THE MISSOURI, KANSAS & TEXAS RY. CO.

OF TEXAS

TIME TABLE No. 44

IN EFFECT

SUNDAY, JANUARY 1st, 1911,

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 EMPLOYES of this Railway Only.
The Management reserves the right to vary from it at pleasure.

A. A. ALLEN, President

A. D. BETHARD, Vice President and General Manager

C. M. BRYANT, Assistant General Manager

John F. Worley Printing Co., Dallas, Texas

Trains Nos. 206 and 210 have absolute right over all trains except each other. Trains Nos. 205 and 209 have absolute right over all trains except trains Nos. 206 and 210 and each other. Other first-class trains must take siding at meeting and passing points and clear the time of trains Nos. 205, 206, 209 and 210 at least 5 minutes. All other trains and yard engines must clear the time of trains Nos. 205, 206, 209 and 210 at least 10 minutes.

A strict observance of rule 98c is required of second-class trains, and responsibility for safety rests with the approaching trains at points named.

Switch at end of double track at Sherman Junction must be set for northbound track. All trains and engines must approach end of double track under full control, expecting to find cross-over being used by other trains.

All northbound second and third-class and extra trains will approach telegraph office at Ray under full control, expecting to find southbound freight trains and yard engines using main line between north wye switch and the cross-over north of telegraph office at Ray.

Conductors of Fort Worth Division trains will check Dallas Division registers at South Yard and Hillsboro and see that all Dallas Division trains having right over them have arrived.

Double track switch at south end Hillsboro Yard must be set for southbound track.

Lovelace, mile 806.4, is a flag station for Nos. 1, 2, 3, 4, 703 and 704.

Dolard, mile 760.7, is a regular stop for Nos. 703 and 704.

Transfer track, New Yard, between H. & T. C. crossing and first cross-over north of yard office will be used as passing track for passenger trains.

Northbound first-class trains must run under absolute control between Sherman Junction and Denison.

