

No. 66.

WESTERN DIVISION--Austin Branch.

No. 66.

TRAINS BOUND WEST.				TRAINS BOUND EAST.					
3d Class 27	3d Class 25	1st Class 23	1st Class 21	Stations.	Miles from Houston.	1st Class 22	3d Class 24	3d Class 26	3d Class 28
Freight.	Freight.	Express.	Express.			Express.	Express.	Freight.	Freight.
		7 25 pm	7 30 am	0 Le. Houston Ar.	0	5 15 pm	7 00 am		
11 50 pm	5 00 am	9 55 pm	9 55 am	51.5 ... HEMSTEAD...	51.5	2 25 pm	4 50	7 30 pm	11 40 am
1 30	6 05	10 25	10 37	62.2 ... CHAPPELL HILL	62.2	1 40	3 45	6 15	10 37
2 35	7 05	11 25	11 17	72.5 ... BRENHAM...	72.5	1 00	3 05	5 10	9 30
	All	Trains	Stop.	82.7 ... G. O. & S. F. Crossing	82.7	All	Trains	Stop.	
3 50	8 20	12 20 am	12 10 pm	83.0 ... BURTON...	83.0	12 10 pm	2 10	3 50	8 20
5 05	9 35	1 15	1 15	98.1 ... LEDBETTER...	98.1	11 25	1 15	2 30	7 10
5 55	10 30	1 45	1 45	103.8 ... GIDDINGS...	103.8	10 38	12 45	1 45	6 20
7 00	11 59	2 20	2 20	118.0 ... PAIGE...	118.0	10 00	12 05 am	11 59	5 15
8 00	1 15 pm	2 50	2 55	128.8 ... MCDADE...	128.8	9 28	11 33	10 50	4 20
9 00	2 30	3 23	3 25	150.0 ... ELGIN...	150.0	8 55	11 00	9 40	3 33
10 10	3 55	4 00	4 05	151.0 ... MANOR...	151.0	8 13	10 20	8 13	1 55
10 20	4 05			154.8 ... Austin Le.	154.8	7 50 am	9 50 pm	6 40 am	12 15 am
11 50 pm	5 20 pm	4 45 am	4 50 pm						

WACO AND NORTH WESTERN DIVISION.

TRAINS BOUND WEST.				TRAINS BOUND EAST.					
3d Class 31	3d Class 37	2d Class 35	1st Class 31	Stations.	Miles from Houston.	1st Class 32	2d Class 36	3d Class 38	3d Class 40
Freight	Fr. & P.	Mixed.	Express.			Express.	Mixed.	Freight.	Freight
		7 25 pm	7 20 am	0 Le. Houston Ar.	0	5 15 pm	7 00 am		
1 00 pm		2 30 am	2 30 pm	113.0 ... BRIMMOND...	113.0	10 10 am	11 45 pm		10 55 am
1 55		3 15	2 55	132.1 ... REAGAN...	132.1	9 40	11 00		9 40 lv } 9 40 ar }
2 45		3 55	3 20	169.2 ... MARLIN...	169.2	9 15	10 20		8 40
3 35		4 55	3 45	168.3 ... PERRY...	168.3	8 50	9 55		7 50
3 45		5 20	4 15	178.4 ... HARRISON...	178.4	8 21	8 45		6 50
4 50				183.4 ... WACO ... LV	183.4	8 00 am	8 40 pm		6 00 am
All Trains	Stop.	All	Trains Stop.	M. K. & T. Crossing, T. & St. Louis Crossing.		All Trains	Stop.	All	Trains Stop.
5 45 pm		6 00 am	4 40 pm						
			1st Class 33 Express.			1st Class 34 Express.			
	6 55 am		6 20 am	189.4 LV ... WACO ... AR	189.4	7 40 pm		7 05 pm	
	8 00		7 15	197.4 ... ROSS...	197.4	6 55		6 00	
	9 00		7 47	208.0 ... AQUILLA...	208.0	6 22		5 00	
	9 50		8 15	219.4 ... WHITNEY...	219.4	5 55		4 10	
	10 45		8 47	230.0 ... FOWLER...	230.0	5 22		3 15	
All Trains	Stop.	All	Trains Stop.	G. C. & S. F. Crossing		All Trains	Stop.	All	Trains Stop.
	11 30		9 15	243.0 ... MORGAN...	243.0	4 55		2 30	
	12 15 pm		9 40	249.0 ... WALNUT SPRINGS	249.0	4 30		1 45	
	1 00		10 05	259.0 ... HREDELL...	259.0	4 05		1 00	
	1 50		10 37	271.4 ... HICO...	271.4	3 32		12 10 pm	
	2 45 ar		11 15	284.4 ... ALEXANDER...	284.4	2 55		11 15	
	2 55 lv		11 40	293.4 ... DUBLIN...	293.4	2 30		10 20	
	3 40		11 50	297.4 ... MOUNT ATRY...	297.4	2 20		10 00	
	4 00		12 10 pm	305.0 ... DELEON...	305.0	2 00		9 20	
	4 40			326.1 ... CARBON...	326.1	1 05		7 35	
	6 25		1 05	340.4 ... CISCO...	340.4	12 20 pm		6 25 am	
All Trains	Stop.	All	Trains Stop.	Tex. & Pac. Crossing.		All Trains	Stop.	All	Trains Stop.
	7 55 pm		3 05	352.9 ... ERATH...	352.9	11 05		6 25 am	
	8 20 pm		3 40	362.0 ... VESTA...	362.0	10 55		6 00 am	
			4 15 pm	373.0 ... Albany Le	373.0	9 55 am			

