARRY									
W			4.02	4.19		1477	577.1	D	TOM BEAN	BN	D577		10.16	7.40				
			4.36	4.36		1484	582.3		LYON		D582		9.59	7.05				
							587.7		H. & T. C. CROSSING									
S. W. C. T. T.			5.25 pm	4.55 pm			588.4	D	SHERMAN	SR	D589		9.40 am	6.30 pm				
			Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.					Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.		

All trains and Light Engines will come to a full stop at Crossing of Ft. Worth Section and must not proceed until they know main line is clear.
 All Trains and Engines will register at Mt. Pleasant, Commerce and Sherman—see Rules 61 and 64.
 Switch at Commerce Junction will be set for Ft. Worth Section.
 Passengers must not be carried on freight trains.

FT. WORTH SECTION—Commerce to Ft. Worth.

WESTWARD.				STATIONS AND SIDINGS.				EASTWARD.					
FREIGHT TRAINS.		PASSENGER TRAINS		Length of Sidings.	Distance from Brads Point.	Telegraph Calls.	Station Numbers.	PASSENGER TRAINS.		FREIGHT TRAINS.			
Location of Scales, Water Tanks, Coal, and Turning Facilities.	On Mile.	87 Through Freight. Lv. Daily.	85 Local. Lv. Daily.					3 Fort Worth Express. Lv. Daily.	4 Memphis Express. Ar. Daily.	86 Local. Ar. Daily.	88 Through Freight. Ar. Daily.		
W. C. T.T.		1.45 am	11.30 am		536	N	COMMERCE	D I	C536	12.45 pm		4.45 pm	1.00 am
		2.30	12.25 pm		370		NEYLAND		C544	12.25		3.45	12.15 am
W		3.05	12.55		5280	D	GREENVILLE	G V	C550	12.10		3.05	11.45 pm
					551.3		MO. PAC. CROSSING						
					552.2		D. & C. CROSSING						
		3.45	1.30		1235		CLINTON		C559	11.46 am		2.20	11.07
		4.15	1.55		1260		JOSEPHINE		C564	11.30		1.55	10.45
		4.35	2.20		1100	D	NEVADA	N A	C568	11.18		1.30	10.25
		4.50	2.40		571.6		THOMPSON		C572	11.08		1.05	10.10
W	574				577.2		G., C. & S. F. CROSSING						
		5.30	3.30		2900	D	WYLIE	W Y	C579	10.46		12.20 pm	9.35
		5.50	3.55		583.2		MAXWELL		C583	10.34		11.50 am	9.15
T. T.		6.20	4.30		6000	D	PLANO	P N	C588	10.18		11.15	8.50
					588.6		H. & T. C. CROSSING						
		6.45	5.00		1240	D	RENNER	N C	C593	10.05		10.40	8.28
		7.25	5.55		1000		CARROLTON		C600	9.44		9.44	7.50
W	604				602.1		D. & W. CROSSING						
		7.55	6.30		720		COPPELL		C608	9.29		8.55	7.20
		8.20	7.00		2300	D	CRAPEVINE	V D	C612	9.17		8.20	7.00
		8.40	7.35		650		BRANSFORD			9.03		7.50	6.30
		8.55	7.55		1350		SMITHFIELD		C621	8.55		7.35	6.14
					400		BIG FOSSIL QUARRY						
					626.5		MO. PAC. CROSSING						
					628.9		Ft. W. & D. C. CROSSING		C629				
					631		G., C. & S. F. CROSSING						
W. C. T.T.		10.10 am	9.30 pm		633.2	D	Ft. WORTH	F D	C633	8.25 am		6.15 am	5.00 pm
		Arrive Daily.	Arrive Daily.							Leave Daily.		Leave Daily.	Leave Daily.

All Trains and Light Engines will come to a full stop at Crossing of Sherman Section, and must not proceed until they know main line is clear.
 All Trains and Engines will register at Commerce and Ft. Worth. See Rules 61 and 64.
 Switch at Commerce Junction will be set for Fort Worth Section.
 Passengers must not be carried on Freight trains.

J. F. HOUGH,
 Chief Dispatcher,
 Sherman and Fort Worth Sections, Commerce, Texas.

J. H. WHITE,
 Train Master,
 Sherman and Fort Worth Sections, Commerce, Texas.

SPECIAL INSTRUCTIONS.