South — FORT WORTH DIVISION

Time Table No. 44

In Effect Jany. 1, 1911

Third-Class				Second-Class		First-Class					Distance from St. Louis	STATIONS
681 Through Freight	703 Way Freight	701 Way Freight	405 Through Freight	403 Through Freight	401 Fast Freight	11 Passenger	209 Limited	205 Flyer	3 Passenger	1 Passenger		
Daily	Daily Ex.Sunday	Daily Ex.Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
A. M. 2.45		A. M. 7.10	A. M. 8.40	A. M. 2.00	P. M. 9.10	A. M. 7.00	A. M. **6.25**	P. M. 5.05	A. M. 4.30	P. M. 1.25	660.9	Leave n DENISON dn
												1.6
2.55		7.20	8.50	2.10	9.20	7.10	6.35	5.15	4.40	1.35	662.5	SHERMAN JUNCTION
												1.6
3.10		s 7.30	9.00	2.20	9.30	7.13	6.38	5.18	4.43	1.38	664.1	n RAY ra
												5.5
3.35		s **7.55**	9.27	2.45	**10.13**	s 7.24	6.46	s 5.29	s 4.54	s 1.49	669.6	n POTTSBORO ps
												5.1
3.58		f 8.15	9.50	3.05	10.40	s 7.34	6.55	5.39	f **5.04**	s 1.59	674.7	HAGERMAN
												1.9
4.04		f 8.21	9.58	3.15	**10.53**	f **7.37**	6.57	5.42	5.07	2.02	676.6	DEAVER
												5.2
4.30		s 8.45	10.20	3.30	11.13	s 7.47	7.04	5.52	f 5.17	s **2.12**	681.8	d SADLER sd
												3.9
5.00 A. M.		9.00 10.00 A. M.	**10.45** **10.55** A. M.	**3.45** **4.00** A. M.	**11.35** **11.45** P. M.	7.55 A. M.	s **7.10** **7.15** A. M.	s **6.00** **6.05** P. M.	s 5.25 5.35 A. M.	s **2.20** **2.30** P. M.	685.7	n WHITESBORO wo
						11						6.3
											692.0	d COLLINSVILLE ci
												6.6
											698.6	n TIOGA ga
												5.4
											704.0	d PILOT POINT pn
												6.9
											710.9	n AUBREY au
												5.8
											716.7	MINGO
												4.9
											721.6	n DENTON do
												7.1
											728.7	n ARGYLE ay
												9.1
											737.8	n ROANOKE rn
												4.9
											742.7	d KELLER k
												5.2
						207 Passenger Daily					747.9	d WATAUGA wa n StLSW Crossing j
												5.1
											753.0	HODGE
												4.0
		P. M. 5.00	P. M. 4.15	A. M. **8.35** **8.45**	A. M. 4.00	P. M. 8.00	A. M. 9.35 ¶ 9.45	P. M. **8.20** **8.45**	A. M. **8.15** **8.40**	P. M. ¶ 5.20 5.45	757.0	n FORT WORTH fd T&P Crossing
												2.0
	A. M. **8.05**	5.15 P. M.	4.30 **8.10**	9.00 **11.05**	4.10 5.40	**8.10**	**9.55**	**8.55**	8.50	**5.55**	759.0	n NEW YARD st H&TC Crossing
												5.6
	f 8.35		8.32	11.30	6.02	8.20	10.06	9.05	f 9.05	f **6.11**	764.6	BETHEL
												6.5
	s **9.22**		9.00	**11.53**	6.18	f 8.34	10.18	9.16	s **9.22**	s **6.30**	771.1	d BURLESON bu
												6.5
	s **10.30**		**9.28**	P. M. 12.15	s **6.43**	s 8.47	s **10.30**	**9.28**	s 9.38	s 6.43	777.6	d EGAN fn
												6.4
	s **11.15**		10.00	12.37	**7.11**	s 9.00	s 10.43	9.38	s 9.54	s **7.00**	784.0	GC&SF Crossing n ALVARADO vd
	P. M.											4.0
	f 12.01		10.15	12.51	7.25	9.08	**10.50**	9.45	f **10.03**	f 7.12	788.0	CONLEY
												5.2
	s **1.10**		10.40	**1.10**	s 7.40	s 9.18	11.02	9.54	s **10.15**	s 7.27	793.2	d GRANDVIEW gn
												8.1
	s 3.00		**11.05**	1.40	s 8.05	s 9.35	**11.20**	10.08	s **10.35**	s 7.50	801.3	d ITASCA sk
												4.5
	3.35		11.23	1.55	**8.20**	9.45	11.29	10.17	10.45	8.04	805.8	SCHOFIELD
												6.1
	4.20		11.45	2.20	**8.40**	10.00 P. M.	11.40 A. M.	**10.30** P. M.	11.00 s 11.25	8.20 s 8.45	811.9	StLSW and T&BV Crossings n HILLSBORO hb
												1.1
	4.30 P. M.		11.55 P. M.	2.30 P. M.	**8.50** A. M.				11.30 A. M.	8.50 P. M.	813.0	n SOUTH YARD q Arrive
681	703	701	405	403	401	207	209	205	3	1		152.1