CENTRAL TEXAS & NORTHWESTERN RAILWAY--Waxahachie Branch.

43 Mixed.		41 Mixed.		42 Mixed.		44 Mixed.	
	7 55 pm		7 25 pm	0 Le. Houston Ar	1	5 15 pm	7 00 am
	7 50 pm		7 00 am	234.0 ... GARRETT...	234.0	5 00 am	7 00 pm
	8 20 pm		8 00 am	246.0 ... WAXAHACHIE...	246.0	4 00 am	6 00 pm

Figures in Heavy Type Indicate Meeting and Passing Points.
* Flag Stations--Trains stop only on signal.
† Permanent Telegraph Stations.

Nos. 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 41, 42, 43 and 44 run Daily.
All others Daily except Sunday.
Nos. 33 and 34 are Second Class between Cleo and Albany.

Houston & Texas Central

RAILWAY COMPANY

AND OPERATED LINES.

Time Table No. 66.

IN EFFECT

SUNDAY, JULY 22d, 1883.

AT 12:00 O'CLOCK NOON.

For the use of Employees only. The Company reserves the right to vary therefrom at pleasure.

NOTE--The Time indicated in this Table is the Arriving Time for all Trains, except at Stations where both Arriving and Leaving Time is specified. No Train must arrive at or leave any Station before its regular Time. Sufficient allowance is made in the time between Stations for taking wood and water, and for doing the regular business at Stations. Conductors must dispatch business, and give Engineers all possible time for running the trains.
Important changes in Rules 20, 31 and 43

G. A. QUINLAN,

Engineer and Sup't Second Division.

M. G. HOWE,

Engineer and Sup't First Division.

DONALD ALLEN,

Engineer and Sup't Waco and N. W. Division.

A. H. SWANSON,

General Transportation Manager.

TEXAS CENTRAL--Northeastern Division.

51 Mixed.		52 Mixed.	
	7 55 pm	1	Le. Houston Ar
	7 10 am	234	... GARRETT...
	7 50	242	... FAULKNER...
	8 55	251	... SCURRY...
	9 30	261.6	... KAUFMAN...
	10 20 am	272.2	... TERRELL...
		286	... ROBERTS...

