

# Missouri, Kansas & Texas Railway.

C. O. A. EDDY & H. C. CROSS, Receivers.

## TIME TABLE No. 9.

Texas Division.

— IN EFFECT —

SUNDAY, APRIL 26th, 1891.

AT 12:01 O'CLOCK, A. M.

All Previous Time Tables are Void and Must be Destroyed.

This Time Table is for the GOVERNMENT AND INFORMATION OF EMPLOYEES of this Railway only.

The Management reserves the right to vary from it at pleasure.

J. W. MAXWELL,  
Division Superintendent.

M. SWEENEY,  
Superintendent Transportation.

J. J. FREY,  
General Superintendent.



## SPECIAL INSTRUCTIONS.

1. Passenger trains must not exceed fifteen (15) miles per hour, and freight trains (8) miles per hour passing over switches.
2. Conductors and Engineers are required to read to rear Brakeman and Fireman, respectively, all Train Orders received.
3. The standard time for this Division will be shown by the clocks in the Dispatcher's offices at Denison, Greenville, Alvarado, Taylor and Trinity.
4. Denison, Sherman, Greenville, Mineola, Whitesboro, Henrietta, Denton, Dallas, Fort Worth, Alvarado, Hillsboro, Waco, Taylor, West Point, La-Grange, San Marcos, Lockhart, Trinity and Colmesneil are registering stations for this Division.
5. No train must start from any station until the proper signal is received from its Conductor, nor until the engine bell is rung, or the whistle sounded. All trains must be run to their schedule time as closely as possible. They must not leave any time table station or siding a single minute ahead of their schedule time.
6. All trains and engines must approach telegraph station under full control, their Engineers keeping a sharp lookout for red signals to stop for orders.
7. Conductors and Engineers must frequently examine the bulletin boards and order books in the Division offices to see if any new orders and instructions are posted on or written there in; they must also carefully observe all such orders.
8. No verbal orders or messages must be given to, or received by Conductors or Engineers for the movement of any train or engine outside of fixed yard limits.
9. Conductors of all trains must know personally before leaving any division or terminal station that their baggage car or cabooses are supplied with the necessary signal lamps, flag torpedoes, tools, &c., in order that they can comply fully with the rules for protecting their trains.

10. Prompt written or telegraph reports must be made by train conductors to the Division Superintendent of all accidents, personal injuries or other conditions that may occur to or by trainmen during any trip.

11. No train must exceed a speed of six (6) miles per hour within the yard or city limits of Denison, Gainesville, Henrietta, Emond, Fort Worth, Dallas, Alvarado, Hillsboro, Waco, Echo, Taylor, Bastrop, LaGrange and Greenville.

12. Agents and Yardmasters will see that switching engines are clear of the main track at least five (5) minutes before any passenger train is due at their station.

13. Freight trains must not follow passenger trains from passing points until ten (10) minutes after the passenger train has left.

14. Engineers of all regular or special trains or engines must approach and pass all principal stations, and run within all yard limits under full control, first seeing that the main track is clear for their trains. They must also reduce speed at all obscure switches and important bridges. This rule will not allow the obstruction of the main track by yard engines, nor excuse any failure to post proper signals for protecting all trains.

15. Conductors of all trains will see that their brakemen are at their posts at all times while their trains are in motion, particularly when approaching stations, sidings and draw-bridges.

16. Conductors and Engineers, and all employes interested, must frequently read and be sure that they understand all the general and special rules and regulations, and they must observe them strictly at all times.

17. Conductors and Engineers must carefully observe the general rules relative to stopping their trains before crossing any railway at grade, and they must know personally that the crossing is clear before attempting to cross the same.

18. All north and east bound trains will be designated as north bound trains, and all south and west bound trains as south bound trains—see meeting rules.

19. Section and bridge foremen, and all similar employes must at all times carefully protect their work with proper signals. They must also flag their truck and hand cars against special or extra trains or engines that may be run at any time of the day or night without notice to them by signals or otherwise.

20. No public road crossing must be obstructed by trains or engines for more than five (5) minutes at any one time.

21. Station agents will be responsible for the proper position of all switches in the main tracks at stations where no yard crews are employed.

22. No employes except Division Superintendent and Train Master will be allowed to ride on Freight Trains other than those which carry passengers, as specified in "Foot Notes," of each section, unless provided with a special permit to do so.

23. A strict compliance with the foregoing Rules and Regulations on the part of each and every one concerned will be required, and failure on the part of any one to fully obey them will result in dismissal from the service.

24. "D" denotes Day and "N" denotes Day and Night Telegraph Offices.

25. LARGE FIGURES denote Meeting and Passing Points.

26. \* Trains do not stop for Passengers.

27. \* Trains stop only on Signal.

28. All Trains from G. H. & W. Railway, D. & W. Railway, and Blon Branch, must ascertain situation of main line Trains before occupying main track.

No. 29. Engineers of extra and special trains, and of time table trains when late will between sunrise and sunset blow the Road Crossing whistle signal on approaching curves and other obscure places in track as a warning to track and bridge forces.



**Trains Going South.**

**FORT WORTH SECTION.**

**Trains Going North.**

Freight Trains.					Passenger Trains.		Distances from Hannibal.	TIME TABLE No. 9. <i>In Effect April 26, 1891.</i>		Station Numbers.	Passenger Trains.		Freight Trains.				
105	103	101	77	67	3	1		Leave	Arrive		2	4	68	78	102	104	106
Through Freight.	Through Freight.	Fast Freight.	Local Freight.	Local Freight.	Mail.	Express.					Express.	Mail.	Local Freight.	Local Freight.	Local Freight.	Local Freight.	Fast Freight.
DAILY.	DAILY.	DAILY.	DAILY.	Daily ex. Sun.	DAILY.	DAILY.	STATIONS.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY.		
2.55	11.00	5.30	8.25	7.00	4.40	2.30	576.7	n DENISON	577	11.30	10.25	4.25	5.40	7.10	11.15	4.35	
3.06	11.09	5.37	8.34	7.07	4.45	2.35	578.3	S. D. & D. JUNCTION	580	11.25	10.20	4.17	5.28	7.02	11.06	4.26	
3.17	11.19	5.45	8.38	7.15	4.50	2.40	580.2	RAY	580	11.21	10.16	4.10	5.20	6.55	10.59	4.19	
					*	*	582.1	ALKIRE	582	*	*						
3.50	11.46	6.07	8.57	7.37	5.04	2.54	585.5	n POTTSBORO	585	11.07	10.02	3.50	4.59	6.35	10.34	3.55	
4.32	12.15	6.38	9.20	8.06	* 5.21	* 3.14	592.4	DEAVER	592	* 10.49	* 9.44	3.14	4.32	6.08	10.03	3.14	
4.50	12.35	6.56	9.38	8.24	* 5.33	* 3.26	597.6	SADLER	598	* 10.36	* 9.30	2.40	4.11	5.48	9.38	2.50	
5.10	12.57	7.15	9.55	8.40	5.45	3.40	601.6	n WHITESBORO	602	10.25	9.20	2.25	3.55	5.30	9.20	2.30	
					A. M.	P. M.	607.9	d COLLINSVILLE	608	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	
							614.5	d TIOGA	614								
							619.9	n PILOT POINT	620								
							626.8	n AUBREY	627								
							632.6	MINGO	633								
							637.5	n DENTON	637								
							644.7	d ARGYLE	645								
							653.8	n ROANOKE	654								
							658.7	d KELLER	659								
							663.9	d WATAUGA	664								
							668.9	n HODGE	669	A. M.	P. M.	A. M.		P. M.	A. M.	A. M.	
1.55	6.40	12.30		4.45	9.05	8.10	672.9	n FORT WORTH	673	6.40	6.00	6.00		12.01	2.10	7.45	
							680.5	BETHEL	680	6.20	* 5.41	5.18		11.31	1.38	7.16	
1.10	7.46	1.24		6.07	9.41	8.45	687.0	n BURLESON	687	6.04	5.24	4.52		11.05	1.10	6.39	
1.38	8.15	1.50		6.33	* 9.59	9.01	693.5	EGAN	693	5.48	* 5.07	4.26		10.40	12.44	6.12	
2.05	8.50	2.15		7.00	10.15	9.17	699.9	n ALVARADO	700	5.32	4.51	4.00		10.15	12.15	5.32	
105	103	101	77	67	3	1				2	4	68	78	102	104	106	

**Read Rules carefully and note changes therein**

All trains will run regardless of S., D. & D. trains Nos. 47 and 48.

