

San Antonio & Aransas Pass Railway.

B. F. YOAKUM and J. S. MAC NAMARA, RECEIVERS.

TIME TABLE No. 3.

To Take Effect Sunday, March 1st, 1891, at 12:01 a. m.

For the Information and Government of Employes Only.

The Receivers reserve the right to vary from it at pleasure.

Read Rules and Regulations carefully, as Important Changes have been made.

“CENTRAL” STANDARD TIME IS USED.

Previous Time Tables are Void.

C. A. MERRIAM, General Superintendent.

F. A. LISTER, Supt. Transportation.

A. J. DAVIDSON, Train Master.

MAIN LINE--KERRVILLE SECTION.

Car Seals Have Plain Numbers Only.

West Bound Trains have Right of Track.

EAST BOUND					Length of Sidings Between Switch Stands	Distance from Corpus Christi	TIME TABLE No. 3. March 1, 1891.		Distance from San Antonio	Station Nos. and Telegraph Calls.	WEST BOUND			
15				5			STATIONS				Miles	6		
Local Freight				Passenger	Feet	Miles	Leave	Arrive			Passenger		Local Freight	
2d Class				1st Class							1st Class		2d Class	
Mondays Wedn'days Fridays				Daily Ex. Sunday							Daily Ex. Sunday		Tuesdays Thursdays Saturdays	
A M 8 00				A M 6 30	3739	222.1	D.....	KERRVILLE	70.5	Kr 71	P M 8 00		P M 3 00	
							10.6	Tank						
9 00				7 00	1695	211.5	D.....	GANAHL	59.9	Cn 60	7 30		2 00	
							8.0							
10 00				7 25	1529	203.5	D.....	COMFORT	51.9	Cf 52	7 05		1 00	
							7.5							
10 45				7 48	1165	196.	D.....	WARING	44.4	Wn 44	6 42		12 05 P M	
							3.5							
11 05				8 00	Spur 666	192.5	.....	WELFARE	40.9	41	6 30		11 40	
							9.4	Tank						
P M 12 20				8 30	1410	182.1	D.....	BOERNE	31.5	Bo 32	6 02		10 40	
							6.4							
1 30				8 50	Spur 705	176.7	.....	VAN RAUB	25.1	25	5 42		9 45	
							6.6							
2 15				9.10	1888	170.1	.....	LEON SPRINGS	18.5	19	5 23		9.10	
							9.3	Tank						
3 05				9 34	Spur 850	169.8	.....	ROBARDS	9.2	9	4 57		8 00	
							8.5							
							152.3	.....	0.7					
							0.7	.....	0.7					
3 55 P M				10 00 A M	35593	151.6	N.....	SAN ANTONIO	.0	Ws, Go O	4 30 P M		7 15 A M	
							Arrive	Leave						
Mondays Wedn'days Fridays				Daily Ex. Sunday							Daily Ex. Sunday		Tuesdays Thursdays Saturdays	
15				5							6		16	

Train Registers at Kerrville and San Antonio. San Antonio Yard extends to west end of West End Siding.
 Reduce speed to six miles per hour in San Antonio city limits, and to ten miles crossing the Guadalupe and Cibolo Bridges.
 Run with train under control through Spanish Pass, especially after heavy rain storms, and look out for land slides.
 Moore's platform, near mile post 209, Shaveno, mile post 164.3 (north of Robards), and Aues, mile post 171.7, are Flag Stations for Passengers.
 Mile Posts on this Division agree with distances from Corpus Christi.

WACO DIVISION.

Car Seals Have Letter D Prefixed to Station Number.

SOUTH Bound Trains Have Right of Track.

NORTH BOUND.					TIME TABLE NO. 3. March 1, 1891.				SOUTH BOUND.				
37	33	31	Length of Sidings between Switch Stands.	Distance From San Antonio.	STATIONS.		Distance From Yoakum	Station Nos. and Telegraph Calls	32	34	38		
Local Freight	Mixed.	Passenger			Feet	Miles			Miles	Passenger	Mixed	Local Freight	
2d Class.	2d Class	1st Class						1st Class	Sec'd Class	Sec'd Class			
Daily Ex Sunday	Daily Ex Sunday	Daily						Daily	Daily Ex. Sunday	Daily Ex Sunday			
A M 9 45	P M	P M 2 30		120.0	N.....	Leave	0	Bi & Q 120	P M 1 00	A M	P M 7 00		
10 45	3 10	3 00	3610	130.6	D.....	YOAKUM 10.6	10.6	H 130	12 30	11 59	6 15		
	3 15		2088	181.4	.....	SHINER 8						
P M 12 01					.....	AUSTIN JUNCTION Tank 9.6	11.4	182	* 12 25	11 54	5 45	
1 15		3 30	2628	141.1	D.....	MOULTON Tank 8.6	21.0	Mo 141	12 01 P M		5 00		
2 15		4 05	7239	149.6	D.....	G. H. & S. A. Crossing. FLATONIA 9.5	29.6	Ni 150	11 25		4 05		
		4 40	1710	159.1	D.....	MULDOON 10	39.1	Md 159	10 50		2 15		
3 15 } 4 00 }		5 15	3120	169.1	N.....	WEST POINT Tank T. B. & H. Crossing. 4.3	49.1	Wp 169	10 15		1 15 P M 11 50		
4 25		5 40	2593	173.4	D.....	WINCHESTER 7.2	53.4	Wi 174	9 50		11 25		
5 05		† 6 05	1068	180.6	.....	SERBIN 6.6	60.6	180	† 9 23		10 45	
					.....	H. & T. C. Crossing.						
5 45		6 25	2056	187.2	D.....	GIDDINGS 7.8	67.2	G 188	9 00		10 10		
6 25		6 55	1440	195.0	.....	EVERGREEN Tank 10.5	75.0	195	† 8 30		9 20	
7 05		7 25	1269	205.5	D.....	LEXINGTON	85.5	X 205	8 00		8 40		
P M		P M			Arrive				A M		A M		
Daily Ex Sunday	Daily Ex Sunday	Daily				Leave			Daily	Daily Ex. Sunday	Daily Ex Sunday		
37	33	31							32	34	38		

Train registers at Yoakum, Shiner, West Point and Lexington. Yoakum Yard extends to north Y Switch. Shiner Yard is marked by limit boards—see Rule 94c. The clock in Chief Dispatcher's Office at Yoakum is standard. Reduce speed crossing Buckner Creek and Colorado River Bridges to ten miles per hour. Freight trains will receive and deliver cars in the T. B. & H. Yard at West Point, and must keep out of the way of all trains of that road. Mile posts agree with distances from Yoakum.

AUSTIN DIVISION.