TRAINS BOUND NORTH.										TRAINS BOUND SOUTH.										
STATIONS.	2d Class No. 15 Freight	3d Class No. 13 Empty'd Freight	2d Class No. 11 Mixed.	3d Class No. 9 Freight	3d Class No. 7 Express Freight	3d Class No. 5 Way Freight	1st Class No. 3 Chicago Express	1st Class No. 1 St. Louis Express	Distances from Houston	STATIONS.	1st Class No. 2 St. Louis Express	1st Class No. 4 Chicago Express	3d Class No. 6 Way Freight	3d Class No. 8 Express Freight	3d Class No. 10 Freight	2d Class No. 12 Mixed	3d Class No. 14 Empty'd Freight	3d Class No. 16 Freight	STATIONS.	
Houston CHANEY JUNGLE G., H. & S. A. Crossing			All Trains	Stop. All	Trains Stop.	All Trains	Stop. All	Trains Stop.	0	Le Houston Ar. CHANEY JUNGLE G., H. & S. A. Crossing	1	5 15 pm 5 07	7 00 am 6 57	5 25 pm 5 25	6 00 am 10 00 pm	Trains Stop.	All Trains	Stop. All	Trains Stop.	Houston CHANEY JUNGLE G., H. & S. A. Crossing
EUREKA	6 45			6 50	6 50	9 20	7 40	7 45	6.5	EUREKA	2	4 55	6 45	4 55	5 20				EUREKA	
GUM ISLAND	7 35			7 35	7 35	10 10	7 58	8 03	13.0	GUM ISLAND	3	4 35	6 25	4 00	4 45				GUM ISLAND	
THOMPSON'S	8 18			8 18	8 18	10 50	8 15	8 18	18.0	THOMPSON'S	4	4 20	6 10	3 30	4 10	8 15 lv 7 45 ar			THOMPSON'S	
CYPRESS	9 00			9 00	9 00	11 40	8 35	8 35	29.0	CYPRESS	5	4 00	5 50	2 50	3 25	7 00			CYPRESS	
HOCKLEY	9 55			9 55	9 40	12 50 pm	9 02	9 00	36.0	HOCKLEY	6	3 35	5 23	1 55	2 25	6 00			HOCKLEY	
WALLER	10 30			10 30	10 15	1 25	9 18	9 15	41.2	WALLER	7	3 20	5 08	1 25	1 55	5 25			WALLER	
Hempstead	11 25			11 25	11 15	2 50	9 45	9 40	51.3	Hempstead	8	2 55	4 40 lv 2 40 pm	12 35 lv 12 25 arpm	1 00 lv 12 45 arpm	4 25 lv 3 50 arpm				Hempstead
HOWTH	11 59			12 15 am	12 15 am	3 20	10 02	9 58	55.7	HOWTH	9	2 36	4 20	1 15	1 55	3 20			HOWTH	
COURTNEY	12 45 pm			1 05	1 05	3 55	10 23	10 15	62.6	COURTNEY	10	2 18	4 00	1 15	1 55	2 45			COURTNEY	
NAVASOTA	1 45			1 45	1 45	4 40	10 45	10 40	71.4	NAVASOTA	11	1 55	3 35	10 40 lv 10 30 ar	10 45 lv 10 35 ar	1 45 ar			NAVASOTA	
MILLIGAN	3 00			3 00	3 00	5 35	11 12	11 05	80.6	MILLIGAN	12	1 30	3 10	9 20	9 20	12 55			MILLIGAN	
WELLBORN	4 00			4 00	4 05	6 20	11 35	11 27	88.7	WELLBORN	13	1 05	2 45	8 25	8 35	12 15 pm			WELLBORN	
COLLEGE	4 40			4 40	4 45	6 50	11 50	11 43	91.8	COLLEGE	13 1/2	12 33	2 20	7 45	7 55	11 43 lv 11 35 ar			COLLEGE	
BRYAN	5 15			5 15	5 25	7 20	12 05 am	11 57	90.7	BRYAN	14	12 40	2 15	7 05	7 20	11 00			BRYAN	
BENCHLEY	6 10			6 15	6 15	8 05	12 25	12 20 pm	107.7	BENCHLEY	15	12 20 pm	1 53	6 15	6 10	10 05			BENCHLEY	
SUTTON	7 00			7 00	7 00	8 45	12 40	12 40	115.0	SUTTON	16	11 50	1 32	5 20	5 20	9 20			SUTTON	
Hearne	7 50 pm			7 50 pm	7 50 pm	9 15 pm	1 03 am	12 55 pm	139.7	Hearne	17	11 45 am lv 11 25 am ar	1 15 am lv 1 10 am ar	5 00 am 5 50 am	4 45 pm 8 00 am	8 40 pm 8 00 am			Hearne	
CALVERT	8 45			8 45	8 45	10 30	1 35	1 40	128.9	CALVERT	18	11 03	12 45	3 40	2 55	7 10			CALVERT	
HAMMOND	9 30			10 00	10 40	11 20	2 00	2 05	137.5	HAMMOND	19	10 40	12 21	2 50	2 05 lv 1 55 ar	6 15			HAMMOND	
BREMOND	10 00			10 20	11 59	1 00 pm	2 20	2 25	143.0	BREMOND	20	10 25	12 05 am	2 15 lv 1 15 arpm	5 40 lv 5 10 ar	5 00			BREMOND	
KOSSE	11 20			11 50	1 00 pm	2 00	2 40	2 45	153.7	KOSSE	21	9 47	11 30	1 15 arpm	11 59 arpm	4 10			KOSSE	
