

## Louisiana, Arkansas & Texas Rail- way Company Employees' Hospital Association

DR. WILLIAM CANTRELL, Chief Surgeon,  
Greenville, Texas

—Local Surgeons—

**McKinney:**

Dr. Ben F. Largent, Crouch Building.  
Dr. Todd Largent, Crouch Building.

**Princeton:**

Dr. S. J. Dobbs, Wilson Drug Store.

**Farmersville:**

Dr. J. D. Burt, Warden Building.  
Dr. W. C. Wright, Warden Building.

**Greenville:**

Dr. W. C. Morrow, Resident Surgeon, Medical Arts Bldg.  
Dr. D. R. Waddle, Oculist, Graham-Fagg Building.  
Dr. S. D. Whitten, X-Ray, Gv. Natl Exc. Bank Bldg.  
Dr. W. B. Reeves, Consulting Surgeon, Reeves Hospital.  
Dr. E. F. Wright, Consulting Surgeon, Medical Arts Bldg.  
Dr. Jas. W. Ward, Consulting Surgeon, Gv. Natl. Exc.  
Bank Bldg.  
S. B. Neer, Ambulance Operator.

**Cumby:**

Dr. W. E. Conner, next door east Guaranty State Bank,  
(Main street).

**Sulphur Springs:**

Drs. W. C. & E. Sterling, Sterling Drug Store.  
Dr. W. S. Southerland, First National Bank Building.

**Como:**

Dr. T. E. McGarity, McGarity & Petty Drug Store.

**Winnsboro:**

Dr. R. T. Dickey, Fowler Drug Store.  
Dr. J. H. Wylie, M. & P. Bank Building.

**Newsome:**

Dr. W. H. McDonald.

**Pittsburg:**

Dr. R. Y. Lacy, Dr. C. F. Henderson, Hall Building.

**Cason:**

Dr. T. A. Russell, Patterson Drug Store.

**Daingerfield:**

Dr. D. J. Jenkins, Jenkins Block, near Depot.  
Dr. D. R. Baber  
Dr. W. L. Britton

**Hughes Springs:**

Dr. A. E. Starnes, McMillan Drug Store.  
Dr. H. L. D. Jenkins, Ryle Drug Store.

**Lassater:**

Dr. J. N. McCasland.

**Jefferson:**

Dr. J. A. R. Moseley, New Moseley Building.  
Dr. Felix Peebles, Moseley Building.

**Waskom:**

Dr. H. H. Vaughan, Dr. L. A. Colquitt.

**Greenwood:**

Dr. F. A. Baker.

E. H. HILL Chief Dispatcher

W. E. SALYARDS, Dispatcher E. E. LATIL, Dispatcher

B. T. MOORE, Dispatcher G. H. BLAND, Dispatcher

S. S. HANDLEY, Dispatcher J. T. KERNODLE, Dispatcher

Alexandria, La.