FORT WORTH DIVISION — North

Time Table No. 44

In Effect Jany. 1, 1911

	STATIONS		Station Numbers	First-Class					Second-Class			Third-Class		
				2	4	206	210	12	402	404	408	406	702	682
				Passenger	Passenger	Flyer	Limited	Passenger	Steamer	P. H. P. Freight	Through Freight	Through Freight	Way Freight	Through Freight
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily
		Arrive		P. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.
n	DENISON	dn	661	3.35	12.55	¶ 11.45	10.35	7.00	8.30	7.20	1.30	**6.25**	4.15	11.55
	1.6													
	SHERMAN JUNCTION			3.25	12.45	11.38	10.25	6.46	8.20	7.10	1.20	6.10	4.05	11.45
	1.6													
n	RAY	ra	664	3.20	12.40	11.35	10.22	6.44	8.13	7.05	1.14	6.00	3.55	11.38
	5.5													
n	POTTSBORO	ps	670	s 3.10	s 12.23	s 11.26	**10.13**	s 6.34	**7.55**	6.50	12.57	5.31	s 3.30	11.20
	5.1													
	HAGERMAN		675	s **2.57**	f 12.07	11.15	10.04	s 6.24	7.43	6.36	12.42	**5.04**	f **2.57**	11.02
	1.9													
	DEAVER		677	2.53	12.02	11.13	10.01	f 6.20	**7.37**	6.31	12.38	4.50	f 2.40	**10.53**
	5.2				A.M.									
d	SADLER	sd	682	s 2.40	f 11.50	11.03	9.53	s 6.10	7.25	6.20	12.10	**4.30**	s **2.12**	10.30
	3.9										A. M.			
				2.30	s **11.40**	s **10.55**	s 9.45		**7.10**	**6.10**	**11.55**	**4.00**	1.40	10.15
n	WHITESBORO	wo	686	**2.25**	**11.35**	**10.50**	9.40	**6.00**	**7.00**	**6.05**	**11.45**	**3.45**	12.30	P. M.
				P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.	
	6.3													
d	COLLINSVILLE	cl	692					**12**						**682**
	6.6													
n	TIOGA	ga	699											
	5.4													
d	PILOT POINT	pn	704											
	6.9													
n	AUBREY	au	711											
	5.8													
	MINGO		717											
	4.9													
n	DENTON	do	722											
	7.1													
n	ARGYLE	ay	729											
	9.1													
n	ROANOKE	rn	738											**704**
	4.9													
d	KELLER	k	743					**208**						Way Freight
	5.2													
d	WATAUGA	wa	748					Passenger						
n	StLSW Crossing	j												
	5.1													Daily ex. Sunday
	HODGE		753					Daily						
	4.0													
				A. M.	P. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	
n	FORT WORTH	fd	757	s 11.40	s **8.45**	**8.35**	s 7.20	7.30	2.00	1.30	6.45	11.10	6.30	
	T&P Crossing			11.15	**8.20**	¶ **8.15**	7.05							
	2.0													
n	NEW YARD	st	759	**11.05**	**8.10**	**8.05**	**6.55**	7.20	1.45	1.15	**6.30**	**11.00**	6.15	P. M. 5.00
	H&TC Crossing								1.05	12.30	P. M.	**6.30**	A. M.	
	5.6													
	BETHEL		765	f 10.55	f 7.50	7.51	6.43	7.08	12.45	12.10		**6.11**		f 4.30
	6.5									P. M.				
d	BURLESON	bu	771	s 10.43	s 7.35	7.39	**6.30**	f 6.55	12.25	**11.53**		5.45		s 4.00
	6.5													
d	EGAN	fn	778	s **10.30**	s 7.17	s 7.25	s 6.17	s **6.43**	12.05	11.35		5.20		s 3.00
	6.4								A. M.					
	GC&SF Crossing													
n	ALVARADO	vd	784	s 10.13	s **7.00**	**7.11**	s 6.07	s 6.30	11.50	**11.15**		4.55		s 2.15
	4.0													
	CONLEY		788	f **10.03**	f 6.50	7.03	5.59	6.20	11.40	**10.50**		4.40		f 1.30
	5.2													
d	GRANDVIEW	gw	793	s 9.50	s 6.37	6.53	5.49	s 6.09	11.23	**10.15**		4.22		s **1.10**
	8.1													P. M.
d	ITASCA	sk	801	s **9.30**	s 6.16	6.32	5.34	s 5.52	**11.05**	**9.50**		3.53		**11.20**
	4.5													s **9.30**
	SCHOFIELD		806	9.20	6.04	6.25	5.25	5.42	10.55	9.35		**3.35**		**8.20**
	6.1													
	StLSW and T&BV Crossings			**9.05**	5.45	6.15	5.15	5.30	**10.30**	**9.05**		3.10		7.40
n	HILLSBORO	hb	812	¶ **8.40**	¶ 5.20									
	1.1													
n	SOUTH YARD	q	813	8.35	5.15	A. M.	P. M.	A. M.	10.20	**8.50**		3.00		7.30
		Leave		A. M.	P. M.				P. M.	A. M.		P. M.		A. M.
	152.1			**2**	**4**	**206**	**210**	**208**	**402**	**404**	**408**	**406**	**702**	**704**