THORNTON	12 35 am			1 31	2 40	3 10	3 15	3 15	161.6	THORNTON	22	9 25	11 08	1 08 lv 10 55 ar	3 10 lv 2 30 ar	3 10			THORNTON	
GROESBEECK	1 25			2 20	3 35	3 35	3 40	3 40	170.0	GROESBEECK	23	9 00	10 45	10 19	9 50	1 25			GROESBEECK	
MEXIA	2 20			3 25	4 35	4 10	4 10	4 40	181.4	MEXIA	24	8 25	10 10	9 00	8 25 lv 8 15 ar	12 10 am			MEXIA	
WORTHAM	2 55			4 00	5 15	4 35	4 40	4 40	188.0	WORTHAM	25	8 00	9 45	8 20	7 20	11 25			WORTHAM	
RICHLAND	3 45			4 55	6 10	5 07	5 15	5 15	198.9	RICHLAND	26	7 28	9 15	7 20	6 10 5 25	10 25			RICHLAND	
ANGUS	4 15			5 33	7 10	5 25	5 33	5 33	201.4	ANGUS	26 1/2	7 10	8 15	6 00	9 10 lv 9 10 lv	9 50			ANGUS	
Corsicana	5 15			6 45	7 10	5 50 am	6 15 pm	6 15 pm	210.9	Corsicana	27	6 30 lv 6 30 arpm	8 35 lv 8 15 ar	6 15 lv 5 30 arpm	4 45 lv 7 10 arpm	9 10 lv 7 10 arpm	5 45 pm Trains Stop.			Corsicana
CARL	6 10			6 00	7 45	9 20	6 10	6 35	213.5	CARL	27 1/2	6 10	7 55	3 20	2 55	6 35 lv 6 20 ar	5 15		CARL	
RICE	6 40			6 40	8 20	10 15	6 20	6 45	221.5	RICE	28	5 57	7 45	2 55	2 30	6 05	4 55		RICE	
ALMA	7 25			7 10	8 50	10 45	6 35	7 00	225.5	ALMA	28 1/2	5 44	7 30	2 25	2 00	5 40	4 30		ALMA	
ENNIS	8 00			7 40	9 15	11 10	6 45	7 15	231.2	ENNIS	29	5 50	7 15	2 00	1 55	5 15	4 10		ENNIS	
Carrett	8 20			8 00	9 55	11 25	6 53	7 25	231.0	Carrett	29 1/2	5 22	7 05	1 40	1 15	5 00	3 55		Carrett	
PALMER	8 50			8 30	10 00	11 50	7 05	7 37	238.9	PALMER	30	5 10	6 50	1 15	1 20	4 35	3 33		PALMER	
FERRIS	9 15			9 10	10 40	12 30 pm	7 23	7 57	246.1	FERRIS	30 1/2	4 51	6 30	1 20	12 30 pm	4 00	3 00		FERRIS	
HUTCHINS	11 30			10 10	11 25	1 15	7 44	8 20	254.6	HUTCHINS	31	4 28	6 02	1 15	11 25	3 15	2 20		HUTCHINS	
MILLER	11 55			11 15	12 40	1 55	7 59	8 35	269.0	MILLER	32	4 13	5 45	1 10	10 40	2 50	1 55		MILLER	
Dallas	12 15 pm			12 30 pm	1 15	2 25	8 10	8 50	261.7	Dallas	33	4 00 lv 3 50 arpm	5 30 lv 5 20 arpm	10 05 lv 9 50 pm	10 15 lv 2 00 arpm	2 25 lv 1 00 arpm	1 30 lv 1 00 arpm			Dallas
CARRUTH	1 30			12 15 pm	1 35	3 55	8 46	9 17	270.5	CARRUTH	33 1/2	3 35	5 02	8 46 lv 8 40 ar	9 17 lv 9 10 ar	1 30	12 25 pm		CARRUTH	
RICHARDSON	2 00			1 45	2 15	4 35	9 05	9 37	277.3	RICHARDSON	34	3 15	4 43	8 00	8 30	12 55	11 45		RICHARDSON	
PLANO	2 25			2 15	2 50	4 43	9 20	9 50	282.5	PLANO	35	3 00	4 30	7 35	8 00	12 25 pm	11 15		PLANO	
ALLEN	2 45			2 30	3 00	5 55	9 38	10 07	288.5	ALLEN	36	2 45	4 12	7 01	7 25	11 50	10 40		ALLEN	
MCKINNEY	3 35			3 15	3 45	6 40	10 00	10 30	297.4	MCKINNEY	37	2 23	3 50	6 15	6 40	11 00	10 00 lv 9 50 ar		MCKINNEY	
MELISSA	4 20			3 55	4 45	7 20	10 20	10 47	303.0	MELISSA	38	2 03	3 33	5 35	6 00	10 20	9 20		MELISSA	
ANNA	4 50			4 10	5 10	7 50	10 33	11 00	308.0	ANNA	38 1/2	1 51	3 18	5 10	5 35	9 30	9 00		ANNA	
VAN ALSTYNE	5 10			4 45	5 45	8 15	10 48	11 15	313.0	VAN ALSTYNE	39	1 38	3 05	4 40	5 10	9 00	8 35		VAN ALSTYNE	
HOWE	5 50			5 25	6 25	8 40	11 05	11 30	319.5	HOWE	40	1 20	2 50	3 35	4 10	8 25	8 05		HOWE	
Sherman	6 40			6 10	7 15	9 40	11 30	11 55	323.6	Sherman	41	12 25	2 25	3 00	3 20	7 25	7 25		Sherman	
Dennison	7 30 pm			7 00 pm	8 15 am	10 50 pm	11 55 am	12 20 pm	333.0	Dennison	42	All Trains	St. P. Ar	Trains Stop.	All Trains	Stop.	All Trains	Stop.	Dennison	
RED RIVER CITY									341.1	RED RIVER CITY									RED RIVER CITY	