## LOUISIANA, ARKANSAS & TEXAS RAILWAY COMPANY



### Employees' Time Table No. 2

EFFECTIVE SUNDAY, NOVEMBER 2, 1930

at 12:01 o'clock a. m. Central Standard Time

Superseding Previous Time Table

THIS TIME TABLE IS FOR THE GOVERNMENT AND  
INFORMATION OF EMPLOYEES ONLY

R. R. FARMER  
Vice-President  
Greenville, Texas

H. L. MONEY  
Ass't. to Vice-President  
Greenville, Texas

P. E. ONEAL  
Trainmaster  
Greenville, Texas



Third Class	First Class	Distance from Shreveport	CAPACITY		TIME TABLE NO. 2 EFFECTIVE November 2, 1930 STATIONS			Telegraph Calls	Station Numbers	First Class	Third Class
39 Freight Daily	31 Passenger Daily		Pass Track	Other Tracks					32 Daily Passenger	38 Freight Daily	
	Lv2:15 pm	171.51		YD	C	GREENVILLE	FS	X 172	Ar1:20 pm		
Lv6:35 am		171.56		YD	C	HUNT	O	A		Ar8:00 pm	
						S.S.W. 5.76	Crossing				
6:59	f 2:30	165.80	25			HUSBANDS		T 166	f 12:52	7:35	
7:14	s 2:39	161.07	40	12	D	CAMPBELL	CB	T 161	s 12:43	7:21	
7:34	s 2:52	154.36	30	20	D	CUMBY	BF	T 154	s 12:30	6:51	
8:03	s 3:05	148.19	30			BRASHEAR		T 148	s 12:17	6:32	
8:37	s 3:22	140.32		YD	D	SULPHUR SPRINGS	P	XN	T 140	s 12:01 pm	6:08
8:55	f 3:34	134.29	25			CRUSH		T 134	f 11:48	5:40	
9:05	s 3:41	130.99	25	10	D	COMO	CO	T 131	s 11:41	5:30	
9:21	s 3:51	125.73	32			PICKTON	PK	T 126	s 11:31	5:14	
9:53	s 4:08	117.71		YD	D	WINNSBORO	ORPW	WN	T 118	s 11:16	4:50
9:57	f 4:11	116.46		YD		ESER	Y	T 116	f 11:10	4:36	
10:12	f 4:21 <sup>38</sup>	111.31	25			SCROGGINS	P	T 111	f 11:00	4:21 <sup>31</sup>	
10:21	s 4:27	108.42	30			NEWSOME	P	T 108	s 10:54	4:08	
10:46 <sup>32</sup>	s 4:35	105.01	30			LEESBURG		T 105	s 10:46 <sup>39</sup>	3:54	
11:15	s 4:50	98.36	25	YD	D	PITTSBURG	W-P	H	T 98	s 10:31	3:26
11:32	f 4:59	94.18	25			FAKER	P	T 94	f 10:22	2:59	
12:01 pm	s 5:14	88.51	25	3	D	CASON		CN	T 89	s 10:06	2:30
12:31	s 5:30	82.63	30			DAINGERFIELD		DG	T 83	s 9:50	1:59
1:27 <sup>38</sup>	s 5:46	76.33		YD	D	HUGHES SPRINGS	TWFP	HU	T 76	s 9:33	1:27 <sup>39</sup>
1:55	f 6:09	70.99	50			PATMAN		T 71	f 9:09	12:41	
2:14	s 6:19	67.44	30			AVINGER		VC	T 67	s 8:59	12:22
2:42	s 6:34	61.07	35			LASSATER		T 61	s 8:44	11:54	
2:59	f 6:44	55.34	40			NEWLINE		T 55	f 8:34	11:37	
3:14	6:54	50.32	30			NORTH JEFFERSON	P	B	T 50	8:24	11:22
3:27	s 6:59	49.31	25	20	D	JEFFERSON	O-W-P	JN	T 49	s 8:22	11:19
3:29	7:01	48.81	25			SOUTH JEFFERSON		T 48	8:17	11:07	
3:51	f 7:15	41.64	25			BALDWIN	P	T 42	f 8:03	10:45	
4:05	s 7:25	36.81	30			KARNACK		KC	T 37	s 7:54	10:31
4:23	s 7:37	31.96	25			LEIGH	P	T 32	s 7:42	10:13	
4:43	f 7:48	28.00	25			LEMO		T 28	f 7:31	9:53	
5:22	s 8:01	22.17	50			WASKOM	P	WS	T 22	s 7:17	9:14
5:28	f 8:04	20.92	20			LORRAINE	Y	NE	T 21	f 7:12	9:08
5:41	s 8:13	16.53	40			GREENWOOD		GR	T 17	s 7:03	8:55
5:58	f 8:24	10.91	30			NICHOLS		T 11	f 6:51	8:38	
6:14	f 8:34	5.63	35			JEWELLA	P	T 6	f 6:41	8:22	
6:19	8:39	3.23		YD	T.&P.	WEST SHREVEPORT	Crossing	T 3	6:36	8:15	
6:28	8:45	1.73		YD	C	SPRING ST. JCT.		BU	T 2	6:30	8:00
Ar6:35 pm	8:50	.93		YD	C	SILVER LAKE YARD		N	T 1	6:25	Lv7:45 am
	Ar8:55 pm	0		YD	C	CENTRAL STATION		SR	T 0	Lv6:20 am	
						SHREVEPORT					
14.3	25.7					Average miles an hour			24.5	14.	