Car Seals have Letter E Prefixed to Station Number.

SOUTH Bound Trains have Right of Track.

NORTH BOUND.					Length of Sidings Between Switch Stands.	Distance from San Antonio.	TIME TABLE		Distance from Austin Junction.	Station Nos. and Telegraph Calls	SOUTH BOUND.				
							Feet	Miles			STATIONS	Miles			
33							No. 3.				34				
Mixed							March 1, 1891.				Mixed				
2d Class											2d Class				
Daily Ex Sunday											Daily Ex Sunday				
P M							Leave	Arrive			A M				
* 3 15						131.3	..... AUSTIN JUNC.		0	132	11 54				
							9.9								
3 50					1240	141.2	..... DILWORTH		9.9	142	11 15				
							10.7								
							G., H. & S. A. Crossing								
4 50					1890	151.9	D..... GONZALES Tank		20.6	153	10 30				
							7.1								
5 20					1380	159.0	..... SLAYDEN		27.7	161	9 35				
							3.6								
5 40					Spur 390	162.6	..... OTTO		31.3	163	9 15				
							3.5								
6 00					Spur 300	166.1	..... ANDREWS Tank		34.8	166	9 00				
							3.6								
6 30					2885	169.7	D..... LULING		38.4	170	8 40				
							0.8								
							G. H. & S. A. Crossing								
							6.7								
7 10					1300	177.2	..... BURDETTE		45.9	175	8 00				
							7.9								
7 40					4561	185.1	D..... LOCKHART Tank		53.8	184	7 30				
							Arrive				A M				
							Leave								
							T. B. & H. R. R.								
Daily Ex Sunday											Daily Ex Sunday				
33											34				

Train Register at Lockhart
 Hale's Crossing, M. P. 49, and Elm Slough M. P. 16.6 are flag stations for passengers.
 Mile Posts agree with distances from Austin Junction.

CORPUS CHRISTI DIVISION.

Car Seals have Letter A Prefixed to Station Number. Rockport Section Letter B.

West Bound Trains have Right of Track.

EAST BOUND					TIME TABLE No. 3. March 1, 1891.					WEST BOUND				
	23	21	7	3	Length of Sidings between Switch Stands Feet	Distance from Corpus Christi Miles	STATIONS	Distance from San Antonio Miles	Station Nos. and Telegraph Calls	4	8	22	24	
	Mixed	Passenger	Local Freight	Corpus Christi Express						Corpus Christi Express	Local Freight	Passenger	Mixed	
	2d Class	First Class	Sec'd Class	First Class						First Class	Sec'd Class	First Class	Sec'd Class	
	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday						Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	
MAIN LINE			P M 3 00	P M 4 45		90.0	Leave N..... KENEDY	61.6	J 62	A M 11 10		P M 1 50		
			3 35	† 5 00	1189	83.9	6.1 NICHOLS	67.7	68	† 10 55		1 20		
			4 30	5 25	3177	74.1	D..... PETTUS.....Tank	77.5	P 78	10 32		12 35		
			5 05	† 5 40	1469	67.6	6.5 WALTON	84.0	84	† 10 16		12 05		
			6 09	6 09	4332	57.9	G. W. T. & P. CROSSING. D..... BEEVILLE.....Tank	93.7	Br 94	9 53		P M 11 20		
			7 15	6 35	6875	47.0	D..... SKIDMORE.....Tank	104.6	Sk 105	9 25		10 20		
			7 55	6 53	1501	39.5	D..... PAPALOTE	112.1	Ao 112	9 05		9 35		
			8 55	† 7 20	1502	28.7	.....SINTON.....Tank	122.9	122	8 40		8 40	
			9 35	† 7 43	1503	20.5	.....MESQUITAL	131.1	131	† 8 13		7 55	
	ROCKPORT SECTION	P. M. 12 30	A. M. 6 45			3631	34.3	D..... ROCKPORT	159.7	My 160			P. M. 9 05	A. M. 10 20
1 10		7 13			579	24.1	10.2 ARANSAS HARBOR	149.5	Ra 147			8 45	9 35	
1 20		7 20			980	21.9	2.2 ARANSAS SIDING.....Tank	147.3	145			8 38	9 05	
2 00		7 45 A. M.			3474	13.1	D..... GREGORY	138.5	Gr 139			8 15	8 30 A. M.	
MAIN LINE	2 10		10 15	8 15		13.1	D..... GREGORY.....Tank	138.5	Gr 139	7 50	<i>Lite</i> 7 20	8 05		
	2 50 P. M.		11 15 P M	8 55 P M	11697	2. 0.	D..... CORPUS CHRISTI 2.0 Mexican National R. R.	149.6 151.6	Cs 152	7 00 A M	6 00 A M	7 15 P. M.		
	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday			Arrive			Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	
	23	21	7	3						4	8	22	24	

Train Registers at Kenedy, Skidmore, Gregory, Rockport and Corpus Christi.

The clock in Freight Office at Corpus Christi is standard.

Corpus Christi Yard extends to the Reef Bridge.

Trains will use 15 minutes crossing Corpus Reef Bridge, and bring train to full stop before crossing the Draw, and await signal from Bridge Tender before starting.

Barbours Rancho, six miles west of Rockport, is a flag station for passengers.

Mile Posts on Main Line agree with distances from Corpus Christi, on Rockport Section they commence at Gregory.

BROWNSVILLE DIVISION.

Car Seals have Letter C Prefixed to Station Number.

NORTH Bound Trains have Right of Track.

South

EAST-BUOND

NORTH BOUND

41				Length of Sidings Between Switch Stands	Distance from San Antonio	TIME TABLE		Distance from Skidmore	Station Nos. and Telegraph Calls	42			
Mixed						No. 3.				Mixed			
Sec'd Class				March 1, 1891.		Sec'd Class							
Daily Ex. Sunday				STATIONS		Daily Ex. Sunday							
P M						Leave				A M			
7 30				104.6		D..... SKIDMORE.....		.0		Sk 105 9 15	
8 35				1500		D..... MATHIS		14.1		Ma 119 8 10			
9 15				1400		..... WADES		8.6 Tank 22.7		127 7 35		
9 45				900		..... REYNOLDS		6.6 29.3		134 7 05		
10 00				1500		D..... DRISCOLLS		3.0 32.3		Dr 136 6 50			
10 45				7900		D..... ALICE		10.7 Tank 43.0		K 148 6 00			
P M						M. N. R. R. Crossing.				A M			
Daily Ex. Sunday						Arrive				Daily Ex. Sunday			
41										42			

Train Registers at Skidmore and Alice.
 Reduce speed to ten miles per hour crossing Nueces River Bridge.
 Mile Posts agree with distances from Skidmore.