Trains Nos. 206 and 210 have absolute right over all trains except each other. Trains Nos. 205 and 209 have absolute right over all trains except trains Nos. 206 and 210 and each other. Other first-class trains must take siding at meeting and passing points and clear the time of trains Nos. 205, 206, 209 and 210 at least 5 minutes. All other trains and yard engines must clear the time of trains Nos. 205, 206, 209 and 210 at least 10 minutes.

A strict observance of rule 98c is required of second-class trains, and responsibility for safety rests with the approaching trains at points named.

Switch at end of double track at Sherman Junction must be set for northbound track. All trains and engines must approach end of double track under full control, expecting to find cross-over being used by other trains.

All northbound second and third-class and extra trains will approach telegraph office at Ray under full control, expecting to find southbound freight trains and yard engines using main line between north wye switch and the cross-over north of telegraph office at Ray.

Conductors of Fort Worth Division trains will check Dallas Division registers at South Yard and Hillsboro and see that all Dallas Division trains having right over them have arrived.

Double track switch at south end Hillsboro Yard must be set for southbound track.

Lovelace, mile 806.4, is a flag station for Nos. 1, 2, 3, 4, 703 and 704.

Dolard, mile 760.7, is a regular stop for Nos. 703 and 704.

Transfer track, New Yard, between H.&T.C. crossing and first cross-over north of yard office will be used as passing track for passenger trains.

Northbound first-class trains must run under absolute control between Sherman Junction and Denison.

South - DALLAS DIVISION

Trains Nos. 6 and 10 have absolute right over all trains except each other. Trains Nos. 5 and 9 have absolute right over all trains except trains Nos. 6 and 10 and each other. Other first - class trains must take siding at meeting and passing points and clear the time of trains Nos. 5, 6, 9 and 10 at least 5 minutes. All other trains and yard engines must clear the time of trains Nos. 5, 6, 9 and 10 at least 10 minutes.

T. & B. V. trains will not occupy main line at Waxahachie or T. & B. V. Junction until it has been ascertained that over-due trains affecting them have passed.

All trains will register at Waxahachie. T. & B. V. trains only will register at T. & B. V. Junction.

Trains affected by T. & B. V. trains will check register at T. & B. V. Junction unless they receive regular train-order that such trains have arrived or departed.

Conductors of T. & B. V. trains will report for orders and register at T. & B. V. Junction.

All trains will come to full stop at Junctions with T. & B. V. Railway at Dallas and Waxahachie; switches will be left set for Dallas Division.

Canas 678.6.—Hagan 742.3.

Peniel, mile 711.3, is flag station for No. 201. Chelsa, mile 743.8, is flag station for Nos. 201 and 203. Hammel Branch, mile 822, is flag station for Nos. 201, 203 and 721.

When freight trains meet at Bells northbound trains will take siding. Northbound freight trains will, unless authorized to hold main track, take siding at Bells, where they will remain until it has been ascertained that no train is to be met there.

All trains approach junctions and crossovers, Greenville, under complete control, and come to a full stop where required by stop-boards.

All trains will come to a full stop at Junction of the Dallas and Denton Divisions; switch will be set for Dallas Division.

Double-track switch at south end of Hillsboro yard must be set for southbound track.

Southbound passenger trains will reduce speed to 35 miles per hour between Denison and Bonham Jct., and all southbound trains to 25 miles per hour between Exall street car crossing north of Dallas and Denton junction.