Second Class 46 Daily Except Sunday	Station Numbers	Telegraph Calls	Fuel, Water Wyes, etc	TIME TABLE NO. 2 Effective November 2, 1930		Capacity of Sidings		Distance from Shreveport	Second Class 45 Daily Except Sunday
				STATIONS		Pass	Oth-ers		
Lv 8:00 AM	T 172	FS	FYWPR	C.....	GREENVILLE		YD	171.51	Ar 3:25 PM
8:20	T 171	A	O	C.....	HUNT		YD	171.56	3:05
9:00	T 178				FLOYD	33		178.35	2:25
9:50	T 185	SA	W	G.C.&S.F. 6.9	Crossing		YD	185.2	1:35
10:40	T 194	PN		D.....	FARMERSVILLE			194.2	12:45
Ar 11:20 AM	T 202	NY	TRWY	D.....	PRINCETON	32		194.2	12:45
				D.....	McKINNEY		YD	202.1	Lv 12:05 PM
					31.7				

**FLAG STOPS NOT SHOWN ON TIME TABLES**

Thermo .....	M. P. 134.74	Flournoy .....	M. P. 12.26
Musgrove .....	M. P. 113.89	Lotta .....	M. P. 29.36
Orrs .....	M. P. 62.88	Blocker .....	M. P. 25.56
Sarber .....	M. P. 58.29	Cottonland .....	M. P. 181.34
Kelleyville .....	M. P. 54.41	Ethelmore .....	M. P. 189.72
Fitzpatrick .....	M. P. 34.69	Jack Davis .....	M. P. 197.67

**SPECIAL INSTRUCTIONS**

1. In making up trains, flat cars or other low cars must be placed next to caboose. Loaded tank cars will be placed at least four cars from caboose or engine if possible.

2. Northward trains are superior to trains of the same class in the opposite direction unless otherwise specified.

3. Passenger trains report for orders before leaving Greenville, McKinney, Hughes Springs and Central Station. Freight trains report for orders before leaving Hunt, Hughes Springs, Silver Lake Yard and McKinney.

4. (A) All excepting first class trains run under control in yard limits Waskom and Lorraine, Eser and Winnsboro and Jefferson Yard, expecting to find main track occupied.

4. (B) Trains and engines must run at a restricted speed through Greenville and Hunt Yards expecting to find main track occupied. The moving train or engine will be held responsible. Trains or engines standing or moving under obscure conditions unprotected by flagman, ample distance for safety, when superior trains overdue will be held equally responsible.

4. (C) L. A. & T. trains between Hunt and Greenville use track East of M-K-T. water tank. This track will also be used by M-K-T. Mineola Branch trains and M-K-T. main line trains as a passing track keeping clear of L. A. & T. trains.

4. (D) Y. & M. V. and L. & A. railroad rules and regulations apply in their respective yard limits of Shreveport.

4. (E) Overhead trestle just South of Jefferson Junction will not clear man on top or side of cars. This trestle is 17 ft. 6 inches high above rail.

Bridge across East Fork River M. P. 198.8 will not clear man on top or side of cars. This bridge is 19 ft. 8 inches high.

4. (F) It will be the duty of yard and road crews to make report immediately of all unusual occurrences where injury to persons, property and stock are involved. Enginemen must watch close for vehicles approaching crossings and an additional whistle signal will be sounded until engine reaches crossing or vehicles stop. Fireman will notify engineer of vehicles approaching from fireman's side. Additional whistle will be sounded when approaching crossing where view is obstructed.

4. (G) Do not exceed 15 miles an hour between distant signals Jefferson interlocker.

4. (H) First class trains will run at a restricted speed between Jewella and Spring Street Junction expecting to find main track occupied.

4. (I) All trains stop and flag Clabourne Avenue, Mansfield Road and Louisiana Street crossings.

4. (J) All trains register by slip Y. & M. V. Yard Office. Southward trains check register Wilson Alley keeping clear of Y. & M. V. first class trains. Westward Y. & M. V. first class trains will register at Wilsons Alley flag shanty.

**4. (K) Maximum Speed An Hour:**

	Passenger Trains:	Freight Trains:
MP 6 to MP 22	35	20
MP 22 to MP 33	25	12
MP 33 to MP 63	35	20
MP 63 to MP 94	25	12
MP 94 to MP 109	30	15
MP 109 to MP 171	35	20
MP 171 to MP 185	15	10
MP 185 to MP 202	12	8

4. (L) Engines backing up 15 miles an hour.

4. (M) Freight engines on passenger trains or engines running light will not exceed 30 miles an hour.



**SPECIAL INSTRUCTIONS—Continued**

**4. (N) City Ordinances Speed Restrictions:**

Greenville	10 miles an hour
Sulphur Springs	6 miles an hour
Winnsboro	10 miles an hour
Pittsburg	10 miles an hour
Hughes Springs	10 miles an hour
McKinney	6 miles an hour.