Figures in Heavy Type Indicate Meeting and Passing Points. Nos. 1, 2, 3, 4, 5, 6, 7 and 8 run Daily. All other Trains Daily except Sunday. * Flag Stations—Trains stop only on signal. † Telegraph Stations.

RULES OF THE HOUSTON & TEXAS CENTRAL RAILWAY

—AND—

REGULATIONS FOR THE RUNNING OF TRAINS.

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

TIME.

The Chronometer in the Assistant Superintendent's Office, at Houston, is the standard time. Conductors and Engineers will compare time daily, and keep their watches in exact conformity. Conductors and Engineers who do not run to Houston, will compare time daily with Conductors of through Trains. Road Masters and Foremen will compare time with Conductors as often as practicable.

CLASSIFICATION OF TRAINS.

Schedule Trains are classed as to priority as indicated in the Time Table. 1st Class Trains will have absolute right of track over 2d and 3d Class Trains, and 2d Class Trains will have absolute right of track over 3d Class Trains; but will keep entirely out of the way of 1st Class Trains; 3d Class Trains will keep entirely out of the way of both 1st and 2d Class Trains. Conductors and Engineers will be governed entirely by this classification.

RULES GOVERNING THE RIGHTS OF TRAINS.

1. Trains bound South have right of road indefinitely over Trains of same class bound North.
2. Trains bound East from Austin to Hempstead, have right of road indefinitely over Trains of same class bound west from Hempstead to Austin.
- Trains bound East from Albany to Bremond have right of road indefinitely over Trains of same class bound West from Bremond to Albany.
3. Trains of an inferior Class must keep entirely out of the way of Trains of a Superior Class bound in either direction.

DELAYED TRAINS.

4. Whenever any Train is twenty-four hours or more behind its own time, per Table, it thereby loses all its right to the road against all Time Table Trains, and can afterwards proceed only as an extra Train.

RULES FOR FLAGGING TRAINS.

5. Two red flags by day, or two red lights by night, displayed on the front of an Engine, indicate that an Engine or Train is following, which must be waited for by Engines or Trains of the same and inferior class. When trains are run in sections, two red flags, or two red lights, must be carried on the front of each Engine, excepting the last; and great care must be taken by those in charge of Extra Trains, to see that they are properly flagged by all Trains that precede them.
6. Conductors will notify Yard Masters when carrying flag to terminal stations; and when flags are taken down

short of destination of Train carrying flag, Conductor will notify the Agent, who will notify all Trains until the flagged Train arrives.

7. Extra Trains, or Engines, flagged by Regular Trains, must be treated by Trains of the same, or inferior class, as forming a part of the Train carrying the flag; and Conductors and Engineers of Trains of the same class without regard to right of track, must wait indefinitely for the flagged Train or Trains, and pass them all at the same point, but no Section or Extra, flagged by another Train, shall, by reason of this rule, infringe on the time of a Train of a superior class. In all cases where an Engine is carrying a signal for following Engine or Train, the Engineer will give five short blasts of the whistle upon meeting an Engine at any point on the road.

RULES FOR THE MOVEMENT OF TRAINS.

8. ALWAYS TAKE THE SAFE SIDE IN CASES OF THE LEAST UNCERTAINTY

9. Trains are to be run under the direction of the Conductor, except when his directions conflict with these rules or involve any risk or hazard; in either of which cases, all participants will be held alike accountable.

10. No Train will, on any account, leave a Station before the time specified on this Table.

11. Wood and Construction Trains will not occupy the main track later than 8.00 p. m. without special permission.

12. Irregular Trains running under special telegraph orders, must be run with great care. The whistle must be sounded at least eighty rods from all abrupt curves and obscure road crossings, and the speed around curves must not exceed six miles per hour.