Trains 77 and 78 will carry passengers between Denison and Whitesboro. Trains 67 and 68 will do local work between Denison and Whitesboro, and between Fort Worth and Alvarado.

All trains will report for orders at Telegraph office before leaving Whitesboro.

**A. D. BETHARD, Train Master.**



**Trains Going South.**

**WACO SECTION.**

**Trains Going North.**

Freight Trains.				Passenger Trains.		Distances from Hannibal.	TIME TABLE No. 9. In Effect April 26, 1891.		Station Numbers.	Passenger Trains.		Freight Trains.			
105 Through Freight.	103 Through Freight.	101 Fast Freight.	69 Local Freight.	3 Mail.	1 Express.		Leave	Arrive		2 Express.	4 Mail.	70 Local Freight.	102 Fast Freight.	104 Through Freight.	106 Through Freight.
DAILY.	DAILY.	DAILY.	Daily ex. Sun.	DAILY.	DAILY.					STATIONS.	DAILY.	DAILY.	Daily ex. Sun.	DAILY.	DAILY.
A. M. 3.10	A. M. 10.25	P. M. 2.30	A. M. 7.00		A. M. 10.25	P. M. 9.22	699.9 n	ALVARADO vd	700	A. M. 5.27	P. M. 4.45	P. M. 7.45	A. M. 9.50	P. M. 11.30	A. M. 4.45
3.35	10.40	2.50	7.20		*10.36*	9.32	703.9	CONLEY	704	* 5.17*	4.33	7.17	9.36	11.10	4.23
4.00	11.02	3.18	7.54		10.49	9.45	709.1 d	GRANDVIEW gw	709	5.04	4.18	6.43	9.17	10.44	4.00
4.44	11.39	3.55	8.45		11.12	10.05	717.2 d	ITASKA sk	717	4.44	3.55	5.49	8.45	10.05	3.30
5.34	12.21 p	4.33	9.25		11.38	10.28	727.1	HILLSBORO JUNC St. L. A. & T. Crossing.		4.18	3.28	4.46	8.10	9.19	2.49
5.40	12.28	4.41	9.37		11.40	10.30	727.7 n	HILLSBORO hb	728	4.15	3.25	4.41	8.05	9.14	2.44
6.25	1.11	5.11	10.25		12.06	11.00	737.4 d	ABBOTT b	737	3.54	3.04	3.50	7.29	8.30	2.00
7.05	1.40	5.32	10.55		12.20	11.18	743.2 n	WEST ws	743	3.40	2.51	3.25	7.05	8.01	1.33
7.40	2.32	6.05	11.41		*12.39	11.45	752.2	GENEVA St. L. A. & T. Crossing. H. & T. C. Crossing. S. A. & A. P. Crossing.	752	3.18*	2.32	2.32	6.32	7.18	12.50
8.15			P. M. 12.25		1.00	12.10	761.4 n	WACO wc	761	2.55	2.10	1.30	6.00	6.35	12.10 a
8.25	3.25	6.35	12.45		1.15	12.25	769.0	HEWITT	769	2.45	1.55	12.45 p	5.25	5.59	11.50 p
8.58	4.02	7.02	1.35		1.35	12.46	774.3 n	LORENA na	774	2.26*	1.35	11.59	5.05	5.33	10.51
9.21	4.26	7.21	2.32		1.47	1.01	778.9 d	BRUCEVILLE z	779	2.13	1.21	11.35	4.48	5.10	10.30
9.40	4.48	7.37	3.10		1.59	1.14	781.1 d	EDDY ed	781	2.02	1.11	11.10	4.39	5.00	10.20
9.50	5.00	7.46	3.27		2.05	1.20	788.0 d	TROY rd	788	1.57	1.05	10.59	4.14	4.20	9.49
10.25	5.34	8.10	4.20		2.21	1.40	793.2	STOCK YARDS	793	1.40	12.50	10.25			
					* 2.42	2.02	796.6 n	TEMPLE jn G. C. & S. F. Crossing.	797	* 1.19	12.30	9.39	3.43	3.35	9.09
11.29	6.19	8.40	5.09		2.49	2.09	799.2 d	ECHO mr	799	1.13	12.24	9.25	3.33	3.20	8.55
11.48	6.33	8.55	5.24		3.00	2.20	803.4 d	LITTLE RIVER ri	803	1.03	12.14	9.02	3.16	3.00	8.35
P. M. 12.14	6.55	9.15	5.48		3.23	2.44	812.7 d	HOLLAND mo	813	12.41	11.53	8.15	2.44	2.05	7.45
1.00	7.45	9.56	6.39		3.37	3.00	818.7 n	BARTLETT br	819	12.26	11.40	7.44	2.05	1.30	7.20
1.30	8.13	10.22	7.20		3.51	3.14	824.0 d	GRANGER g	824	12.13	11.27	7.17	1.44	1.02	6.51
1.56	8.38	10.47	7.52		* 4.06*	3.30	830.0	CIRCLEVILLE	830	12.13	11.27	6.48	1.22	12.32	6.23
2.24	9.04	11.09	8.25		4.20	3.45	835.1 n	TAYLOR ds	835	* 11.58*	11.13	6.20	1.00	12.01	5.55
2.50	9.30	11.30	9.00		P. M. 4.20	A. M. 3.45	Arrive	Leave		P. M. 11.45	A. M. 11.00	A. M. 6.20	A. M. 1.00	P. M. 12.01	P. M. 5.55
105	103	101	69		3	1				2	4	70	102	104	106

**Read Rules carefully and note changes therein.**

Trains 69 and 70 will carry passengers when provided with tickets. When there are two or more sections of above trains, the first section only will be allowed to carry passengers. Conductors of freight trains are not allowed to collect cash fares.

Trains and engines must approach Echo under control, expecting to find Belton Branch Train occupying main track.

All south bound trains and engines will come to a full stop at Hillsboro Junction.

All trains and engines will approach the "Y" north of Hillsboro Junction under control, expecting to find Dallas section trains occupying main track.

Mt. Lynn, three and a half miles south of Waco, is a Flag Station for passenger trains.