**5. Stations and tracks not shown on Time Tables:**

	M. P.	Connected	Capacity
Buncombe	8.62	South	12
Flournoy	12.26	North	3
Owl Oil Spur	17.65	North	8
Waterman	18.24	North	6
Bullen	19.68	North	12
Blocker	25.56	South	3
Lotta	29.36	South	6
Kelleyville	54.41	South	8
Sarber	58.29	North	20
Orrs	62.88	North	8
Veals	78.67	South	12
Johnson	90.67	North	5
Thermo	134.74	South	5
Cotton Land	181.34	North	6

**5. (A) Following yards protected by Yard Limit Boards:**

Jefferson	Hughes Springs
Avinger	Winnsboro to South of Eser
Pittsburg	Sulphur Springs
Hunt and Greenville	Thermo
	Waskom to Lorraine

**5. (B) Water Tanks other than those shown on schedule**

<b>Page:</b>	
Cumby	MP 157.78
Sarber	MP 58.70
Blocker	MP 25.61

5. (C) Track capacities are based on average of 45 foot per car exclusive of caboose and engine.

5. (D) Employes are cautioned not to approach openings of oil tanks, oil tenders, oil cars, oil pipe lines, oil pumps, oil vats or oil receptacles of any kind, used in the handling or storing of fuel oil where oil or gas may be exposed with lighted lantern or torch or any light made by a flame.

6. Bulletin books located at Hunt Yard, Greenville Round-house, Hughes Springs, Shreveport.

7. Standard clocks located Hunt Yard, Hughes Springs, Shreveport.

**8. Time Inspectors:**

Sidney F. Ball, General Inspector, Chicago.  
G. A. Pfaeffle, Greenville, Texas.  
Keller-Youngblood, Shreveport.

**9. Railroad Grade Crossings:**

Location	Railroad	Description
185.22	G. C. & S. F.	Full Stop
170.15	S. S. W. Rwy.	Full Stop
169.71	T. & N. O.	Full Stop
98.26	S. S. W. Rwy.	Full Stop
50.17	T. & P. Rwy.	Interlocker
49.16	T. & P. Rwy.	Full Stop
21.67	T. & P. Rwy.	Full Stop
14.41	T. & P. Rwy.	Automatic
W. Shreveport	T. & P. Rwy.	Full Stop

**10. Engine Whistle Code:**

Jefferson Interlocker. For main line — — — —  
Enginemen notifying Leverman he cannot accept signal  
OOOOO.

**11. Tonnage Rating Table:**

Between	23%	27%	30%	31%	33%	34%	36%	38%
Greenville-Farmersville	730	825	925					
Farmersville-McKinney	650	750	850					
Greenville-Winnsboro	700	860	1050	1115	1250	1275	1365	1425
Winnsboro-Hughes Springs	575	650	750	785	850	925	950	1000
Hughes Spgs.-Shreveport	755	870	1000	1035	1150	1225	1300	1400

12. It is not lawful to sound a locomotive whistle or permit engines to pop within the city limits of city of Shreveport.

**SPEED TABLE**

Speed Per Hour	Time		Speed Per Hour	Time		Speed Per Hour	Time		Speed Per Hour	Time	
	1 Mile	M S		1 Mile	M S		1 Mile	M S		1 Mile	M S
10	6	0	23	2	36	36	1	40	45	1	13
11	5	27	24	2	30	37	1	37	50	1	12
12	5	0	25	2	24	38	1	34	51	1	10
13	4	37	26	2	18	39	1	32	52	1	9
14	4	17	27	2	13	40	1	30	53	1	7
15	4	0	28	2	8	41	1	27	54	1	6
16	3	45	29	2	4	42	1	25	55	1	5
17	3	31	30	2	0	43	1	23	56	1	4
18	3	20	31	1	56	44	1	21	57	1	3
19	3	9	32	1	52	45	1	20	58	1	2
20	3	0	33	1	49	46	1	18	59	1	1
21	2	51	34	1	45	47	1	16	60	1	0
22	2	43	35	1	42	48	1	15			

**Composite Telephone Calls**

Superintendent OO	Hughes Springs OOOOO
Hunt — O	Sarber — OO
Greenville —	Jefferson Tower — —
Sulphur Springs — OOOO	Jefferson OOO —
Winnsboro OO —	Baldwin O — O
Scroggins — O —	Leigh OOOO
Newsome — — O	Lotta O — —
Pittsburg — — —	Waskom — OO —
Faker OO — —	Jewella — OOO

**Register Stations**

All trains at McKinney, Hunt, Winnsboro, Hughes Springs, L. & A. and Y. & M. V. Yard Offices, Shreveport.  
First class and mixed at Central Station, Shreveport and Greenville.