When passenger trains meet at Dallas, either on time-table rights or train order, they will meet at passenger depot unless otherwise ordered.

Train-order signal at Bells is on Interlocker tower.

Conductors of Dallas Division trains will check Fort Worth Division registers at South Yard and Hillsboro and see that all Fort Worth Division trains having right over them have arrived.

Third-Class						First-Class								Distance from St. Louis	Time Table No. 44 In Effect Jan. 1, 1911 — STATIONS
723 Mixed	719 Way Freight	717 Way Freight	625 Through Freight	623 Through Freight	621 Through Freight	213 T. & B. V. Passenger	211 T. & B. V. Passenger	257 Passenger	9 Limited	203 Passenger	201 Passenger	5 Flyer			
Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
A. M. 7.00		A. M. 7.30		A. M. 1.00	P. M. 9.00			P. M. 5.10	A. M. 6.10	A. M. 4.25	P. M. 1.25	P. M. 5.00		660.9	Leave DENISON ds
7.25 A. M.		7.55		1.25	9.25			5.25 P. M.	6.19	4.35	1.37	5.09		666.0	H&TC — 5.1 — Crossing BONHAM JUNCTION 2.7
		f 8.10		1.35	9.35				6.23	4.40	f 1.42	5.13		668.7	TERRACE T&P — 5.6 — Crossing
		s 9.00		2.00	10.13			257	6.33	s 4.52	s 1.53	s 5.22		674.3	s BELLS 1 7.0
723		s 9.45 11.11 — P. M. —		2.25	10.50				6.45	s 5.06	s 2.08	s 5.33		681.3	d WHITEWRIGHT wh StLSW — 6.8 — Crossing
		s 12.15		2.45	11.10				6.55	s 5.21	s 2.23	5.43		688.1	d TRENTON k 6.5
		s 1.50 2.35		3.05	11.35 — A. M. —				7.05	s 5.35	s 2.35	5.53		694.6	d LEONARD nr 6.5
		s 3.15		3.25	12.05				7.14	s 5.49	s 2.49	s 6.02		701.1	d CELESTE bl GC&SF — 3.2 — Crossing
		s 3.35		3.35	12.15				7.18	f 5.55	s 2.57	6.06		704.3	KINGSTON 3.3
		f 3.55		3.46	12.30				7.22	6.02	f 3.05	6.10		707.6	KELLOGG 5.4
		4.20		4.10	12.55				7.30 s 7.35	6.15 s 6.25	3.25 s 3.35	6.20 s 6.25		713.0	s GREENVILLE fs 1.0
	P. M. 1.38	4.30 P. M.		4.20 5.10	1.00 1.45				7.42	6.31	3.42	6.32		714.0	s WEST YARD gs StLSW Crossing 2.0
	1.46			5.17	1.55				7.47	6.34	3.48	6.35		716.0	ACHESON 5.6
	s 2.05			5.33	2.17				7.58	s 6.45	s 4.00	6.43		721.6	d CADDO MILLS cm 5.6
	f 2.20			5.50	2.30				8.10	f 6.55	f 4.12	6.50		727.2	BURROW 3.1
	s 2.35			6.01	2.50				8.16	s 7.02	s 4.19	6.55		730.3	d ROYSE CITY ry 3.8
	s 2.50			6.15	3.05				8.22	f 7.12	s 4.26	7.00		734.1	d FATE fs 4.6
	s 3.05			6.30	3.25				8.32	s 7.20	s 4.36	s 7.09		738.7	d ROCKWALL rk 7.8
721	s 3.35			7.00	3.55				8.45	s 7.36	s 4.54	7.23		746.5	d ROWLETT rt GC&SF — 4.4 — Crossing
Way Freight	s 3.50			7.15	4.12			7	8.53	s 7.45	s 5.03	7.32		750.9	d GARLAND dc 3.2