**J. J. GAVEN, Train Master.**



**Trains Going South.**

**TAYLOR, BASTROP & HOUSTON RAILWAY.**

**Trains Going North.**

Freight Trains.		Passenger Trains.		Distances from Hannibal.	TIME TABLE No. 9. <i>In Effect April 26, 1891.</i>		Station Numbers.	Passenger Trains.		Freight Trains.	
	<b>79</b> Local Freight.		<b>19</b> Passenger.			Leave		Arrive		<b>20</b> Passenger.	
	Daily ex. Sun.		DAILY.		STATIONS.			DAILY.		Daily ex. Sun.	
	A. M. 6.50		P. M. 4.50	835.1	n	TAYLOR	835	A. M. 10.35		P. M. 4.30	
	7.25		5.10	843.3		COUPLAND H. & T. C. Crossing.	843	10.06		3.44	
	8.15		5.32	851.5	d	ELGIN	851	9.43		2.57	
	<b>9.22</b>		5.57	860.1		SAYERS	860	<b>9.22</b>		2.07	
	10.47		6.23	870.3	n	BASTROP	870	8.55		12.55	
	11.17		6.36	874.7		HILL'S PRAIRIE	875	8.43		12.25	
	<b>11.55</b> P. M.		6.47	878.9		UPTON	879	8.33		<b>11.55</b> P. M.	
	12.42		7.07	885.8	d	SMITHVILLE S. A. & A. P. Crossing.	886	8.15		11.12	
	1.42		7.32	894.8	n	WEST POINT	895	7.51		10.17	
			7.43	898.9		PLUM	899	7.41			
	2.47		8.00	904.8	n	LAGRANGE	905	7.25 7.10		9.17	
	4.15		8.55	918.0	d	FAYETTEVILLE	918	6.15		7.55	
	5.00 P. M.		9.15 P. M.	924.2		BOGGY TANK	924	5.55 A. M.		7.15 A. M.	
	<b>79</b>		<b>19</b>					<b>20</b>		<b>80</b>	

Trains 79 and 80 will carry passengers, when provided with tickets. When there are two or more sections of above trains, the first section only will be allowed to carry passengers. Conductors of freight trains are not allowed to collect cash fares.

All trains on T., B. & H. Ry will flag on I. & G. N. track from T. B. & H. Junction, in and out of Taylor yard.

South.		LOCKHART BRANCH, T. B. & H. R'Y.		North.		South.		BELTON BRANCH.		North.			
Passenger Trains.		TIME TABLE No. 9. <i>In Effect April 26, 1891.</i>		Passenger Trains.		MIXED.	PASS'GR.	PASS'GR.	TIME TABLE No. 9. <i>In Effect April 26, 1891.</i>		PASS'GR.	PASS'GR.	MIXED.
<b>31</b>	<b>29</b>	Distances from San Marcos.	STATIONS.	Station Numbers.	<b>30</b>	<b>32</b>	<b>39</b>	<b>37</b>	<b>35</b>	Distances from Hannibal.	<b>36</b>	<b>38</b>	<b>40</b>
DAILY.	DAILY.		Leave	Arrive	DAILY.	DAILY.	DAILY.	DAILY.	DAILY.		DAILY.	DAILY.	DAILY.
P. M. 8.10	A. M. 8.20		n SAN MARCOS	cn M o	A. M. 7.25	P. M. 7.15	P. M. 2.55	P. M. 12.45	A. M. 2.20	799.2	d ECHO	mr	799
8.15	8.25	0.5	I. & G. N. JUNCTION		7.20	7.10	3.25	1.15	2.50	805.7	d BELTON	tb	L 7
8.38	8.48	5.6	d REEDVILLE	rd M 6	6.57	6.47	P. M.	P. M.	A. M.		Arrive	Leave	
8.50	9.00	8.9	MAXWELL	M 9	6.45	6.35	<b>39</b>	<b>37</b>	<b>35</b>		<b>36</b>	<b>38</b>	<b>40</b>
9.02	9.12	12.3	CLEAR FORK	M12	6.33	6.23					A. M.	P. M.	P. M.
9.15	9.25	16.0	d LOCKHART	ck M16	6.20	6.10					A. M.	A. M.	P. M.
P. M.	A. M.		Arrive	Leave	A. M.	P. M.							
<b>31</b>	<b>29</b>				<b>30</b>	<b>32</b>							

**Read Rules carefully and note changes therein.**

All trains on Lockhart Branch will flag on I. & G. N. track between I. & G. N. Junction and San Marcos. Trains 29 and 31 will wait at San Marcos for I. & G. N. Trains 1 and 3 respectively, unless otherwise instructed.

**J. J. CAVEN, Train Master.**



Trains Going South.

DALLAS SECTION.

Trains Going North.

FREIGHT TRAINS.

PASSENG'R TRAINS

TIME TABLE

No. 9.

In Effect April 26, 1891.

STATIONS.

FREIGHT TRAINS.				PASSENG'R TRAINS		Distances from Hannibal.	Station Numbers.	PASSENG'R TRAINS		FREIGHT TRAINS.			
81 Local Freight. DAILY.	73 Local Freight. DAILY.	113 Through Freight. DAILY.	71 Local Freight. DAILY.	13 Chicago Express. DAILY.	11 Through Mail. DAILY.			12 Through Mail. DAILY.	14 Chicago Express. DAILY.	72 Local Freight. DAILY.	114 Through Freight. DAILY.	74 Local Freight. DAILY.	82 Local Freight. DAILY.
		P. M. 9.50	A. M. 7.10	A. M. 4.20	P. M. 2.05	576.7	Leave DENISON dn 577	P. M. 12.10	P. M. 11.00	P. M. 5.00	A. M. 5.25		
		10.10	7.30†	4.29*	2.16	580.5	H. & T. C. Crossing. 3.8 BRICK YARD D 4	*11.59†	10.50	4.37	5.00		
		10.42	7.50†	4.38*	2.27	584.2	3.7 NORTON D 7	*11.51†	10.42	4.18	4.38		
		11.12	8.20	4.52	2.45	590.2	6.0 BELLS x D13	11.37	10.26	3.45	3.51		
		11.47	9.25	5.09	3.03	597.2	7.0 WHITEWRIGHT wh D20	11.20	10.09	3.03	3.16		
		A. M. 12.20	9.58*	5.25	3.21	603.8	6.6 St. L. A. & T. Crossing TRENTON k D27	11.04*	9.52	2.00	2.43		
		12.52	10.48*	5.42	3.38	610.3	6.5 LEONARD nr D34	10.48*	9.35	1.19	2.10		
		1.30	11.55	5.57	3.55	617.0	6.7 CELESTE jd D40	10.33	9.19	12.38	1.30		
	P. M. 2.20	1.51	12.20*	6.05	4.03	620.1	4.1 KINGSTON ki D43	10.25*	9.11	12.20†	1.09		
		2.40	12.55*	6.25	4.25	628.7	8.6 St. L. A. & T. Crossing GREENVILLE ge D52	10.05	8.50	*11.40	12.30	P. M. 12.30	
		3.08		6.49	4.51	637.3	8.6 CADDO MILLS cm H 9	10.00	8.45	*11.40	12.30		
		3.52		7.08	5.13	646.1	8.8 ROYSE ry H17	9.42	8.25			11.46	
		4.13		* 7.15	5.22	649.8	3.7 FATE fa H21	9.22	8.05			11.02	
		4.40		7.25	5.35	654.5	4.7 ROCKWALL rk H26	9.13*	7.57			10.42	
		5.35		* 7.42	5.53	662.2	7.7 ROWLETT vy H33	9.02	7.47			10.20	
		6.04		7.52	6.04	666.7	4.5 G. C. & S. F. Crossing. GARLAND dc H38	8.45*	7.29			9.25	
		7.00		* 8.14*	6.28	675.7	9.0 FISHER H47	8.35	7.20			9.00	
		7.30		8.27	6.42	682.0	6.3 H. & T. C. Crossing. DALLAS & WICHITA JUNC'	* 8.14*	7.00			8.14	
A. M. 7.25		7.35		8.30	6.45	682.0	6.3 DALLAS d H54	7.53	6.48			7.33	
	P. M. 7.35			* 8.45	7.15	682.7	0.7 T. & P. Crossing. G. C. & S. F. & O. C. Xing. G. C. & S. F. Crossing. 3.8 GRAVEL PIT K41	7.50	6.45			7.30	P. M. 6.15
		7.51		* 8.55*	7.26	686.5	9.0 H. & T. C. Ry Crossing. LANCASTER z K52	7.25	6.30			7.30	
		8.05		* 9.00*	7.31	688.5	4.8 RED OAK K57	* 7.13*	6.18			5.53	
		9.23		9.23	7.56	697.5	9.0 STERRETT K61	* 7.07*	6.12			5.46	
		9.50		* 9.36*	8.10	702.3	4.8 WAXAHACHIE sb K68	6.44	5.50			5.04	
		10.22		* 9.48*	8.24	706.8	6.7 FORESTON K77	* 6.31*	5.37			4.36	
		10.55 a		10.04	8.42	713.5	9.0 H. & T. C. Ry Crossing. ITALY ly K83	* 6.18*	5.25			4.16	
		12.01 p		* 10.27*	9.07	722.5	5.2 MILFORD m K88	6.00	5.08			3.45	
		12.40		10.42	9.23	728.4	7.4 HERITAGE K96	* 5.36*	4.44			3.00	
		1.20		10.56	9.38	733.6	6.7 HILLSBORO JUNC 727	5.20	4.28			2.00	
		2.15		* 11.15*	9.58	741.0	0.7 HILLSBORO hb 728	5.05	4.14			1.20	
		2.51		11.30	10.15	747.7	0.7 Arrive Leave	* 4.45*	3.55			11.15	
		3.25		11.35	10.20	748.4		4.28	3.38			10.20	
		3.35		A. M. 11.35	P. M. 10.20			4.25	3.35			10.15	
81	73	113	71	13	11			12	14	72	114	74	82