1. Standard of time is the Clock in the office of the Train Despatchers at Tyler and Commerce.
2. The time will be telegraphed from Tyler to all telegraph stations at 10 o'clock every morning.
3. *Trainmen will remain in charge of their trains after arriving at Division termini until relieved by Yard Master and receipt taken for trains and way-bills.*
4. Special reports in writing of any accidents or irregularities will be made by conductors promptly to the Train Master.
5. Full faced or black figures in the time table indicate meeting and passing points for trains. *When double time is given the first is arriving and the other leaving time.*
6. Verbal orders or messages will not be received or recognized by conductors or engineers governing the movement of trains or engines outside of yard limits.
7. Conductors must read train orders to rear brakeman, and the engineer to his fireman.
8. When a passenger train is delayed over five minutes at a station it must be protected according to the flagging rules, except at eating stations.
9. A train or engine following a passenger train or special train will not leave a station until ten minutes after its departure.
10. Conductors and engineers who find signal lamp extinguished at night telegraph offices, will not leave the station without an order or clearance from train despatcher. In case operator has no orders and the wire is down he may issue a clearance. Such cases must be reported to Train Master.
11. The air brake must be tested by applying and releasing the brake from the engine before starting from terminal stations, and at all other places where engine or cars have been detached or hose coupling separated. Train men will watch the tests and report any failure. Brake on rear car in train should not be cut out if possible to avoid it.

SIGNS OR CHARACTERS GIVEN IN TIME TABLES ARE EXPLAINED AS FOLLOWS:

- * Denotes Flag Stations at which trains will stop on signal.
- † Denotes Stations at which trains do not stop.
- ‡ Denotes Meal Stations.
- N Denotes Day and Night Telegraph Offices.
- D Denotes Day (only) Telegraph Offices.
- S T Y F W indicate Track-scales, Turn-tables, Y's, Fuel Stations and Water Stations, respectively.

MILEAGE—TEXAS DIVISION.

MAIN LINE, Texarkana to Gatesville.....	304.6	SHERMAN BRANCH, Mt. Pleasant to Sherman.....	110.0
HILLSBORO BRANCH, Corsicana to Hillsboro.....	41.8	FT. WORTH BRANCH, Commerce to Ft. Worth.....	97.2
Total,.....			553.6

TRACK CONNECTIONS ON TEXAS DIVISION.

TEXARKANA, with..... TYLER..... CORSICANA..... WACO..... McGREGOR..... WOLF CITY.....	}	Texas Pacific Railroad. St. L., Iron Mt. & Southern R. R. I. & G. N. Railroad. H. & T. C. Railroad. H. & T. C. Railroad. M. K. & T. Railroad. S. A. & A. P. Railroad. G. C. & S. F. Railroad. G. C. & S. F. Railroad.	}	BIG SANDY..... SHERMAN..... GREENVILLE..... WYLIE..... PLANO..... HODGE JUNCTION..... FORT WORTH.....	}	Texas Pacific Railroad. H. & T. C. Railroad. Texas Pacific Railroad. Dallas & Greenville Railroad. G. C. & S. F. Railroad. H. & T. C. Railroad. Ft. Worth & D. Railroad. G. C. & S. F. Railroad.
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LIST OF COMPANY SURGEONS—TEXAS DIVISION.

DR. C. A. SMITH, Chief Surgeon.....Tyler, Tex. “ D. S. WILLIAMS.....Texarkana, Tex. “ F. D. SAVAGE.....Mt. Pleasant, Tex. “ C. A. SMITH.....Tyler, Tex. } Hospital “ E. K. McKENZIE.....“ “ } Staff. “ J. T. MUSICK.....Pittsburg, Tex.	DR. T. M. MATHEWS & SON.....Athens, Tex. “ S. W. JOHNSON.....Corsicana, Tex. “ F. M. PITTS.....Hubbard City, Tex. DRs. W. H. & W. O. WILKES.....Waco, Tex. DR. J. J. ROBERT.....Hillsboro, Tex. “ W. A. ADAMS.....Ft. Worth, Tex.	DR. W. B. DEJERNETT.....Commerce, Tex. “ E. P. BECTON.....Sulphur Springs, Tex. “ J. P. GANBY.....Sherman, Tex. DRs. GARNETT & MILNER.....Greenville, Tex. DR. S. J. RODGERS.....Plano, Tex.
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GENERAL RULES AND REGULATIONS.

GENERAL NOTICE.

The Rules and Regulations hereby set forth, apply to and govern all Officers and Employes of the ST. LOUIS, ARKANSAS & TEXAS RAILWAY.

In addition to these Rules and Regulations the time tables of the different Divisions will contain such SPECIAL INSTRUCTIONS as may be found necessary.