**SYMBOLS.** F, oil; W, water; P, telephone; T, turn table; Y, Wye; O, Track Scales; R, Register; C, Day and Night Telegraph office; D, Day Telegraph office.

**TEXAS STATE LAWS GOVERNING RAILWAY EMPLOYES**

Art. 4228. Every conductor, baggage master, engineer, brakeman or other servant of any such railroad corporation employed in a Passenger train or at station for passengers shall wear upon his hat or cap a badge which shall indicate his office and the initial letters of the style of the corporation by which he is employed.

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

Art. 4232. A bell of at least thirty pounds in weight and a steam whistle shall be placed on each locomotive engine and the whistle shall be blown and the bell rung the distance of at least eighty rods from the place where the railroad shall cross any public road or street; and that such bell shall be kept ringing until it shall have crossed such public road or stopped; and each



Locomotive engine approaching a place where two lines of railway cross each other shall before reaching such railway crossing, be brought to a full stop. And any engineer having charge of such engine and neglecting to comply with any of the provisions of this Act shall be fined in any sum not less than five nor more than one hundred dollars for such neglect; and the corporation operating such railway shall be liable for all damages which shall be sustained by any person by reason of any such neglect. Provided, however, that the full stop at such crossings may be discontinued when the railroads crossing each other shall put into full operation at such crossing an interlocking switch and signal apparatus, and shall keep a flagman in attendance at such crossing.

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

Art. 1010, Sec. 9. Conductors of passenger trains provided with separate coaches shall have the authority to refuse any passengers admittance to any coach or compartment in which they are not entitled to ride under the provisions of the Separate Coach Act and the conductor in charge of the train shall have authority and it shall be his duty to remove from a coach any passenger not entitled to ride therein under provisions of said Act and upon his refusal to do so knowingly shall be guilty of a misdemeanor and upon conviction shall be fined in any sum not less than \$5.00 nor more than \$25.00.

Acts. 1907, Page 93. If any Railway Company or any officer agent or employee of any such Company in this State shall knowingly haul or carry any person or property free of charge or give or grant to any person, firm, association of persons, or corporations, a free pass, a privilege or a substitute for pay or a substitute which is used or which is given to be used instead of the regular fare or rate for transportation or any authority or permit whatsoever to travel or to pass or convey or transport any person or property free or sell any transportation for anything except money or for any greater or less rate than is charged to all persons under the same conditions over any railway or

transportation line or part of line in this State except such persons as are expressly exempted under the provisions of this act, shall be deemed guilty of a misdemeanor and upon conviction shall pay to the State of Texas the sum of \$5000.00 for each violation of the Act and an employee or agent of such Railway Company who shall sell any transportation for anything except money or knowingly give, grant, issue or cause to be issued a free pass, a privilege or and substitute for or in lieu thereof, for the transportation of any person, article or thing except to such persons as are exempt under the provisions of the Act shall be deemed guilty of a felony and upon conviction shall be punished by a fine of not less than \$500.00 nor more than \$2000.00 and may in addition thereto in the discretion of the jury be imprisoned in the penitentiary for a term of not less than six months nor more than two years.

A Railroad Company has the right to eject from its train any passenger or person who refuses upon demand to produce a proper ticket or other transportation or satisfactory evidence of his right to ride, or to pay his fare to destination; any drunken or disorderly person whose conduct is such as calculated to operate as a serious annoyance to other passengers, 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 any passengers or train employes, whether he has paid his fare or not. In such cases such passengers or person may be expelled from the train at any point along the line, whether at a depot or elsewhere, except in case the passenger or person is unable by reason of age, sex, infirmity or other condition or circumstances to travel from the place of ejection to a dwelling house or town, or in case of a great distance, inclement weather, darkness or other condition or circumstances, rendering it unsafe, frightful or dangerous for such passenger or person to travel to the nearest dwelling or town; then in any such cases such passenger or person should be expelled at a station where reasonably safe and comfortable accommodations can be secured.