13. When a Train has orders to run against a specified Train, the name of the Conductor of the opposing Train will be given in the order to designate it, and the Conductor receiving the order must ascertain by personal inquiry that the opposing Train, when met, is the one named in the order, leaving no room for doubts as to identity. This rule will apply to Schedule Trains at regular meeting places, as against Trains of same or superior class.

14. Passenger Trains will allow five minutes, and Freight Trains ten minutes, for variation of watches, and this time must not be used by any Train for running; and no Train having a right to the road, must leave any Station when, by the Time Table, it should meet a Train of the same class, until the time allowed for variation of watches has expired, and this time must be observed at every succeeding Station till it has met the expected Train.

15. When Trains are to meet or pass each other, the Train having the right of road will occupy the main track, as against Trains of the same class. Trains of an inferior class will take the side track for Trains of a superior class going in either direction, excepting when there are special orders to the contrary, or it shall be impracticable to thus pass; in which case sufficient precaution shall be used to prevent accident or unnecessary delay.

REGULATIONS FOR THE RUNNING OF TRAINS.

The Train going on the side track must take the switch at the nearest end, instead of running by and backing on.

16. If Freight Trains are at any time obliged to keep the main track in meeting a Passenger Train, a man, with a flag by day, and a lantern by night, must always be sent a sufficient distance in the direction of the approaching Train to give a suitable warning for it to approach carefully.

17. Freight Trains must, in all cases, be kept entirely out of the way of Passenger Trains. At meeting points, Freight Trains must arrive at least ten minutes before Passenger Trains are due.

18. Trains or Engines running in the same direction, must be kept at least ten minutes apart, except at meeting points, which must be approached with great caution.

19. An Extra Train, following a Regular Train, must approach all Stations, and watering and watering places, with great care, expecting to find the preceding Train taking fuel or water at such Station, whether it may be a stopping place, as per Table, for that Train or not; but the Conductor will not deviate from Rule No. 20.

20. In case of accident or stoppage upon the main track from any cause, Conductors must immediately and always station a man with a red flag by day, or red light by night, half a mile distant in both directions; and he shall also require two torpedoes to be placed on the rail in such position as required by Rule 31 governing the use of Signals. Special care must also be taken in case a Train gets behind time, and liable to be overtaken by a following Train, to guard against accidents.

21. If a Train, from any cause, is obliged to back up, a Flagman must be sent back, a man stationed on rear of Train, and the Conductor and Engineer must know that there are no obstructions on the track before moving. Special care must be taken before crossing highways, and great caution exercised to prevent accident.

SIGNALS.

22. A stationary red flag by day, or a red light by night, denotes that the track is imperfect and must be run over with great caution. The waving of a hat, or any like action, should be regarded as a signal of danger, and not passed unnoticed.

23. Green signals will be used at Telegraph Stations to stop Trains for orders, and no Train or Engine, under any circumstances, must pass a Station where a green signal is exhibited, without knowing for what purpose it is put out.

24. One short sound of the whistle is the signal to apply the brakes.

25. Two short sounds of the whistle is the signal to let go the brakes.

26. Three short sounds of the whistle is the signal for backing the Train.

27. Four sounds of the whistle is the signal to call in the Flagman.

28. Five rapid sounds of the whistle is the signal for wooding up.

29. A flag by day, or lantern by night, swung crosswise of the track signifies that the Train must come to a full stop. At night to notify Engineers to stop, swing a lantern sideways; to go forward, raise and lower it perpendicularly; to back, swing over the head.

30. Two strokes of the bell signifies stop; one stroke, go ahead; three strokes, back up.

31. Conductors of all Trains, whether Passenger, Freight, or Irregular, will procure of the Assistant Superintendent, at least six torpedoes, which must be kept in a safe, dry place. These will be used in case of accident or stoppage on the Main Line track from any cause, and in addition, always, to the ordinary signals and precautions. Whenever torpedoes are used, the following rules will be strictly observed:

Place a torpedo upon the rail, sufficiently distant to in-

sure the stoppage of the Train, say one half a mile; and, in order to insure against failure of explosion, a second must be placed about one hundred feet from the first. On their Engine exploding a torpedo, Engineers will at once give the signal for the Train to stop, and will ascertain the reason for the use of such signal before proceeding further.

32. All Trains running at night must have good red lights on the rear of the Train, and Freight Trains two flags by day.

33. The Locomotive bell must be rung, or the whistle blown at the distance of at least (80) eighty rods from the place where the railroad shall cross any street or road, and to be kept ringing or blowing until it shall have crossed such road or street, or until Train has stopped.

SPEED.