Trains on Dallas section when occupying main track between Hillsboro and Hillsboro Junction and when turning on "Y" at Hillsboro Junction, must flag carefully in both directions against main line trains. No. 12 takes siding at Fisher for No. 13.

Freight trains on this section will not carry passengers. Harry's Switch between Rowlett and Rockwall is a flag station for Nos. 11 and 12. All trains will come to a full stop at Dallas and Wichita Junction. This switch must be kept set for Dallas section.

A. D. BETHARD, Train Master, Denison to Greenville. T. S. McDOWELL, Train Master, Greenville to Hillsboro.



**South. GAINESVILLE, HENRIETTA & WESTERN R'Y. North.**

LOCAL FREIGHT.	PASSN'GR.	Distance from Hannibal.	TIME TABLE No. 9. <i>In Effect April 26, 1891.</i>		Station Numbers.	PASSN'GR.	LOCAL FREIGHT.
77	17		18	78			
DAILY.	DAILY.	STATIONS.		DAILY.	DAILY.		
A. M. 10.40	P. M. 4.10	601.6	Leave n WHITESBORO wo	602	A. M. 10.15	P. M. 3.20	
11.14	4.30	609.0	7.4 WOODBINE	G 7	9.54	2.50	
11.50 a 1.30 pm	4.54	617.0	8.0 d GAINESVILLE gv	G15	9.30	2.20 1.30	
1.57	5.09	622.4	5.4 LINDSAY	G21	9.15	1.04	
2.28	5.23	628.3	5.9 MYRA	G27	9.01	12.36	
2.48	5.32	632.2	3.9 MUENSTER	G31	8.52	12.17	
2.59	5.37	634.3	2.1 LAZARUS	G33	8.46	12.08	
3.39	5.57	642.2	7.9 d ST. JO jo	G41	8.28	11.31	
4.16	6.15	649.6	7.4 d BONITA b	G48	8.10	10.33	
5.00	6.36	658.2	8.6 d NOCONA na	G57	7.50	9.53	
6.56	7.12	665.0	6.8 d BELCHER br	G63	7.20	9.12	
6.16	7.35	674.4	9.4 d DOSS d	G73	7.00	8.33	
6.48*	7.50	681.1	6.7 HAZLE	G80	* 6.45	8.08	
7.15	8.05	687.5	6.4 n HENRIETTA hn	G86	6.30	7.45	
7.30 P. M.	8.15 P. M.	688.0	0.5 UNION DEPOT		6.15 A. M.	7.35 A. M.	
77	17		Arrive. Leave		18	78	

Trains 77 and 78 will carry passengers between Whitesboro and Henrietta.

**South. SHERMAN, DENISON & DALLAS R'Y. North.**

Freight Trains.	Pas'eng'r	Distance from Hannibal.	TIME TABLE No. 9. <i>In Effect April 26, 1891.</i>		Station Numbers.	Pas'eng'r	Freight Trains.
47 Freight.			48 Freight.				
Daily ex. Sun.		STATIONS.		Daily ex. Sun.			
A. M. 7.45		576.7	Leave d DENISON dn	577	P. M. 6.00		
7.53		578.3	1.6 d S. D. & D. JUNC. jn		5.52		
8.08		582.0	3.7 COOK'S SPRINGS	P5	5.37		
8.15		584.0	2.0 SCHENCK		5.30		
8.30 A. M.		587.6	3.6 T. & P. Crossing. d SHERMAN sa	P11	5.15 P. M.		
47			Arrive Leave		48		

All Fort Worth Section Trains will run regardless of S. D. & D. Trains Nos. 47 and 48 between Denison and S. D. & D. Junction. S. D. & D. Trains and Engines must obtain special orders before occupying main track of Fort Worth Section at S. D. & D. Junction. Trains Nos. 47 and 48 will carry passengers.

**A. D. BETHARD, Train Master.**

**South. DALLAS & WICHITA RAILWAY. North.**

Local Freight.	Passenger.	Distance from Hannibal.	TIME TABLE No. 9. <i>In Effect April 26, 1891.</i>		Station Numbers.	Passenger.	Local Freight.
75	15		16	76			
Daily ex. Sun.	DAILY.	STATIONS.		DAILY.	Daily ex. Sun.		
A. M. 8.00	P. M. 12.01	637.5	Leave n DENTON do	637	P. M. 2.15	P. M. 9.40	
8.40	12.24	646.7	9.2 GARZA	K 9	1.49	9.00	
9.10	12.39	652.7	6.0 d LEWISVILLE vi	K15	1.34	8.30	
9.33	12.55	658.5	5.8 d TRINITY MILLS ms	K21	1.15	8.07	
9.45	1.01	660.9	2.4 St. L. A. & T. Crossing. CARROLLTON	K23	1.09	7.55	
9.53	1.05	662.8	1.9 d FARMERS BR'CH f	K25	1.05	7.47	
10.10	1.15	666.9	4.1 LETOT'S	K29	12.53	7.30	
10.40 A. M.	1.40 P. M.	674.7	7.8 n DALLAS un	H54	12.30 P. M.	6.50 P. M.	
75	15		Arrive Leave		16	76	

All trains will come to a full stop at Dallas and Greenville Junction at Dallas. Switch will be set for Dallas and Greenville Railway.

Trains 75 and 76 will carry passengers between Denton and Dallas.