SIDINGS NOT GIVEN ON TIME SCHEDULE.

MAIN LINE.				CORPUS CHRISTI DIVISION.							
NAME.		Distance from San Antonio	At Mile Post	Length Feet	NAME		Distance from San Antonio	At Mile Post	Length Feet		
Kerrville Section	Kerrville Quarry.....		67.4	219.	1500	Shell Pit (on Main Line).....		143.0	7-7	795	
	Niggle's Quarry.....		25 8	177.4	7270		143.2	700	
	Braden's Quarry.....					20.1	171.7				348	McCampbells (Rockport Section).
	Aue's Spur.....		4.2	147.4	.....					
San Antonio Section.	Florine.....		19.0	132.6	1305	.....		.....
	Michelson.....		20.1	131.6	495	.....		.....
	Reid's.....		21.0	130.5	510	.....		.....
	Johnson's.....		22.1	129.5	200	.....		.....
	Taylor's.....		48.0	103.6	7000	.....		.....
Yoakum Section	Nelson.....		103.3	41.7	1905	.....		.....
	Cuero Gravel Pit.....		158.6	97.		
	Cheatham Gravel Pit.....		198.3	136.7	400	South Muldoon Quarry.....		161.9	41.9	2257	
	Carlton.....		190.7	138.7	309	
	Simonton.....		202.9	141.3	290	North Muldoon Quarry.....		162.1	42.1	2406	
Harris.....(Tank)		207.6	146.	345		
Flewellen.....											

WACO DIVISION.

NAME	Distance from San Antonio	At Mile Post	Length Feet
.....
.....
.....

RULES AND REGULATIONS.

GENERAL NOTICE.

It is of the utmost importance that proper rules for the government of the employes 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 employes 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 employes should be required to be polite and considerate in their intercourse with the public, and with each other. 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 employes.

GENERAL RULES.

1. The rules herein set forth apply to and govern all roads operated by this Company.

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.

Supply Copy of Rules. 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.

Have Copy of Rules. 4. Every employe 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.

Will Obey. 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.

Ask Explanations. 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.

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

No Claim. 8. If an employe 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 employe's previous good conduct.

Under Sup't of Trans. 9. Every employe, 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 of Transportation, and Train Master.

Uniform and Badges. 10. Employes must wear the prescribed badges or uniforms while on duty.

Like Employes. 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 rules governing employes of the company.

STANDARD TIME.

Standard Time. 13. The Standard Time will be telegraphed to all points from San Antonio at 10.00 a. m., central time, daily.

Standard Clocks. 14. The clock in Telegraph office at San Antonio, and in Train Master's office at Yoakum, and in the Telegraph office at Corpus Christi, will be Standard Clocks.

Station 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.

Reliable Watches. 16. Each Conductor and Engineer must have a reliable watch.

Regulate Watches. 17. Each Conductor and Engineman must regulate his watch by the designated Standard Clock before starting on each trip, and register in the Train Register his name and the time at which he regulated his watch.

Regulate Watches. 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.

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.

Supersedes Previous Table. 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 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 trains of corresponding numbers on the new Time-Table.

[NOTE.—Trains of the old card, due at terminals before the new card takes effect, if delayed, still retain their rights under the twelve hour rule.]

RULES AND REGULATIONS.

Figures. 21. Upon the Time-Table not more than two sets of figures are shown for a train at any point.

The times at regular meeting or passing points are shown in **FULL-FACED TYPE**; other times in ordinary type.

When two times are shown for a train at any station, the earlier, placed in its proper position, is the arriving time and the later the leaving time.

When but one time is shown in ordinary type, it is the leaving time.

When but one time is shown in **FULL-FACED TYPE**, it is the actual meeting or passing time.

When both the arriving and leaving times are shown in **FULL-FACED TYPE**, it indicates that one or more trains are to be met or passed at or between those times.

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

Symbols. 22. On the employees' Time-Table the words "daily," "daily, except Sunday," etc., printed at the head and 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. The following signs placed before the figures or names of stations indicate

"*"—Trains do not stop;

"†"—Stop on signal to receive or discharge passengers or freight;

"¶"—Stop for meals;

"D"—Day Telegraph office.

"N"—Day and Night Telegraph office.

Trains shall be designated by numbers, and their class indicated on the Time-Tables.

SIGNAL RULES.

SIGNALS.

Proper Appliances. 23. Conductors, Enginemen, Firemen, Brakemen, Station Agents, Telegraph Operators, Switchmen, Switch-tenders, Track Foremen, Road and Bridge Watchmen, and all other employes whose duties may require them to give signals, must provide themselves with the proper appliances, and keep them in good order and always ready for immediate use.

Flags and Lamps. 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.

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

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

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

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

Blue. 29. Blue is a signal to be used by Car Inspectors.

Torpedo. 30. An explosive cap or torpedo, placed on 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.

Violent Signals. 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.

Markers. 33. Each train, while running, must display two green flags by day and two green 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.

Head and Tail Lights. 34. Each train run after sunset, or when obscured by fog or other cause, must display the head-light 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 head-light on both front and rear.

Bell-cord. 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.

Leading Signals. 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.

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

Repairer's Signals. 38. A blue flag by day and a blue light by night, placed on the end of a car, denotes 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 a 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.

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

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

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

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

Train Parted. 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———).

Back Up. 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———).

Call in Flagmen. 45. Four **long** blasts of the whistle (thus———) is the signal to call in a Flagman.

Call for Signals. 46. Four **short** blasts of

RULES AND REGULATIONS.

the whistle is the Engineman's call for signals from Switch-tenders, Watchmen, Trainmen and others, (thus———).

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

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

[NOTE. This signal must be replied to by the other train as per Rule 42.]

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

Alarm. 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.

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

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

Call in Flagman. 53. Two taps of the signal-bell, when the train is **standing**, is the signal to call in the Flagman.

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

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

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

Look Out. 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.

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

LAMP SIGNALS.

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

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

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

Train Parted. 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.

Other Signals. 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.

Imperfect 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 Superintendent of Transportation.

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

Passing Passenger Trains. 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.

Answer Danger Signals. 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.

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

Ring for Road Crossings. 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.

Sound Whistle. 70a. Extra and delayed trains *must sound the whistle* frequently on approaching curves, and before passing obscure places.

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

Imperfect Signals. 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.

Signals on Pushed Trains. 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.

Cover Lights. 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 its own track.

Headlights on engines, when on side tracks or at the end of double tracks, waiting for trains, must be covered as soon as the track is clear and the train has stopped.

Signal if Clear. 74a. A trainman must be on the ground at each end of a train on a siding awaiting an expected train, and if the way is known to be clear for an approaching train, will give it a "go ahead" signal.