34. The greatest rate of speed allowed under any circumstances is as follows: For Passenger Trains, 24 miles an hour. For Mixed Trains, 15 miles an hour. For Freight Trains, 12 miles an hour. Time is valuable, and the trains must be run as near to schedule as possible.

35. The speed of all Trains must not exceed six miles per hour while passing within the corporate limits of towns along the Road.

36. Engineers must have their Trains under entire control before passing the entrance switch at all Stations, and must know that switches are right before passing. They must close their ash pans, and work as little steam as possible while passing wood piles and Trains loaded with cotton.

37. All Trains must come to a full stop before crossing the tracks of other Rail Roads, and must not proceed until the way is known to be clear.

RULES.

38. Conductors and all Train Men are required to be at their Trains at least thirty minutes before their leaving time, and know personally that everything connected with their Train is in perfect order.

39. Engineers and Firemen must be on their Engines at least thirty minutes before leaving time, and will be held responsible for the appearance and condition of their Engines. Engineers will use every precaution to prevent the killing of Cattle, and will report immediately, in writing, to the General Superintendent, all cases of Cattle killed, together with the circumstances. Delays from this cause will be a good excuse for not making time.

40. Conductors will report in writing, to the General Superintendent, and Assistant Superintendent, at the end of each trip, all the accidents which may have occurred, and give full particulars of all cases of injury to persons, or damage to property; also the names and address of bystanders, who may be used as witnesses.

Yard men are positively forbidden to occupy main track on time of regular Trains, unless under orders from Division Superintendent or Train Dispatcher.

41. Engineers must in no case back their Trains until a Conductor or Brakeman is at the rear of Train, and has given proper signals to him to move; and they must be particular to ring the bell 80 rods from all road crossings, and continue ringing until all the crossings are passed. At obscure crossings, the whistle must be sounded.

Approaching and leaving all Stations, Engineers must have their engines under full control, and know that switches are right before passing.

42. A Brakeman must always be stationed on the rear car when a Train is in motion, and the brakes of that car must be ascertained to be in order.

Conductors must see that brakemen do not slide the wheels. Freight Conductors will not allow two Brakemen to ride on same car, but will have the Brakemen stationed on the Train in position to handle brakes in case of accident.

REGULATIONS FOR THE RUNNING OF TRAINS.

43. Every person changing a switch from the main track, must, before leaving it, place it back to its proper place and lock it.

Conductors leaving cars at Stations where there are no Agents, must in all cases put the brakes on each car, or otherwise secure them against the possibility of their interfering with Trains passing upon the main track. Conductors taking cars at stations must see that all doors are closed and securely fastened, and kept so while in their Trains. A neglect of this rule will subject the person to dismissal from the service of the Company.

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

45. Station Agents must use every means in their power with the men employed at their Stations, to aid in the speedy passage of Trains. Conductors will promptly report any neglect or inattention on the part of Agents or others, whose duty it is to aid in the passage of Trains. Promptness in doing work at Stations is enjoined upon all, in order to enable Trains to use as much of their time as possible in running between Stations.

46. In cases of accident, Conductors of Passenger Trains may command the services of any Freight, Wood, or construction Train; and every person in the neighborhood, in the employ of the Company, is required to assist if called upon.

47. While waiting at Stations, Freight Conductors will do such switching as may be reasonably required by Station Agents.

48. Trackmen must use the utmost caution at all times, as under the telegraph system of working the road, a Train may be expected at any moment. No notice whatever will in any case be given of the passage of Extra Trains. Station Agents and Trackmen will govern themselves accordingly. When a rail is to be taken out, or other work to be done which will render the track impassable, a man must be sent out in each direction with the proper signal to stop approaching Trains. If work is being done which will render the Track unsafe for Trains to pass at their usual speed, a stationary red flag must be placed at least 600 yards from the spot, in each direction. If, from any cause, the telegraph wires are down, Trackmen will at once put them up temporarily, and notify the nearest telegraph office of the damage and locality of the same.

49. Conductors must call the attention of the Repairer of Cars, or of the Station Agent in his absence, to any damage which may have been done to the cars, or to any which may come to their knowledge, that it may be promptly repaired; and they must notice these in their reports, and in no case will cars with damaged trucks be permitted to leave a Station.

50. No persons, except the General Road Master, or his assistants on their own divisions, or the Conductor of the Train, will be allowed to ride on the engine or tender, without permission from the General Superintendent, Assistant Superintendent, or Master Mechanic. Every Engineer will be held responsible for the strict enforcement of this rule.

51. Passengers will not be allowed to ride upon Freight or Construction Trains, and must be required to procure tickets before taking seats in Passenger Trains.