**A. D. BETHARD, Train Master.**

**South. MINEOLA SECTION. North.**

Through Freight.	Local Freight.	Passenger.	Distances from Hannibal.	TIME TABLE No. 9. <i>In Effect April 26, 1891.</i>		Station Numbers.	Passenger.	Local Freight.	Through Freight.
113	71	25		26	72		114		
DAILY.	DAILY.	DAILY.	STATIONS.		DAILY.	DAILY.	DAILY.		
A. M. 3.10	P. M. 2.00	P. M. 4.45	628.7	Leave n GREENVILLE ge	D52	A. M. 9.45	A. M. 10.50	P. M. 11.55	
3.41	2.35*	5.02	636.0	7.3 DIXON	D59	* 9.27	10.21	11.20	
4.12	3.08	5.19	643.2	7.2 d LONE OAK nk	D66	9.10	9.53	10.50	
4.38	3.35*	5.33	649.2	6.0 POINT	D73	* 8.56	9.29	10.20	
5.09	4.09	5.51	656.6	7.4 n EMORY my	D80	8.38	9.00	9.47	
5.49	4.53*	6.14	666.1	9.5 ALBA	D89	* 8.16	8.16	9.02	
6.16	5.22*	6.29	672.3	6.2 T. & P. Crossing. GOLDEN	D96	* 8.01	7.40	8.32	
6.45 A. M.	6.00 P. M.	6.45 P. M.	679.2	6.9 n MINEOLA us	D102	7.45 A. M.	7.15 A. M.	8.00 P. M.	
113	71	25		Arrive Leave		26	72	114	

Freight trains on this section will not carry passengers.

**A. D. BETHARD, Train Master.**



Trains Going South.

TRINITY & SABINE RAILWAY.

Trains Going North.

FREIGHT TRAINS.		PASSENG'R TRAINS		Distance from Trinity.	TIME TABLE			Station Numbers.	PASSENG'R TRAINS		FREIGHT TRAINS.	
83		27			No. 9.				28		84	
Local Freight.		Mail.			In Effect April 26, 1891.				Mail.		Local Freight.	
DAILY.		DAILY.		STATIONS.			DAILY.		DAILY.			
A. M.		A. M.		Leave	Arrive	N o	P. M.		P. M.			
7.10		7.00		n	TRINITY	sy	6.00		4.00			
			†	5.0	5.0	N 5						
7.45		7.24		7.2	2.2	N 7	5.36		3.25			
8.00		7.30		9.0	1.8	N 9	5.30		3.15			
8.30		* 7.48		15.4	6.4	N16	* 5.12		2.40			
9.15		8.00		19.2	3.8	N19	5.00		2.20			
				19.5	3	N20						
		8.08		21.7	2.2	N21	4.50					
9.35		8.11		22.0	3	N22	4.47		1.50			
		* 8.19		24.1	2.1	N24	* 4.40					
10.10		8.27		26.0	1.9	N26	4.32		1.20			
10.35		8.45		30.5	4.5	N30	4.14		12.55			
11.10		9.05		35.4	4.9	N35	3.54		12.20			
		*		37.4	2.0	N37	*					
11.20		9.20		38.0	6	N38	3.38		12.05p			
12.05p					H. E. & W. T. Crossing.				11.20			
12.25		* 9.34		41.2	3.2	N41	* 3.24		10.50			
12.45		9.46		43.5	2.3	N44	3.14		10.30			
1.15		10.02		47.6	4.1	N48	2.58		10.02			
1.35		10.14		49.6	2.0	N50	2.46		9.30			
1.50		10.20		51.1	1.5	N51	2.40		9.05			
2.05		*10.28		52.7	1.6	N53	* 2.32		8.45			
2.25		10.35		54.2	1.5	N54	2.25		8.35			
2.45		†10.48		57.1	2.9	N57	† 2.12		8.10			
3.20		11.06		61.1	4.0	N61	1.54		7.45			
		*11.14		62.9	1.8	N63	* 1.46		7.20			
4.00		11.30		66.6	3.7	N67	1.30		7.00			
P. M.		A. M.			Arrive Leave		P. M.		A. M.			
83		27					28		84			

Read Rules carefully and note changes therein.

No. 27 will run to Colmesneil regardless of No. 28. Trains 83 and 84 will carry passengers between Trinity and Cosmesneil.

T. J. POWERS, Train Master.



## LIST OF LOCAL SURGEONS, TEXAS DIVISION.

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DENISON.....DR. ALEX. W. ACHESON  
 SHERMAN.....DR. I. N. GUNBY  
 WHITESBORO.....DR. CHAS. L. KING  
 DENTON.....{ DR. C. LIPSCOMB  
                           { DR. J. M. INGE  
 FORT WORTH.....{ DR. W. P. BURTS  
                           { DR. J. T. FIELD  
                           { DR. W. A. DURINGER  
 ALVARADO.....DR. J. M. DUKE  
 HILLSBORO.....DR. M. D. KNOX  
 WACO.....{ DR. J. C. J. KING  
                           { DR. W. H. WILKES  
 TEMPLE.....DR. W. L. ROGERS  
 TAYLOR.....{ DR. A. V. DOAK  
                           { DR. L. P. BLACK  
 ELGIN.....DR. G. W. CAIN  
 BASTROP.....DR. H. P. LUCKETT  
 LA GRANGE.....DR. W. W. LUNN  
 SAN MARCOS.....DR. R. ATKINSON

GAINESVILLE.....DR. J. E. GILCREEST  
 ST. JO.....DR. J. G. CRUMP  
 NOCONA.....DR. E. R. SALMON  
 HENRIETTA.....DR. J. H. FERRIS  
 BELLS.....S. F. KING, M. D.  
 GREENVILLE.....{ DR. J. W. GARNETT  
                           { DR. T. J. MILNER  
 EMORY.....DR. G. R. KIMBROUGH  
 MINEOLA.....{ DR. A. L. PATTON  
                           { DR. A. PATTON  
 DALLAS.....{ DR. R. W. ALLEN  
                           { DR. A. A. JOHNSON  
 WAXAHACHIE.....DR. A. A. THOMPSON  
 PITTSBURG.....DR. J. D. BASS  
 JEFFERSON.....DR. A. G. CLOPTON  
 MCKINNEY.....DR. T. W. WILEY  
 TRINITY.....DR. E. T. WALKER  
 COLMESNEIL.....



# Rules and Regulations.

## GENERAL NOTICE.

1. The Rules and Regulations hereby set forth, apply to and govern all Officers and Employees of THE MISSOURI KANSAS AND TEXAS RAILWAY.

2. In addition to these Rules and Regulations, the time tables of the different Divisions will contain such *Special Instructions* as may be found necessary.

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

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

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

## TIME TABLES.

6. A Time Table, from the moment of its taking effect, which will be indicated on its face, supercedes the preceding Time Table, and trains *then on the road*, and those starting afterwards, will be run as therein directed, subject to the rules and regulations thereon.

7. New time tables will be sent to all conductors and engineers a day or two before they are to take effect, and they are required to examine them carefully and familiarize themselves with any changes that may be made in either the *rules* or the time of arrival and departure of trains at stations.

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

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

## STANDARD TIME.

9. Standard time governing the movements of trains, will be wired to all telegraph stations at ten o'clock A. M. daily.

10. The location of clocks specially regulated to standard time, will be indicated on the time tables of the respective divisions.

11. Employes not in a situation to receive *time* by wire will get it from conductors.

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

## STANDARD SIGNALS.

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

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

15. A WHITE signal means SAFETY, and when placed near the track or at a Telegraph Station, is a signal to *go ahead*, and also for other purposes defined in rules of "Train Signals."

16. A BLUE signal means CAUTION, and is a signal to *run slowly*. It will be used by men engaged in repairs or construction of bridges and track, and at other places where slow speed of trains is necessary.

17. A GREEN signal is to be carried on front of an engine of an Irregular train to distinguish it from a Regular train.

18. Where *lights* are used at switches, *Green* indicates that the switch is set right for main track, and *Red* indicates that the switch is set for the siding.