Each man will call out the number of his train to the men on the passing train, who in turn will give their number.

Flag Stations. 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.

Street Crossings. 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.

RULES AND REGULATIONS.

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

Lookout for Signals. 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.

Classification. 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.

Of Regular Trains. 80. All regular trains shall be 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.

Of Extra Trains. 81. Extra trains may be distinguished as:

Passenger Special;
Freight Extra;
Work-Train Extra.

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

MOVEMENT OF TRAINS.

Inferior Trains. 83. A train of inferior class must in all cases keep out of the way of a Train of superior class.

Rights of Train. 84. All regular trains in one direction, which direction shall be specified on each page of the Time Table, will have absolute right of track over trains of the same class bound in the opposite direction.

Trains of Same Class Meeting. 85. When trains of the same class meet on single track, 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 the siding, before passing the switch, a Flagman must be sent out in the direction of the opposing train, as per Rule No. 99.

Inferior Meeting Superior Class Train. 86. When a train of inferior class meets a train of superior class on single track, 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 ten minutes off the time of a train of superior class following it.

Following Passenger Train. 87. A freight 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.

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

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

Ample Time to Make Meeting Point. 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 time to make the meeting or passing point, and clear the track by the time required by Rules Nos. 85 and 86, without exceeding the prescribed speed.

Must Clear Main Track. 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.

Arriving Time. 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.

Stop at Schedule Meeting Points. 93. All trains must stop at schedule meeting or passing points on single track, 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.

Expected train behind. 93a. When the expected train of the same class is not found at the schedule meeting point, the train having the right of track will wait five (5) minutes after its schedule leaving time, allowing this five minutes for variation in watches, and will then proceed, running five minutes late until the expected train has been met or passed. This rule is not intended to give any rights to a train of an inferior class against a train of superior class, but only to affect trains of the same class in regard to each other.

Approaching Junctions, &c. 94. All trains must approach the end of double track, 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.

Approach Stations. 94a. All trains will approach stations and sidings with great care expecting to find the main track occupied between the station limits (switches, when no posts are set up or other points designated). **The responsibility for accidents at water and fuel stations or between limit posts (or switches), will rest with following train.**

Approach Switches. 94b. All trains must approach switches at stations and sidings prepared to stop if they are wrong. Station Masters must examine switches daily and see that they are closed and locked.

Yard Limits. 94c. Yard engines can use main track inside limit bounds at any time. **All Trains** must be under perfect control while passing through yards, expecting to find yard engines occupying main track. This does not relieve yard men from using proper precautions to protect themselves.

RULES AND REGULATIONS.

Leaving Junctions, &c. 95. No train must leave a junction, a terminal, or other starting point, or pass from double to single track, until it is ascertained that all trains due, which have the right of track against it, have arrived.

Flagging Rule 99. When a train is stopped at any point by any cause, excepting only at water stations and between limit posts or switches at stations designated on the **Time Schedule**, a man must immediately go back with danger signals to stop any train moving in the same direction. At a point **fifteen** 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 **twenty** 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 **fifteen** telegraph poles from the rear of his train, and he must remain there until recalled by the whistle of the 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. The front brakeman shall go forward in like manner when protection from that point is necessary.

[NOTE.—The fact that trains are required to protect themselves at outlying switches and spurs does not relieve trains of the necessity of approaching them under full control.]

When Flag is Recalled. 99a. When Flagmen are recalled, in case there is not a clear view for one-fourth of a mile in rear of the train, the train must be moved ahead (starting immediately on the sounding of the whistle recalling the Flagmen) at a speed of not less than **six miles per hour**, until it reaches a point where the view is unobstructed for at least one-fourth of a mile in the rear.

Obstructions. 99b. All persons engaged in the service of the Company must give notice of any obstructions on the road caused by their work or otherwise, by exhibiting conspicuously a red flag by day and a red

light by night, at least **ten** telegraph poles distant in both directions from the obstruction. Conductors and Enginemen must bring their trains to a **full stop**, ascertain the cause and proceed with extreme caution until such obstruction is passed. **Under no circumstances must this signal be passed without stopping.**

Conductors command assistance. 99c. In case of accident, Conductors of passenger trains may command the services of any freight or work trains, and all employes in the vicinity must render prompt and willing assistance.

Train Parts. 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 signal **fifteen** 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. On single track 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 recoupling, using the greatest caution.

Trains Pushed. 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 place on the front of the leading car, so as to perceive the first sign of danger and immediately signal the Engineman.

Draw Train.

104a. Trains must not be pushed or run backwards except in cases of accident or emergency, and then only to the nearest siding.

Running Ahead of Overdue Trains. 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.

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

Leave Notice.

106a. The train so delayed must leave notice in writing at the first station, stating how much of the following train's time it is using, which notice must be given to the following train. The leading train must protect itself at **all** stops and in obscure places if not making schedule speed.

Speed of Delayed Trains.

106b. Delayed trains may gradually make up time on portions of the road where it is safe, but passenger trains must not exceed a speed of one mile in 2 minutes; stock trains, one mile in 3 minutes 20 seconds (18 miles per hour), and freight trains one mile in 4 minutes, without special orders.

Speed after Storms.

106c. All trains must reduce speed and run with great care after rains and storms, and should the storm be of such a nature that washouts are probable, unless positive assurance can be had that the track is safe, trains will not be run after dark.

Call Operators.

106d. Conductors of delayed night trains must call up Telegraph Operators to get orders, if needed.

Regular Trains Lose Rights. 107. Regular trains twelve or more hours behind their schedule time lose all their rights.

Rights not Regained.

107a. Rights lost under the twelve-hour Rule cannot be regained, and train orders held by such a train die with the train.

Disabled Train. 108. A train overtaking another train of the same or superior class, **disabled so that it cannot move**, will run around

RULES AND REGULATIONS.

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.

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

Not Display Signals. 110. No train shall display signals for a following train without an order from the Trainmaster.

Extras Without Orders. 111. Extra trains must not run without an order from the Trainmaster.

Signals Taken Down. 112. When signals displayed for a following train on single track 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 carried.

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 otherwise directed 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.

Register Flag. 112a. At **terminal and division** points the Conductor must register his flag and state what engine it is for, and also **personally** notify the Yardmaster of it, and at such points the notice to Trainmaster, etc., as provided for above, will not be required. They must also register their signals at all Register Stations passed while signals are shown.

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

Work Against Delayed Trains. 113a. Work trains may occupy main line until freight trains arrive by keeping a Flagman out not less than **twenty** 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.

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

Open Streets. 114a. Cars must never be left so as to block a street or public road. The entire width of such street or road must be left open.

Examine Cars. 114b. Conductors and Trainmen must examine cars as often as practicable to see if everything is in safe condition to run.