52. Passenger Conductors, Baggage-Men and Brakemen, are required to wear badges, and must never appear on duty without them.

53. Engineers and Firemen should look back frequently to see that all is right, and in case the Train is broken apart, great care must be taken to keep the forward part out of way of the detached part, and every precaution used to prevent a collision.

54. Conductors must see that they have upon their Trains signal flags and red lanterns, with a sufficient number of ordinary lanterns, spare shackles, and pins, oil, etc. They must see that they have the signal cord properly connected.

55. Conductors are responsible for attaching the tail lamps to the last car of the Train, and must see that the red flags or lanterns are upon the engine when the Train is to be followed by another.

56. Conductors will not allow their Trains to obstruct public crossings, at any Stations, to exceed five minutes.

57. Engineers must see that their Engines are provided with a pair of jack screws, extra spring-hangers, red flags, and all tools necessary to meet casualties.

58. Head lights must be kept in good order, and 10 Engine will be allowed to run after dark without the same being lighted.

MOVEMENT OF TRAINS BY TELEGRAPH.

59. The General Superintendent, Assistant Superintendent, and Train Dispatcher, are the only persons authorized to move Trains by telegraph.

60. No Wood, Construction or Extra Train or Engine, must be run upon the road without order or instructions from persons authorized to move Trains.

61. All orders for the movement of Trains by telegraph will be communicated in writing, and addressed to the Conductor and Engineer, and when an order is transmitted to a Conductor and Engineer by telegraph, the Operator receiving the order must read it aloud to them, retaining possession until the Conductor and Engineer have answered, in writing, how they understand the order, and have received the "O. K.," signed by the General Superintendent, Assistant Superintendent, or Train Dispatcher. He will then deliver the order to the Conductor and Engineer. No Train must run on such order until the "O. K." is received.

62. The greatest care and watchfulness must be exercised in sending and receiving orders in regard to running Trains. Operators will not trust the delivery of Train orders to other parties, but deliver them in person.

63. Should the line, from any cause, fail to work, before the Operator has received the "O. K.," he will not deliver such order.

64. Conductors must not leave a Station, when directed to run by special order, without having the same in writing in their possession properly signed, and endorsed "O. K."

65. Should a Train be held by another Train between telegraph stations, the Conductor of the Train may require the first Train passing him, bound in the same direction, to flag him to the next telegraph station, on arrival at which he must report for orders. The Conductor carrying such flag should report to the Train Dispatcher, stating from what Station he flagged the Train.

66. When a Train has orders to run, regardless of a specified Train, it gives the Train under such orders no rights over any other Train.

67. All orders and messages relating to the movement of Trains, must be written in full, and no abbreviations used, except the telegraph abbreviations, "12" (answer how you understand before starting) and "13" (I understand I am to).

68. Conductors of all Trains, immediately before starting out on their runs, will go in person to the Telegraph Office and inquire if any special orders are there for them, and report to the Train Dispatcher the number of Engine and number of cars in their Train.

69. Conductors of all Trains will leave at each Telegraph Station, with the Agent or Operator, a written report, giving the number of Train and Engine, and number of cars and time of arrival and departure, which report must be sent immediately (unless the line is occupied) to the Train Dispatcher.

70. Operators are forbidden to transmit any message in regard to the movement of Trains, without a genuine signature of the Conductor or Engineer.

71. When an Agent or Operator receives an order to hold a Train, such order must be carried out strictly.

REGULATIONS FOR THE RUNNING OF TRAINS.

72. Should a Train be held at a Telegraph Station, where there is no night Operator, the Conductor is required to call the day Operator into the office to get orders for him.

73. When a Train loses more than thirty minutes, from any cause, the Conductor will report the cause of detention to the Train Dispatcher from the first Telegraph Office. To keep the proper record of the movement of Trains, Conductors must keep informed of all causes of detention, and report correctly as above.

74. A green flag by day, or a green light by night, displayed at a Station, signifies that Trains must stop for telegraph orders. Conductors and Engineers must look out for this signal at Telegraph Stations, and strictly obey it.

75. Operators must at all times have their green signals in readiness to stop Trains, and must place them in as

conspicuous a place as possible, where they can be seen by approaching Trains.

76. To enable Trains to move promptly, and run regularly, all promptness, consistent with safety, is enjoined upon Telegraph Operators and Train-men in the transmission of a response to Telegraph orders.

77. Any person not willing to conform cheerfully and promptly to such orders as may be found necessary for the proper dispatch of business, is particularly requested to leave the service of the Company.

78. All former rules conflicting with the above, are hereby repealed.

A. H. SWANSON,
General Transportation Manager.

Note Important Changes in Rules 20, 31 and 43.