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

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

21. TORPEDOES and RED SIGNALS must be carried on all engines, baggage cars and cabooses, and by all Bridge and Track foremen to be used to stop trains when necessary.

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

23. When an engine explodes the first torpedo the engineer will call for brakes, and train-men will bring the train under full control soon as possible, and if no further indication of danger is discovered, the train will proceed cautiously until the conductor and engineer are satisfied that the track is clear. Should the engine explode the *second* torpedo, the engineer and train-men must use all means at their command to bring the train to a *full stop quick as possible*, and not proceed until they know positively that the track is clear.

## TRAIN SIGNALS.

24. Every engine running between sunset and sunrise will have a *white head light* burning and a *red light* in signal box on rear end of tender, the light showing directly to the rear only.

25. Every passenger train will have a bell-cord attached to the bell in cab of engine, passing through the entire train and secured to the rear end of the last car; and they will have a red light on rear platform of last car, between sunset and sunrise,

All other trains will have a red flag on each side of last car in daytime, and a red light on each side and one in the center of last car in train at night.

26. *Red signals* carried on front of engine indicate that an engine or train is following, which has precisely the same Time Table rights as the train on which the engine is carrying signals, and *no more*.

27. *White signals* carried on front of an engine indicates that an extra engine or train is following, which will keep out of the way of all regular trains, but have the right of road over all work trains, pushers and irregular trains not running under protection of signals.

28. *Green signals* carried on front of an engine indicate that it is an *Irregular* train or engine.

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

30. All trains and engines will come to a full stop within a distance of eighty rods of any and all railroad crossings at grade, and will give two long sounds of whistle before starting again. They will also take all necessary precautions to guard against any accidents at crossings, and conductors will flag their trains over all railroad crossings at grade by sending flagman ahead before allowing trains to cross.

## WHISTLE SIGNALS.

31. One *long* blast of the whistle is a signal for approaching stations, railroad crossings and junctions. [Thus ———].

32. One *short* blast of the whistle is a signal to apply the brakes—Stop. [Thus ———].

33. Two *long* blasts of the whistle is a signal to throw off the brakes. [Thus ———].

34. Two *short* blasts of the whistle is an answer to any signal except train parted. [Thus ———].

35. Three *long* blasts of the whistle is a signal that the train has parted. [Thus ———]. To be repeated until answered, as per Rules 49 and 50.

36. Three *short* blasts of the whistle when the train is *standing*, is a signal that the train will back. [Thus ———]. To be repeated until answered as per Rule 51.

37. Three *short* blasts of the whistle, when the train is *running*, is a signal to be given by trains, when displaying signals for a following train, to call the attention of trains they meet or pass to the signals; trains carrying signals, when standing on sidings, will notify passing trains in the same manner. [Thus ———]. This will be answered as per Rule No. 34.

38. Four *long* blasts of the whistle is a signal to call in Flagmen. [Thus ———].

39. Four *short* blasts of the whistle is the engineer's call for signals from switchmen, watchmen and trainmen. [Thus ———].

40. Two *long* followed by two *short* blasts of the whistle is a signal for approaching road crossings at grade [Thus ———].

41. Five *short* blasts of the whistle is a signal to the flagman to go back and protect the rear of his train. [Thus ———].

42. A succession of *short* blasts of the whistle is an alarm



for persons or stock on the track, and calls the attention of the train men to danger ahead.

## BELL CORD SIGNALS.

43. One tap of the signal bell, when the train is *standing*, is a notice to start.
44. Two taps of the signal bell, when the train is *running*, is a notice to stop at once.
45. Two taps of the signal bell when the train is *standing*, is a notice to call in the flagman.
46. Three taps of the signal bell, when the train is *running*, is a notice to stop at the next station.
47. Three taps of the signal bell, when the train is *standing*, is a notice to back the train.
48. Four taps of the signal bell, when train is *running*, is a notice to reduce speed.

## LAMP SIGNALS.

49. A lamp swung across the track is a signal to stop.
50. A lamp raised and lowered vertically is a signal to move ahead.
51. A lamp swung vertically in a circle across the track, when the train is *standing*, is a signal to move back.
52. A lamp swung vertically in a circle across the track when the train is *running*, is a signal that the train has parted.
53. A flag, or the hand, moved in any of the directions given above, will indicate the same signal as given by the lamp.

## Rules Governing the Use of Signals.

54. 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.
55. The unnecessary use of the whistle is prohibited; when switching at stations and in yards, the engine bell should be rung, using the whistle only when required by law, or when absolutely necessary to prevent accident.
56. The whistle must not be sounded while passing a passenger train, except in cases of emergency, danger, or when required by the rules.
57. When a danger signal is displayed to stop a train, it must be acknowledged as per Rule No. 34.
58. The engine bell must be rung before starting a train, when meeting or passing trains, and when running through Tunnels and streets of towns and cities.
59. The engine bell must be rung for a quarter of a mile before reaching every road crossing at grade, and until it is passed; and the whistle must be sounded a quarter of a mile before reaching every road crossing at grade, and one-half of a mile before reaching stations, junctions and other regular stopping places, as per Rules Nos. 31 and 40.
60. Torpedoes must not be placed at stations or road crossings where persons are liable to be injured by them.
61. All signals must be used strictly in accordance with these rules, and trainmen should keep a constant lookout for signals.

## RIGHTS OF TRAINS.

62. All TIME TABLE PASSENGER TRAINS going *North* have the absolute and indefinite right against all *passenger trains* going *South*. A Time Table Passenger train going *North* will not leave any station or passing place where, by the time table, it should meet a Passenger train going *South*, until five minutes after its own leaving time, unless the *South* bound train has arrived there; and this five minutes, allowed for possible variation of watches, must be observed at every succeeding station or siding until the expected train is met. The *South* bound train must not, under any circumstances, use any portion of the five minutes allowed for variation of watches.
63. All TIME TABLE FREIGHT TRAINS going *North* have the absolute and indefinite right against all *Freight trains* going *South*. A Time Table Freight train going *North* will not leave any station or passing place where, by the time table, it should

meet a Freight train going *South* until five minutes after its own leaving time, unless the *South* bound train has arrived there; and this five minutes allowed for possible variation of watches must be observed at every succeeding station or siding until the expected train is met. The *South* bound train must not, under any circumstances, use any portion of the five minutes allowed for variation of watches.

64. TIME TABLE PASSENGER TRAINS, in both directions, have absolute and indefinite right, over Freight trains in both directions. Freight trains will keep entirely out of the way of Passenger trains, and must be on siding at least five minutes before Passenger trains are due. Irregular and Work trains will keep entirely out of the way of Passenger and Freight trains, and must be on the siding at least five minutes before such trains are due.

65. Except in cases of great emergency, no train or engine will be run over any part of the road without the protection of red or white signals, except Regular time table trains, Work trains, Pushers, and engines at work in yard limits.

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

67. All engines and trains engaged in construction or maintenance of track or road way will be called "Work trains." All regular trains will be designated by their Numbers and all irregular trains by the numbers of their engines. All irregular passenger trains will be called "Specials" and all irregular freight trains will be called "Extras."

68. When there is more than one train or engine running on the time of a time table train, the leading section or sections will carry red signals, and the following section or sections will have precisely the same time table rights as the leading section and no more.

69. When necessary to run a special or extra train over the road, white signals will be carried for them by some preceding train or engine, when practicable to do so. Trains or engines following white signals will keep entirely out of the way of all regular trains, but will have the right to the track against all work trains, Pushers and Irregular trains not running under the protection of signals. An engine or train following white signals or running "avoiding regular trains," when meeting a regular or irregular train or engine carrying white signals, will not pass the station where such train or engine is met until the train or engine following such white signals has arrived, unless authorized to do so by special order. When two or more trains or engines are to follow white signals, each one but the last will carry white signals. All irregular trains will carry green signals to distinguish them from regular trains.