Running Switches. 114c. Avoid running switches as much as possible. Use the switch rope.

Riding on Engines. 116. No person will be permitted to ride on an engine except the Engine-man, Fireman and other designated employes, in the discharge of their duties, without a written order from the proper authority.

Switches. 117. Conductors will be held responsible for the proper adjustment of the switches used by them and their Trainmen, except where switch tenders are stationed.

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

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.

Leave Switch. 117a. When a train is on siding waiting for another train to pass, the switch must be closed and locked for the main line, and the switch tender must remain **entirely away from it** until such train has passed over it.

Report Accidents, etc. 118. Accidents, detention of trains, failure in the supply of water or fuel, or defects in the track or bridges, if such

as to endanger the safety of trains, must be promptly reported by telegraph to the Trainmaster.

Accident Reports. 118a. In addition to the usual reports by telegraph of accidents, Conductors will also make a written report on Form 72, and for all accidents resulting in personal injury, if resulting from a train accident, a report must be made out on Form 71 by the Conductor and Engine-man (separate), the Brakemen must also sign the Conductor's report, and the Firemen must sign the Engineman's report. These reports must be sent to the Superintendent of Transportation. If the injury is incurred in the operations of the road other than in the train service, this report must be made out by the person in charge at the time, and be sent to the General Superintendent through the head of his department.

Signal from Conductor. 119. No train shall leave a station without a signal **from its Conductor**; this signal must invariably be given by the hand or lamp, and not by the bell-cord, except as per Rule 127.

Responsibility. 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.**

Conductors to Command. 120a. Trains will be run under the direction of the Conductor, except when his directions conflict with the rules or involve any risk or hazard, in either of which cases all concerned will be held alike responsible.

Register Trains. 120b. Conductors of all trains must register their train in the register books kept at stations designated on Time-Table, being careful to fill up all the blanks, and the signals they carry; if not carrying signals, register "No Signals."

Examine Register. 120c. Conductors and Engineers must personally examine register books at all stations where they are kept, and **know** that all trains that affect their own rights have arrived or departed.

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

SPECIAL INSTRUCTIONS.

Ask for Orders before Starting. 125. Immediately before starting out on their runs, Conductors must go in person to the telegraph office and ask whether there are any orders for their trains.

Freight Conductors. 126. Freight Conductors will carefully study and comply with the "special instructions to freight Conductors" printed in their train books.

Passenger Conductors. 127. Passenger Conductors must not allow passengers to stand on the platform when the train is in motion nor to ride in the baggage or express cars. They will see that announcements of stations are made as follows, viz: Just as the train has started from a station the announcement will be made in each coach, with doors closed, in a clear and distinct voice, "The next station is——." Just before stopping at the designated station, again announce its name, and when the stop is actually made, make final announcement, giving name of stations distinctly, and length of stop if over five minutes. In each case when the train stops for meals or makes a connection, announce it fully. Trains must be started from terminal points or any station at which a change is made in the train by ringing the engine bell from the rear end of the train. Bell-cord must not be disconnected until train has come to a full stop.

Ring Bell. 128. Conductors will see that a red flag by day and a red lantern by 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.

Obey Agents. 129. Conductors will comply with instructions of Agents in placing cars, and in doing other station work. If necessary to disturb cars for loading or

unloading, they must be replaced in the same position as found. In case Agents' orders are unreasonable, the fact must be reported to Trainmaster. It is the duty of Agents to report violations of this rule, and all cases where Conductors refuse cars that are ready to go.

Keep Crossings Open. 130. 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.

Bad Order. 131. Conductors will see that the words "Bad Order" are written with chalk on both sides of disabled cars left at stations, and defective part marked with a cross.

Notify Limits. 132. Conductors of work and construction trains, when they lay up for the night, must notify the Trainmaster by wire, and give notice of where they intend working, and their probable movements during the following day.

Care Enjoined. 133. 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 employes 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 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 employe 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.

Ejecting Passengers.

134. In Texas a railroad company has a right to eject from its trains any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any point on the line of the road, whether at 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.

Drunken or disorderly persons, or others whose conduct and appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, 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 his fare has been paid or not.

Signal from Conductor.

135. Enginemen will not start their trains until a signal is received from the Conductor to do so.

Look Back.

136. Enginemen and Firemen no freight trains should look back when starting, and frequently while running, to see that all is right.

Descending Grades.

137. Enginemen of freight trains must begin the descent of grades at a slow rate of speed, being careful to shut off steam in time to allow the trainmen to control the train, and keep it under perfect control until the foot of the grade is reached, and should he find the speed increasing beyond the prescribed limit, he will call for brakes. He must not allow the head brakeman to ride on the engine.

Freight Conductors must see that their Brakemen are placed at the proper distances on the top of the train before starting to descend grades, and are warned

RULES AND REGULATIONS.