The attention of all employees is called to the extracts published above.

Engineers are cautioned against any failure to comply with the law concerning whistling and bell ringing and are instructed to use both the bell and whistle at highway crossings.

## REGULATIONS CONCERNING THE HANDLING OF U. S. MAIL

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

1. Mails must not be allowed to remain upon the trucks or platforms, unguarded, or where they will be liable to depredations, or to damage by the elements; and they must be dispatched to the postoffice or placed board the proper trains without delay.

2. When for any reason a mail pouch is carried by or short of destination, or is otherwise improperly delivered, notice must be sent to the Superintendent by wire, immediately, and the mail sent to the proper destination by first train.

3. All persons through whose hands a miscarried mail pouch passes must make a written report to Superintendent, giving full particulars. This rule must be strictly observed. An error in the delivery of a pouch may be excused but a failure to promptly report a wrong delivery will not be overlooked.

4. Train Baggage masters who fail to receive mail pouches usually carried on their trains will report the fact to Superintendent, and will notify the station baggage agent or mail messenger, who will in turn notify the Postmaster or the Superintendent.

5. Station Agents will be required to notify the Postmaster at offices which receive mail at their respective stations of any changes in the time of trains which carry mails; the notice to be given immediately upon the receipt of the time table which cover such changes.

6. Attention is called to the following extracts from the Postal Laws and Regulations of the United States.

"Section 1023. Arrival of Mail at Late Hour of Night—

Whenever the mail on any railroad routes arrives at a late hour of the night, the railroad company must retain custody thereof by placing the same in a secure and safe room or apartment of the depot or station, until the following morning, when it must be delivered at the Post Office, or to the mail messenger employed by the Department at as early an hour as the necessities of the office may require."

"Section 1024. Departure of Mails at a Late Hour of Night—When a train departs from a railroad station in the night time, later than 9:00 o'clock, and it is deemed necessary to have the mail dispatched by such train, the Division Superintendent may authorize the mail messenger or carrier to take the mail to the Railroad station at such time as will best serve the interest of the mail service, who will be required to keep it in some secure place until the train arrives, and then see that it is properly dispatched."

"The Division Superintendent will give reasonable advance notice to the proper officer of the railroad company, in order that the agent or representative of the company may be properly instructed."

"Section 5474. Revised Statutes—Any person who shall have taken charge of the mail and shall voluntarily quit or desert the same before it has been delivered into the post office at the termination of the route, or to some known mail carrier, messenger, agent or other employee of the Post Office Department, authorized to receive the same, shall be punishable by a fine of not more than five hundred dollars, and by imprisonment, for not less than three months nor more than one year."



**Rules Relative to the Protection of Trains as Prescribed by Order No. 1517  
of the Louisiana Railroad Commission**

When a train stops or is delayed under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail when the conditions require it. The front of a train must be protected in the same way when necessary by front brakeman. If the front brakeman is not available the fireman must act in his place.

(a) Between sunset and sunrise the flagman shall immediately after he leaves his train light a red fusee and carry it with him back one-quarter of a mile to the point where he places the first torpedo and must leave a burning fusee at the same point as the first torpedo.

A sufficient distance to insure full protection requires that flagman shall go back to a point one-fourth mile from the rear of his train, where he must place one torpedo on the rail. He must then continue to go back at least one-half mile from the rear of his train and place two torpedoes on the rail not more than two rail lengths apart; he may then return to within one-fourth mile from the rear of his train, and remain there until recalled. If a passenger train is due he must remain until it

arrives. When he comes in he will remove the torpedo nearest to train, but the two torpedoes must be left on the rail as a caution signal to a following train.

The recall of flagman is the most critical period and when there is not a clear view of at least one-half mile, train must be moved forward a sufficient distance to insure safety before flagman is recalled. During foggy or stormy weather, or in the vicinity of obscure curves or descending grades, or which other conditions require it, the flagman will increase the distance. When a train is fagged by a flagman the enginemen must obtain a thorough explanation of the cause, stopping if necessary.

(b) Should the speed of a train be reduced and its rear there by endangered, making it necessary to check a following train before a flagman can get off, a lighted red fusee must be thrown on the track at intervals to insure safety of the leading train.

(c) When a flagman is sent out with specific instructions affecting the rights of trains, such instructions must be in writing.

(d) When a flagman is sent to a station on a train, he will ride on the engine and enginemen must stop and let him off at the first switch.