70. When necessary to run an extra engine over the road on the time of a Passenger train, the extra engine will run as first section of such train and carry red signals.

71. All engines carrying signals will call the attention of all engines they meet or pass, by three short sounds of the whistle, and all such engines will answer by two short sounds of the whistle. If they do not answer, the engine carrying the signal will stop and the engineer notify engineers of such engines, and report the fact to the superintendent at the first telegraph station he stops at.

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

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

non-ruling train will lay back a sufficient distance to guard against all possibility of accident.

74. Whenever a train becomes *twelve hours* behind its own time, it loses all rights to the road (which rights cannot be regained), and can only proceed by special orders from proper authority.

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

## Duties of Conductors, Engineers and Trainmen.

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

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

78. Passenger Conductors are required to be in attendance on their trains, in regulation uniform, half an hour before leaving time, and to remain in attendance in full uniform until they reach the end of their run, discharge their passengers and turn their trains over in proper condition to their successors or the yard men. They will be held responsible for the cleanliness and proper condition of cars in their trains, and for the prompt action and general good conduct of their Baggage men, Brakemen and Porters, requiring them to be on duty in regulation uniform half an hour before leaving time, and to remain until the end of their runs and all their duties have been performed. They will see that their Brakemen call out, in a distinct voice, in each passenger coach, the names of all stations at which they stop, and help passengers on and off the cars. Freight Conductors will be held responsible for the faithful performance of duty required on the part of their Brakemen.

79. Conductors of all trains, when approaching a meeting point where they are to take the siding, must go to forward part of train and attend to the switch in person. On train leaving the siding, they must set up switch for main track in person. Conductors must not assign this duty to any one, but attend to it personally in every instance.

80. Conductors of all trains and engines will be particular to register the arrival and departure of their trains, giving kind of signals carried, if any, at all stations where Train Registers are kept.

81. Conductors and Engineers must, before starting on their runs, examine the Train Registers and know positively whether all trains, whose non-arrival or departure would at all effect their own running, have arrived or departed, and they must consult Bulletin Boards before starting out on the road. This also applies to all intermediate stations where Train Registers and Bulletin Boards are kept.

82. Conductors and Engineers must see that their engines, baggage cars and cabooses are properly supplied with all necessary chains, ropes, jacks, frogs and tools to use when needed, and all signals required by the rules of this Time Table.

83. All Engineers must familiarize themselves with the use of the Westinghouse Air Brake and the Automatic Brake, and ascertain how to make the change from one to the other. Freight Engineers are particularly instructed to give this matter attention, so that if called upon in case of emergency to run a Passenger train, they will understand working the brake as well as any other part of the engine.



84. Engineers will not allow any person, except officers of the road and trainmen connected with their trains, to ride on their engines without permission from proper authority.

85. Engineers will be particular to have their ash pans closed while crossing all bridges and trestles and passing wood yards. They will not use steam while passing cotton on platforms or flat cars, when possible to avoid it. They will not draw their fire in front of station buildings, nor on frogs and switches.

86. All trains and engines must approach stations and water tanks under control, expecting to find another train occupying main track. Engineers will run very carefully by all switches, and see that they are set right. They will guard against accidents likely to occur from stock being on the track, and when stock is killed or seriously injured, report the fact to the Stock Agent or Superintendent at the end of the trip, giving kind of stock and locality as near as possible.

87. Engineers having, from any cause, to stop between stations, or at any place where a flagman is likely to be sent out, must call in such flagman before starting, by the usual signal whistle. Such flagman will leave one torpedo on the rail to warn any approaching train which might come up before he is able to get back to his train and the train gets under headway.

88. No train must be stopped on the main track, except the regular stops of passenger trains, without a flagman being sent back at once. With freight trains the rear brakeman must not be permitted to wait until the train comes to a full stop before he gets off and starts back. UNDER NO CIRCUMSTANCES WILL CONDUCTORS ALLOW THEIR BRAKEMEN TO DEVIATE FROM THIS RULE.

89. All trains must be run under the supposition that an irregular train is liable at any moment to overtake them on any part of the road.

90. All trains will run slowly during or immediately after a heavy storm and not attempt to make time, keeping a close look out for all places in track that are liable to wash out or slide.

91. When a train breaks in two while in motion, great care and good judgment are required on the part of train men, to prevent the detached parts from colliding. Rear part of train should be stopped soon as possible and protected in both directions, and head part of train kept moving until rear part is stopped. The head part of a train broken in two must not return for the rear part until a flagman has been sent back with Red signal a sufficient distance for protection against following trains. When a train finds the track blocked by cars that have been disconnected from a preceding train, they will couple to the cars and push them to the nearest siding under protection of Red signals.

92. Passenger trains will pass all stations at which they do not stop, at a reduced speed. Passenger trains will occupy main track at stations where they take meals.

93. Trains must not arrive at stations unnecessarily ahead of time, but are expected to use their time in running. Conductors and Engineers of all trains when running under orders must stop at meeting points, and know that the train met is the one specified in the order. Time-table Passenger Trains meeting a Passenger Train must learn positively what train it is; and Time-table Freight Trains meeting a Freight Train must learn positively what train it is.

94. Freight trains must not make up any delayed time except by making short stops at stations, and must not exceed a speed of seventeen miles per hour without proper authority.

95. Passengers must not be permitted to ride on work trains, in baggage cars, nor on platform of cars while in motion.

96. Running switches are positively prohibited.

97. All persons are particularly cautioned against standing upright on top of covered cars while passing through Truss Bridges and Tunnels.

98. Great care must be used in coupling and uncoupling cars. Do not go between the cars unless they are moving at a slow and safe speed, nor attempt to make any coupling unless the draw-bars and other coupling appliances are known to be in good order.

99. All persons are strictly forbidden to board engines or cars while they are in too rapid motion. Under no circumstances

must they stand on track and board engines or cars when same is approaching them.

100. Smoking while on duty, and the use of intoxicating liquors are strictly prohibited.

### Special Rules for the Movement of Trains by Telegraph.

101. The Superintendents and Train Masters, on their respective Divisions, are the only persons authorized to move trains by special telegraph order and but one person on the same circuit at the same time.

102. Safety demands that all persons connected with the movement of trains by telegraph should use the utmost care and watchfulness; all rules regarding the same must be strictly observed. Orders must be made plain and explicit, and not too long, and if not fully understood by those to whom addressed, an explanation will be required before signing them.

103. In the transmission of orders, no abbreviations will be used except "12" which means "how do you understand this;" "13" which means "we understand;" "C. & E." for Conductor and Engineer; "No." for Number; "Eng." for Engine and "O. K." for Correct. The numbers of trains and engines, and time given in time orders will not be spelled out but be given in plain figures. After an order is received it must be carried out to the very letter.

104. All orders will be addressed to the Conductor and Engineer of engine or train for which they are intended, and will be numbered consecutively, commencing with No. 1 at 12 o'clock every Saturday night. Dispatchers must send slow enough to enable Operators to make plain manifold copies. Operators will invariably write Orders on manifold, provided for that purpose, Direct from Dispatcher sending and no other way; making copies sufficient for each Conductor and Engineer addressed, and one to file away in the office.

105. A Red flag or Red board by day and a Red light by night, are signals used at telegraph stations to stop and hold trains for orders. Conductors and Engineers must carefully watch for signals at telegraph stations, and when Red signal is shown they must stop their trains and go at once to the office to receive and respond to such orders as may be awaiting them.