	<p>Buildings and platforms must be kept clean, orderly and free from obstructions. The ticket office must be opened at least thirty minutes before train time.</p>	<p>Students. 154. Students will not be allowed in the offices except by permission of the Superintendent of Transportation.</p>
<p>Tools. 138. Enginemen must see that their engines are provided with all necessary tools for use in case of accident; that two white, two red lanterns, and two red flags, together with torpedoes, are kept ready for prompt use.</p>	<p>147. Agents must be on hand upon the arrival of trains which are expected to do station work, and give the Conductor such information as will enable him to do it in the most prompt and satisfactory manner.</p>	<p>155. Operators must not disclose the contents or substance of any message except to those having a right to know it.</p>
<p>Report Accidents. 139. Enginemen will make written report at end of trip to the Superintendent of Motive Power of all accidents, occurring from whatever cause, also defective places in track or bridges.</p>	<p>148. Agents will be held accountable for the prompt 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.</p>	<p>156. Operators must not engage in conversation over the wires, but confine themselves strictly to business. Struggling for circuit will not be allowed, and the Dispatcher must promptly stop it.</p>
<p>Draw Fires 140. 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.</p>	<p>149. Agents must see that all cars are secured against the possibility of their being moved by the wind, and that all standing cars are out of the way for passing trains at night.</p>	<p>157. Operators will light their red lamp one hour before sunset and keep it properly trimmed and burning, ready for immediate use until office is closed. Night operators will keep red lamp burning until one hour after sunrise, and must display a white light in front of their offices except when they have orders for trains.</p>
<p>Use the Bell. 141. Enginemen will abstain from the use of the whistle as a signal for starting the train. Use the bell. Too much sounding of the whistle impairs its value as a signal of danger.</p>	<p>150. Agents will be held responsible for the security and position of switches. Under no circumstances allow them to be used in loading or unloading cars from the main track without an order from the Superintendent of Transportation or Trainmaster.</p>	<p style="text-align: center;">Trackmen, Bridgemen, Work-Trainmen and Watchmen.</p>
<p>Killing Stock. 142. Enginemen must use great care, and all possible effort must be made to avoid killing stock. When stock is killed report promptly as may be directed.</p>	<p>151. Report by wire to Trainmaster all bad order cars at your station, loaded or empty (contents if loaded), the number and initials, what is needed to make repairs, and by what train set out.</p>	<p>158. All persons engaged on track or bridge work shall constantly expect the coming of trains and shall never assume that a train may not come for any certain time when main track is not safe, but will provide for their timely stoppage; for, under the telegraph system of working the road, a train may be expected at any moment.</p>
<p>Answer Signal. 143. When signal is given to stop, either by Flagmen on the track or from the train, Enginemen must acknowledge their reception of it by two short blasts of the whistle.</p>	<p>152. 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.</p>	<p>159. Roadmasters are responsible for the safety of track, good condition of road bed and right of way, and the tidy appearance of Station approaches and yards. They will examine bridges, culverts and water stations, and promptly report any defects or failure of same.</p>
<p>Don't Rely on Brakes. 144. 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.</p>	<p>153. Telegraph operators are under the immediate control of the Chief Dispatcher, and must obey his orders. They should not be absent from the office longer than five minutes without permission of the Dispatcher on duty, except during meal hours, and then notice should be given. They must also notify him before closing the office for the night.</p>	<p>160. Bridge and Section Foremen and Roadmasters will frequently examine their men on the rules, and know they are thoroughly instructed in regard to their duty.</p>
<p>Station Agents. 145. Station 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.</p>	<p>161. When work is going on which renders the track unsafe for trains to pass at their usual rate of speed, caution signals (green) must be sent out a quarter of a mile in each direction to notify</p>	<p>161. When work is going on which renders the track unsafe for trains to pass at their usual rate of speed, caution signals (green) must be sent out a quarter of a mile in each direction to notify</p>
<p>Open Depots. 146. Depots must be opened, ventilated and warmed as early and as late as the business of the Company requires.</p>		

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approaching trains, but when a rail or frog is removed, or any obstruction is discovered, **red** signals must be sent out in both directions at least half a mile until the track is in safe condition.

Track Clearance.

162. No wood, timber, freight or building material of any description will be allowed nearer than six feet to the track. Trees or rocks liable to fall on the track must be removed.

Extinguish Fires.

163. It is the duty of all employes to extinguish fires set by engines or otherwise near track.

Repair Telegraph.

164. Trackmen will pay particular attention to telegraph line; in case wires are broken, on ground, or crossed, they must be repaired temporarily immediately and headquarters notified by wire.

Water Supply.

165. Section Foremen must look after water stations and promptly report any failure or defect in same.

Hand Cars.

166. The greatest care must be exercised by Sectionmen while using hand and push cars on main track, to avoid collision with trains; especially at curves, where a man should be sent ahead, to avoid the possibility of an accident. Hand cars must never be used except in the service of the Company.

Watchmen

167. Where day and night watchmen are employed, they must not leave their posts until relieved by each other.

Go over Sec'ns and Bridges.

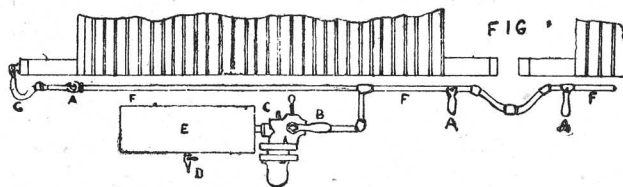
168. The rounds of Road Watchmen must be arranged so as to pass over their section in advance of Passenger Trains, keeping a sharp lookout for broken rails, observing that switches are properly set and locked, and that everything about them is in proper order, and that cars on sidings clear the main track. They should pass over bridges as soon after trains as possible, and see that all fire and sparks are extinguished.

In Stormy Weather.

169. In stormy weather Section Foremen must be out with their men (day or night), with proper signals, to watch those places most liable to wash or be disturbed.

Concerning Air Brakes.

THE WESTINGHOUSE AUTOMATIC BRAKE.



EXPLANATION.—AA, Stop Cocks in Main Brake Pipe. B, Four-way Cock Handle. C, Triple Valve. D, Release Cock in Auxiliary Reservoir. E, Auxiliary Reservoir. F F, Main Brake Pipe. G G, Hose and Couplings.

Changing Brakes.

170. For the automatic brake the handle of the four-way cock must be turned horizontally; if turned down, it will be changed to the simple air-brake; if turned midway between these two positions, it will cut the brake out, and should be so turned when desirable to have the brakes out of use on any particular car. See cut.

When Automatic cannot be used.

171. When, from any cause, the automatic brake cannot be used, change to the simple air brake, but never resort to the **hand brake** when either of the others are practicable.

Making up Trains.

172. In making up trains, all couplings must be united **so that the brakes will apply throughout the whole train.** The cocks in the brake-pipe, see letter A in cut, must all be opened (handles pointed down), except that on the rear of the last car, where the hose coupling must be coupled to dummy coupling, the cock closed (handle up.)

In detaching engines or cars, the couplings must invariably be parted by hand (and not pulled apart); the cocks in the main brake-pipes must always be closed **before** separating the couplings, to prevent application of the brakes. Before detaching the engine or any cars, the brakes must be fully released on the whole train.

In moving cars when air brakes are not being used, hose couplings must be coupled to dummy couplings.

To Release Brakes.

173. If the brakes are applied when the engine is not attached to the train or car, they can be released by opening the release cock.

Trainmen must understand Air-Brakes

174. All Trainmen are required to familiarize themselves with the method of operating the air-brake, particularly as to releasing them when brakes stick, or are applied by bursting of pipe, hose or otherwise, causing accidental stoppage of train.

Engineers upon finding that the brakes have been applied, must at once aid in stopping the train by turning the handle of the brake valve toward the right so as to maintain the pressure in main reservoir; if the gauge shows that all the air has escaped, they will know that the pipe or hose has burst or that the Conductor's valve has been opened and held open. If pressure is only reduced sufficiently to apply brakes, and reduction then ceases, he will know that Conductor's valve has been opened long enough to cause stoppage of train and then closed. In this case he can easily release the brake in the usual way, on receiving signal from the Conductor.

Conductor's Valve.

175. The Conductor's valve **must only** be used in cases of emergency, when it should be held open to allow air to escape, until train is brought to a stand.

176. In setting out cars, the air should be fully released, and hand-brakes used.

Engineers Responsible.

177. Engineers will be held responsible for the proper workings of the air-brake, and must report on arrival at Terminal Stations any failure or defect, and must know that they are in perfect working order before starting out on their runs.