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

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

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

TIME TABLES.

1. 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 time given for each train on the Time Table is the schedule of such train.

2. Each Time Table, from the moment it takes effect, supercedes the preceding Time Table, and all special instructions relating thereto; and trains shall be run as directed 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 corresponding numbers on the new Time Table.

3. New Time Tables will be sent to all conductors and engineers a day or two before it is to take effect, and they are required to examine it carefully and familiarize themselves with any changes that may be made in either the RULES or the time of arrival and departure of trains at stations.

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

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

STANDARD TIME.

5. Standard time governing the movement of all trains,

will be wired to all telegraph stations at ten o'clock a. m. daily.

6. The location of clocks specially regulated to standard time, will be indicated on the Time Tables of the respective Divisions.

7. Employes not in a situation to receive TIME by wire will get it from conductors.

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

STANDARD SIGNALS.

9. The word "SIGNAL" is applied to a FLAG by day and a LIGHT by night.

10. A RED signal means DANGER, and is a signal to STOP. It is used at telegraph offices to stop trains for orders; by car inspectors while engaged in repairs or inspection of cars, and for other purposes defined in Rules of "Train Signals."

11. A WHITE signal means SAFETY, and when placed near the track or at a telegraph station is a signal to GO AHEAD.

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

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

14. Where LIGHTS are used at switches, GREEN indicates that the switch is set right for main track, and RED indicates that the switch is set for the siding.

15. A lantern swung across the track, a flag, hat or any object waved violently by a person on the track, means DANGER, and should be respected accordingly.

An engineer on seeing a DANGER signal will answer it by two short sounds of the whistle, and use all proper means to stop his train as soon as possible. A flagman failing to receive such answer, will use other means to attract the attention of engineer.

16. TORPEDOES AND RED SIGNALS must be carried on all engines and cabooses, and by all bridge and track foremen, to be used to stop trains when necessary.

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

When an engine explodes the first torpedo, the engineer will call for brakes, and train-men will bring the train under full control as soon as possible, and if no further indication of danger is discovered, the train will proceed cautiously until the conductor and engineer are satisfied that the track is clear.

Should the engine explode the SECOND torpedo, the engineer and train-men must use all means at their command to bring the train to a FULL STOP QUICK AS POSSIBLE, and not proceed until they know positively that the track is clear.

TRAIN SIGNALS.

17. Every engine running between sun-set and sun-rise, will have a WHITE HEAD LIGHT burning and a RED LIGHT in signal box on rear end of tender, the light showing directly to the rear only.

18. Every passenger train will have a bell cord attached to the bell in cab of engine passing through the entire train and secured to the rear end of last car; and will have a red light on each side of last car and one on rear platform, between sun-set and sun-rise. All other trains will have a red flag on each side of last car, in day time, and a red light on each side and one in center of last car in train at night.

19. RED SIGNALS carried on front of engine, indicates that an engine or train is following, which has precisely the same time table rights as the train on which the engine is carrying signals, AND NO MORE.

20. Green signals carried on front of an engine indicate that it is an irregular train or engine.

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

Engineers of Specials, Extras and Work Trains, must give one long sound of the whistle on approaching curves, keeping sharp lookout for Hand Cars.

22. All trains and engines will come to a FULL STOP within a distance of eighty rods of any and all draws and railroad crossings at grade, and will give two long sounds of whistle before starting again. They will also take all necessary precautions to guard against any accidents at the crossings, and conductors, WHEN BACKING UP, will flag their trains over all railroad crossings at grade by FLAGMAN before allowing trains to cross.

WHISTLE SIGNALS.

23. One LONG blast of the whistle is a signal for approaching stations, railroad crossings and junctions. (Thus———).

24. One SHORT blast of the whistle is a signal to apply the brakes—stop. (Thus—).

25. Two LONG blasts of the whistle is the signal to throw off the brakes. (Thus — —).

26. Two SHORT blasts of the whistle is the answer to any signal except train parted. (Thus — —).

27. Three LONG blasts of the whistle is a signal that the train has parted. (Thus — — —). To be repeated until answered, as per rule 41 or 42 Lamp Signals.

28. Three SHORT blasts of the whistle, when the train is STANDING, is a signal that the train will back. (Thus — — —). To be repeated until answered, as per rule 43 Lamp Signals.

29. Three SHORT blasts of the whistle, when a train is RUNNING, is a signal to be given by trains, when displaying

signals for a following train, to call the attention of trains they meet or pass to the signals; trains carrying signals, when standing on sidings, will notify passing trains in the same manner. (Thus — — —). This will be answered as per rule No. 26.