106. Conductors and Engineers of all night trains must be sure to see that the telegraph signal lamp is burning at all night offices, which are designated on face of Time Table by the letter "N," and in case it is not, trains will stop and ascertain whether or not any orders for them.

107. Every night telegraph office on line of the road is required to have a Red and a White light burning constantly from dark until daylight; when no orders for trains the White light will be kept in some fixed place in full view of trains in either direction; and when there are orders for trains the Red light will take the place of the White light.

108. When an operator receives an order for a train or engine, and before he acknowledges receipt of the order, he will immediately display his Red signal, and keep it displayed until such train or engine has arrived, and the order is signed by and delivered to the Conductor and Engineer. When an order is received, the operator receiving it will go out on the platform and see that the red signal is in proper position and condition to stop the train, and not rely upon the machinery, which might be defective. If in the meantime other trains or engines should arrive for which there are no orders, the operator will give them a clearance order, made out on blanks provided for that purpose. The signal must not be taken in to let trains by for which there are no orders; they must stop and get a clearance order.

109. Orders must not be delivered to nor accepted by Conductors and Engineers until they are signed, repeated back to dispatching office and O. K. with correct time and name of Operator receiving, put on them. Conductors and Engineers in person are required to read aloud and sign all orders addressed to them, in presence of the Operator.

110. Orders addressed to trains or engines at more than one station, will be sent to all at the same time. An order to a train or engine is a holding order for that train or engine, and

on receipt of which the operator on duty will immediately set his Red signal and then acknowledge receipt of the order. Operators must not acknowledge receipt of orders until Red signal is set and trains or engines addressed are positively known to be held. If a train is at a station when an order for it is received, the operator will set his Red signal, and then get signature of the Conductor and Engineer to the order, after which he will acknowledge receipt of the order.

111. All orders will be sent and acknowledgments made in the following manner—for example: Dispatchers will call "A" and say "Copy 3;" call "B" and say "Copy 5," and call "C" and say "Copy 3," the figures indicating the number of manifold copies required, and then proceed with the order, viz:

Order No. 100—For "A" to C. & E. No. 1—"A."  
For "B" to C. & E., 1st and 2d, No. 2—"B."  
For "C" to C. & E., Extra Eng. 50—"C."

No. 1 will take siding and meet 1st No. 2 at M....., meet 2d No. 2 at N..... and meet Extra Eng. 50 at O..... Operators will then acknowledge receipt as follows:

Order No. 100 to C. & E., No. 1, OK, (name of operator)—"A."

Order No. 100 to C. & E., 1st and 2d No. 2, OK, (name of operator)—"B."

Order No. 100 to C. & E., Extra Eng. 50, OK, (name of operator)—"C."

In giving "OK," the Dispatcher will say: "Order No. 100 OK, (giving correct time)" and signing the initials of Sup't or Train Master.

112. An order discontinuing a train will be sent to the train itself if on the road, or if not, to the Yard Master at station from which it starts, and to all trains and engines effected by the discontinuance, at the same time; and will be in the following form: "Train No....., due to leave....., at.....M., is discontinued between.....and....."

113. Work train and Pusher "limit orders," will be as follows: "Eng.....will work.....(date) from.....A. M., until.....P. M., between.....and....., avoiding regular trains." All trains due at.....station previous to.....M. have passed except trains Nos.....

114. "Meeting Orders" are in following forms: "No.....(or Eng.) will take siding and meet No.....(or Eng.) at....." "Eng.....following white signal on No.....(or Eng.) will take siding and meet Eng.....following white signals on No.....(or Eng.) at....."

115. "Time Orders" are in the following forms: "No.....(or Eng.....) has until.....M. to make.....for No....." On this order if the train or Eng. first named fails to make the place designated by or before the time given, the train last named will wait five minutes for possible variation of watches, no part of which must be used by the train or Eng. first named.

116. "No.....(or Eng.....) has until.....M. to make.....ahead of No....." On this order Freight or Irregular trains running ahead of Passenger trains must not occupy main track or attempt to make the place designated, or any preceding place, unless they can do so without exceeding a speed of twelve miles per hour, and allow five minutes for taking siding and getting out of the way of the Passenger Train.

117. "Eng.....has until.....M. to work.....of.....regardless of No....." On this order if the Eng. first named is not on the siding designated at or before the time given, the train last named will wait five minutes for possible variation of watches, no part of which must be used by Eng. first named. This order does not give the Eng. first named the right to main track at place designated in the order.

118. A "regardless order" is in the following form; "No.....will run to.....regardless of No....." On this order the train first named will run to the station named precisely as if the train last named did not exist, and from there it will run as per time table rules, unless otherwise ordered.

The train last named in the order will use its time table rights up to the station named and there take siding at nearest switch, as the train first named has the right to main track at station named. This order does not prevent the train last named in



the order from running to any other station beyond the one named in the order, PROVIDED it can make such station and take siding five minutes before the *train first* named in the order is due there by its time table time.

119. "Signal Orders" are in the following forms: "1st No ..... will carry red signals from ..... to ..... for 2d No....." "1st and 2d No ..... will carry red signals from ..... to ..... for 2d and 3d No ....." "No ..... will carry white signals from ..... to ..... which Eng ..... will follow, avoiding regular trains."

120. "Discontinuing orders," "Signal orders" and "Limit orders" should not be combined with or made a part of any other order.

121. Passenger trains in sections or running near each other in same direction must keep *ten* minutes apart, and Freight trains in same direction must keep *five* minutes apart, except on approaching meeting points, when they will run very carefully and with trains under control.

122. Telegraph Operators will set red signal immediately after the departure of a Passenger train, and keep it set for ten minutes, in order to preserve the time between trains. Should a following section, or a train of any kind arrive before the ten

minutes have expired, the Operator will hold them until that time is up and then give them a clearance order. Freight trains are to be kept *five* minutes apart in the same way.

123. The conductor of every train, immediately before starting out on his run, will go in person to the telegraph office and inquire if any orders for his train.

124. It is the duty of conductors and engineers, when they see the telegraph line down, to report the fact at the first telegraph station they pass, giving the locality near as possible.

### Duties of Bridge and Trackmen.

125. *Bridge and Track Foremen* are required to have at all times a copy of the current Time Table of the division on which they are at work, and avoid obstructing the passage of trains as much as possible. They must provide themselves with reliable watches, and frequently compare time with Conductors.

126. Great watchfulness must be exercised in the use of hand cars and truck cars. Where, by reason of fog, sharp curves, or

the like, risk is involved, they must be protected by flagmen. This is particularly necessary in case of loaded truck cars.

127. They must keep their bridges and sections of track in good repair, and at all times, except when protected by proper signals, perfectly safe for the passage of trains. They must notice passing engines to see whether any signals are carried.

128. In cases of severe storms, or violent winds, whether by day or night, section foremen are required to make thorough examination of their sections, and see that all is safe.

129. Whenever a rail or frog is to be taken out, or the main track in any manner obstructed or rendered unsafe, and when, at any time the main track is *found* to be unsafe, a flagman must be sent out in each direction, whether any train is expected or not, to flag trains in accordance with Rule 21.

130. When the telegraph wires are down, section men are expected to have wire and connect them temporarily, and report the fact at first telegraph station, giving locality and other particulars.

**J. J. FREY, General Superintendent.**



THE  
Missouri, Kansas & Texas

RAILWAY.

GEO. A. EDDY & H. C. CROSS, Receivers.

TEXAS DIVISION.

TIME TABLE

No. 9.

—IN EFFECT—

Sunday, April 26th, 1891

12 O'CLOCK, A. M.