Brake must be tested.

178. **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 engines or cars have been detached or hose couplings sepa-**

RULES AND REGULATIONS.

rated. **Brakemen will carefully watch such tests and report any failure.**

Brakemen watch Wheels.

179. Brakemen will carefully watch the action of brakes at all stops, and report sliding of wheels (if any) to Engineer, who must govern himself accordingly.

Pressure Allowed.

180. The pump must be constantly run, but not faster than is necessary to maintain from 70 to 80 pounds pressure for Passenger, and 60 pounds for Freight Trains. Engineers will be held responsible for the sliding of wheels, and must, in no case, carry excessive pressure.

Not use Full Pressure.

181. Engineers, when applying the brakes, must not use the full pressure of air, except in cases of emergency.

For ordinary stops, air must be applied lightly by opening the valve, and closing it gently when the pressure has been reduced from 4 to 8 pounds on the gauge, and at a sufficient distance to enable them to stop the train without discomfort to passengers, sliding the wheels, or injury to the machinery of the train. The brakes are fully applied when the pressure shown on the gauge has been reduced 20 pounds; any further reduction is a waste of air.

Make few Applications of the Brake.

182. In making a stop, it is important to make as few applications of the brake as possible. If more than two are made some of the brakes are likely to stick.

If Brake does not release.

183. If Engineer feels that some of the brakes are not released, he should put his brake valves at lap and pump up 10 or 15 pounds more air in the main reservoir, and throw it on the train, which will release all brakes.

To release Brakes.

184. In releasing brakes, the handle of the brake valve must be moved quite against the stop, and be kept there 10 or 15 seconds, and then moved back against the intermediate stop, which is the feed position, and where it must remain while the train is running, excepting on down grades, when, after using the brakes some

distance, the pressure has been reduced, in order to restore the pressure quickly, the handle of the brake valve must be left in the releasing position; this gives a full opening from the main reservoir to the train. If greater time for re charging is necessary, reduce the speed of the train.

Release before train stops.

185. When the grades will permit, the brakes on Passenger Trains should always be released before coming to a full stop, thereby avoiding the sudden action of the cars, which is extremely annoying to passengers, and injurious to cars.

Report defects.

186. Defects in air brakes should be reported to the Superintendent or Motive Power and Machinery by telegraph, giving number and initial of car, and nature of defect.

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.

Double Orders. 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.

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

Addresses. 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.

Record of Orders. 504. Each order must be written in full in a book provided for that purpose at the Train Dispatcher'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.

Definition of Terms. 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.

Order Signals. 506. When an order is to be transmitted, the signal "31" (as provided in Rule 509), or the signal "19" (as provided in Rule 511), 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," or "19 copy 5."

Orders Sent Simultaneously. 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 only its proper address. When not sent simultaneously to all, the order must be sent first for the train having the superior right of track.

NOTE.—When meeting points are made at telegraph stations, addresses will be, first, the Operator at station where they are to meet, and next, in order of superiority of trains.

Use Manifold. 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.

Form 31 Order. 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.," by the Train

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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 i O. K." with his office signal.

Those to whom the order is addressed must then sign their names to the copy of the order to be retained by the Operator, and he will send their signatures to the Trainmaster. The response, "complete," with the Trainmaster's initials, will then be given 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, and each must read his copy aloud to the Operator.

Form 31 Order. 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 there be treated as if it had not been sent.

Form 19 Order. 511. When an order has been transmitted, preceded by the signal "19," Operators receiving it must (unless otherwise directed) repeat it back at once from the manifold copy, and in the succession in which the several offices have been addressed. Each Operator repeating must observe whether the others repeat correctly. After the order has been repeated correctly, the response "complete" with the Trainmaster's initials, will be given, when authorized by the Train Dispatcher. Each Operator receiving this response must write on each copy the word "complete," the time, and his last name in

full, and reply "i i complete" with his office signal, and will personally deliver the order to the persons addressed without taking their signatures.

Form 19 Order. 512. For an order preceded by the signal "19;" "complete" must be given and acknowledged for the train of superior right before it is given for the train of inferior right.

If the line fails before an office has received and acknowledged the "complete" to an order preceded by the signal "19" the order at that office is of no effect, and must be treated as if it had not been sent.

NOTE.—The "19" order must not be used except by special order of the Chief Dispatcher.

Transmit Orders. 513. The order, the "O. K." and the "complete" must each, in transmitting, be preceded by "31" or "19" as the case may be, and the number of the order, thus, "31, No. 10," or "19, 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.

Preserve Copies. 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 blank.

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

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

Yard Order. 518. Orders to persons in charge of work requiring the use of track 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.

Orders Sent in Care Of. 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 signature. This copy he must deliver to the first Operator accessible, who must preserve it, and at once advise the Dispatcher of its having been received.

Orders to be delivered to a train must be compared by those receiving them with 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 rights of which are thereby restricted.

All Sections Included. 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.

Special Precautions. 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.

Not Assume Rights. 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.

Orders in Effect. 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.

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Display
Signals.

524. When an Operator receives the signal "31" or "19," he must immediately display a red signal and then make the signal "22," meaning "red displayed." This signal must not be taken in until the orders for which it is displayed have been delivered. When the red signal 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 special form stating, over the Operator's signature, that he has no orders for it.

White Sig-
nals at
night offi-
ces.

524a. At all stations designated on the Time-Table as night offices a white light must be displayed when there are no orders. If no signal is displayed trains must stop and ascertain the cause and report to the Trainmaster from the next open telegraph office, if unable to do so from that office.

Report Trains. 525. Operators will promptly record and report to the Train Dispatcher the time of arrival and departure of all trains, and the direction in which Extra trains are moving.

Designation of Trains. 526. Regular trains will be designated in orders by their schedule numbers, as "No. 10," or "2d No. 10;" extra trains by engine numbers, as "Extra 798," and all other numbers by figures. Time will be stated in words, followed by the figures, thus: Seven fifty (7.50). The direction of the movement of extras must be added, as "North" or "South."

Signs and Abbreviations. 527. The following signs and abbreviations may be used:

- Initials for Trainmaster's signature.
- Such office and other signals as are arranged by the Superintendent of Transportation:
- 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.

17—by Operators to ask for Train Orders.
31—for Train Orders, as provided in the rule.
The usual abbreviations for the names of the months.

Show
Orders.

528. Conductors will show their orders to their rear Brakemen, and Enginemen will show theirs to their Firemen, that all may fully understand their requirements.

FORMS OF TRAIN ORDERS.

Form A.—Fixing Meeting Points 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 of Inferior Right the Right of Track Against an Opposing Train of Superior Right.