30. Four LONG blasts of the whistle is a signal, to call in flagmen. (Thus — — — — —).

31. Four SHORT blasts of the whistle is the engineer's call for signals from switchmen, watchmen and trainmen. (Thus — — — — —).

32. Two LONG followed by two SHORT blasts of the whistle is a signal for approaching road crossings at grade. (Thus — — — — —).

33. Five SHORT blasts of the whistle is a signal to the flagman to go back and protect the rear of his train. (Thus — — — — —).

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

BELL CORD SIGNALS.

35. One tap of the signal bell, when the train is STANDING, is a notice to start.

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

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

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

39. Three taps of the signal bell, when the train is STANDING, is a notice to back the train.

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

LAMP SIGNALS.

41. A Lamp swung across the track is a signal to stop.

42. A Lamp raised and lowered vertically is a signal to move ahead.

43. A Lamp swung vertically in a circle across the track, when the train is STANDING is a signal to move back.

44. A Lamp swung vertically in a circle across the track, when the train is RUNNING, is a signal that the train has parted.

45. A FLAG OR THE HAND, MOVED IN ANY OF THE DIRECTIONS GIVEN ABOVE, WILL INDICATE THE SAME SIGNAL AS GIVEN BY THE LAMP.

RULES GOVERNING THE USE OF SIGNALS.

46. 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 Master of Transportation.

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

48. The whistle must not be sounded when passing a passenger train, except in case of an emergency, danger, or when required by the rules.

49. When a danger signal is displayed to stop a train, it must be acknowledged as per rule No. 26 of Whistle Signals.

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

51. The engine bell must be rung for a quarter of a mile before reaching every road crossing at grade, and until it is passed; and the whistle must be sounded a quarter of a mile before reaching every road crossing at grade, and one-half of a mile before reaching stations, junctions or other regular stopping places, as per rules Nos. 23 and 32 Whistle Signals.

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

53. All signals must be used strictly in accordance with the Rules, and trainmen must keep a constant lookout for signals.

RIGHTS OF TRAINS.

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

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

56. TIME TABLE Passenger trains in BOTH DIRECTIONS HAVE ABSOLUTE AND INDEFINITE RIGHT OVER FREIGHT TRAINS IN BOTH DIRECTIONS. Freight trains will keep entirely out of the way of Passenger trains, and must be on siding at least five minutes before Passenger trains are due. Irregular and Work trains will keep entirely out of the way of Passenger and Freight trains, and must be on the siding at least five minutes before such trains are due.

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

58. All engines and trains engaged in construction or maintenance of track or roadway, will be called "Work trains." All REGULAR trains will be designated by their NUMBERS and all IRREGULAR trains by the NUMBERS OF THEIR ENGINES. All irregular PASSENGER trains will be called "Specials" and all irregular FREIGHT trains called "Extras."

59. When there is more than one train or engine running on the time of a time table train, the leading section or sections will carry RED SIGNALS, and the following section or

sections will have precisely the same time table rights as the leading section, and NO MORE.

60. When necessary to run an extra engine over the road on the time of a Passenger train, the extra engine will run as first section of such train and carry red signals and will be governed by Rule 105, under head of "Movement of Trains by Telegraph."

61. All engines carrying signals will call the attention of all engines they meet or pass, by THREE SHORT SOUNDS OF THE WHISTLE, and all such engines will answer by TWO SHORT SOUNDS OF THE WHISTLE. If they do not answer, the engine carrying the signals will stop and the engineer notify engineers of such engines, and report the fact at first telegraph station he stops at.

Conductors of trains or engines carrying signals will be particular to call attention of all conductors they meet to the same. At terminal stations they will notify yardmen and at stations where Train Registers are kept, will record their signals, giving the kind, in every instance.

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

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

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

DUTIES OF CONDUCTORS, ENGINEERS AND TRAINMEN.

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

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

67. Passenger Conductors are required to be in attendance on their trains, in regular uniform, half an hour before leaving time, and to remain in attendance in full uniform until they reach the end of their runs, discharge their passengers and turn their trains over in proper condition to their successors or to the yardmen. They will be held responsible for the cleanliness and proper condition of cars in their trains, and

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.

119. 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 officer 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.

J. A. EDSON,

Division Superintendent.

TYLER, TEXAS.

H. G. FLEMING,

General Manager and Chief Engineer,

TEXARKANA, TEX.

ATLANTA



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MEXICO