NOTE.—[This form of order must not be used when form "A" can be used.]

— has right of track against —, (—) to —.

EXAMPLES.

- 1. No. 2 has right of track against No. 1 (Mecca) to Mirbat.
- 2. Extra 37 has right of track against No. 3 (Natal) to Ratlam.

[NOTE.—The terms "superior right" and "inferior right," here and elsewhere in these Rules, refer to the rights of trains under Time-Table and Train Rules, and not to rights under Special Orders.]

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

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

Under this order, as illustrated by example 1, if 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 Train Extra 275, has right of track over all trains between Stockholm and Edinburgh (from 7 p. m.) (—).

This gives the work train 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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Form E.—Time Orders.

[NOTE.—This form of order must not be used when form "A" can be used.]

1. — will run — late from — to —.
2. — will wait at — until — for —.

EXAMPLE.

1. No. 1 will run 20 mins. late from Joppa to Mainz.
2. No. 1 will wait at Muscat until 10 a. m. for No. 2.

Form 1 makes the schedule time of the train named, between the points mentioned, as much later as the time stated in the order, and any other train receiving the order is required to run with respect to this later time, the same as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.

Under Form 2 the train of superior right must not pass the designated point before the time given unless the other train has arrived. The train of inferior right is required to run with respect to the time specified, the same as before required to run with respect to the regular schedule time of the train of superior right.

Form F.—For Sections of Regular Trains.

— will carry signals (—) to — for —

EXAMPLE.

- No. 1 will carry signals (Astrakhan) to Cabul for Engine 85.
2d No. 1 will carry signals (London) to Dover for Engine 90.

This may be modified as follows :

Engines 70, 85 and 90 will run as 1st, 2d and 3d sections of No. 1 (London) to Dover.

For annulling a section :

Eng. 85 is annulled as (second) section of No. 1 (from Dover).

If there are other sections following add :

Following sections will change numbers accordingly.

The character of train for which signals are carried may be stated. Each section affected by the order must have copies, and must arrange signals accordingly.

Form G.—For Arranging a Schedule for a Special Train.

1. Eng. — will run as special (— train), leaving — on — on the following schedule, and will have the right of track over all trains :

Leave —

—

Arrive —

EXAMPLE.

1. Eng. 77 will run as special (passenger train), leaving Turin on Thursday, Feb. 17th, on the following schedule, and will have the right of track over all trains :

Leave Turin 11:30 p. m.
Pekin 12:25 a. m.
Canton 1:47 a. m.
Arrive Rome 2:22 a. m.

Example 1 may be varied by specifying particular trains over which the special shall or shall not have right of track, and any train over which the special train is thus given the right of track must clear its time as many minutes as such train is required to clear the schedule time of a first-class train.

2. Eng. — will run as special (— train), leaving — on — with the rights of a — class train (—), on the following schedule, which is a supplement to Time Table No. —.

Leave —

—

Arrive —

EXAMPLE.

2. Eng. 75 will run as special (passenger train), leaving Geneva, Thursday, Feb. 17, with the rights of a (first) class train (east) on the following schedule, which is a supplement to Time-Table No. 10:

Leave Geneva 10 a. m.
Pekin 10:30 a. m., passing No. 12.
Canton 11 a. m., meeting No. 7.
Arrive Athens 11:30 a. m.

Example (2) creates a regular train, and the specified meeting and passing points are to be regarded as if designated in the same manner as on the Time-Table. Such train will be governed by all rules which affect regular trains.

Form H.—Extra Trains.

— will run extra from — to —

EXAMPLE.

(a) Eng. 99 will run extra from Berber to Gaza.

A train receiving an order to run extra is not required to guard against opposing extras, unless directed by order to do so, but must keep clear of all regular trains as required by rule.

A "work train" is an extra for which the above form will be used for a direct run in one direction. The authority to occupy a specified portion of the track, as an extra while working, will be given in the following form :

(b) Eng. 292 will work as an extra (from 7 a. m.) (until 6 p. m.) between Berne and Turin.

The working limits should be as short as prac-

ticable, to be changed as the progress of the work may require. The above may be combined thus :

(c) Eng. 292 will run extra (from Berne) to Turin and work as an extra train from 7 a. m. until 6 p. m. between Turin and Rome.

When an order has been given to "work" between designated points, no other extra must be authorized to run over that part of the track without provision for passing the work train.

When it is anticipated that a work train may be where it cannot be reached for meeting or passing orders, it may be directed to report for orders at a given time and place, or an order may be given that it shall clear the track for a designated extra, in the following form :

(d) Work train 292 will keep clear of Extra 223, west, between Antwerp and Brussels, after 2:10 p. m.

In this case, Extra 223 must not pass either of the points named before 2:10 p. m., at which time the work train must be out of the way between those points.

When the movement of an extra train over the working limits cannot be anticipated by these or other orders to the work train, an order must be given to such extra to protect itself against the work train in the following form :

(e) Extra 76 will protect itself against Work Train Extra 95 between Lyons and Paris.

This may be added to the order to run extra.

A work train, when met or overtaken by an extra, must allow it to pass without unnecessary detention.

When the conditions are such that it may be considered desirable to require that work trains shall at all times protect themselves while on working limits, this 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 standing or moving, protect itself within the working limits (and in both directions on single track) against all trains, in the manner provided in Rule 99.

When an extra receives orders to run over working limits it must be advised that the work train is within those limits by adding to example (a) the words:

(g) Eng. 292 is working as an extra between Berne and Turin.

RULES AND REGULATIONS.

A train receiving this order must be 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 an 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 duplicate. It must be respected by Conductors and Enginemen of trains thereby directed to be held as if addressed to them. Conductors and Enginemen, 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.—Annuling a Schedule Train.

— of — is annulled.

EXAMPLE.

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 annulled, 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.—Annuling 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 addressed 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, adding:

"This supersedes Order No. —," or adding "instead of —."

EXAMPLE.

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

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 superseding 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.

POST OFFICE DEPARTMENT,

OFFICE OF GENERAL SUPERINTENDENT RAILWAY MAIL SERVICE.

Washington, D. C., December 27, 1890.

SIR:

Your especial attention is invited to the following quotation from the Postal Laws and Regulations, issue of 1887:

"Section 1030. *Carriage of Mail Matter by Railroad Employees.*—Conductors on railroad trains, or other persons, whether connected with the Railway Mail Service or not, are subject to fine for carrying letters (section 710, 711) unless they are enclosed in United States stamped envelopes of proper denomination, properly sealed and addressed (section 716), except such letters or packets relate to some article carried by the same railway car, or to the business of the railroad on which they are carried."

Very respectfully,

JAMES E. WHITE,

General Superintendent.