Daily ex. Sunday	4.02			7.25	4.20			Passenger	9.02	7.52	5.10	7.37		754.1	BETHARD 5.9
	f 4.20			7.40	4.47			Daily	9.12	f 8.02	f 5.20	7.47		760.0	FISHER 1.4
	4.25			7.50	4.52				9.15	8.05	5.24	7.50		761.4	URBAN
A. M. 8.15	P. M. 4.50 P. M.		P. M. 11.30	A. M. 8.20	5.15 7.30	P. M.	A. M.	P. M. 8.00	9.25 9.35	8.20 8.45	5.40 6.05	8.05 8.30		767.0	H&TC — 5.6 — Crossing s DALLAS d T&P STRAUS DADE Crossings 0.9
8.20			11.36		7.40	11.05	10.05	8.05	9.40	8.50	6.10	8.35		767.9	s T. & B. V. JUNCTION jc GC&SF — 2.9 — Crossing
8.30			11.47		7.51	11.10	10.10	8.10	9.46	8.56	6.17	8.40		770.8	SARGENT 1.9
f 8.37			11.55 — A. M. —		8.00	11.13	10.14	8.13	9.49	f 8.59	f 6.23	8.44		772.7	HONEY SPRINGS 1.5
8.43			12.01		8.10	11.16	10.17	8.16	9.52	9.02	6.26	8.47		774.2	BALL
s 9.17 10.05			12.27		8.40	11.31	10.27	s 8.30	10.05	s 9.17	s 6.49	9.00		781.7	H&TC — 7.5 — Crossing s LANCASTER cs 5.3
10.40			12.45		9.00	11.40	10.40	8.40	10.14	9.28	7.01	9.10		787.0	MC.ELVANEY 1.0
s 10.45			12.49		9.03	11.42	10.42	8.42	10.16	s 9.30	s 7.03	9.12		788.0	d RED OAK dv 3.2
s 11.20			1.05		9.05	11.48	10.50	8.47	10.21	f 9.37	s 7.10	9.17		791.2	STERRETT 3.4
11.40 — P. M. —			1.15		9.20	11.55 — P. M. —	10.55	8.54	10.27	9.44	7.17	9.23		794.6	SOLON
s 12.05 1.00			1.30		9.35	12.01 — A. M. —	11.05 — A. M. —	s 9.00	s 10.33	s 9.55	s 7.25	s 9.30		798.1	H&TC — 3.5 — Crossing s WAXAHACHIE ws 4.9
1.35			1.50		10.06			9.11	10.42	10.06	7.33	9.39		803.0	KIPLING 4.3
s 2.00			2.00		10.50			9.20	10.50	s 10.15	s 7.42	9.47		807.3	d FORRESTON sr 5.8
s 2.55			2.20		11.15			s 9.30	11.00	s 10.26	s 7.55	9.57		813.1	d ITALY ht 5.2
s 3.30			2.37		11.34			f 9.40	11.10	s 10.36	s 8.05	10.06		818.3	d MILFORD m 7.5
f 4.25			3.00		11.59			9.55	11.25	f 10.50	f 8.17	10.20		825.8	LAKENON 7.4
4.45			3.25		P. M. 12.30			10.10 s 10.25	11.40 s 11.55	11.05 A. M.	8.30 P. M.	10.35 s 10.55		833.2	StLSW T&BV Crossings s HILLSBORO hb 1.1
4.55 P. M.			3.35 A. M.		12.40 P. M.			10.30 P. M.	11.50 A. M.			11.00 P. M.		834.3	s SOUTH YARD s Arrive
721	719	717	625	623	621	213	211	7	9	203	201	5			173.4

Time Table
No. 44
In Effect Jan. 1, 1911

STATIONS	Station Numbers	First-Class							Third-Class					
		-6 Flyer	202 Passenger	204 Passenger	10 Limited	258 Passenger	212 T. & B. V. Passenger	214 T. & B. V. Passenger	622 Through Freight	624 Through Freight	626 Steamer	718 Way Freight	720 Way Freight	724 Mixed
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday
s DENISON dn	661	A. M. ¶ 11.50	P. M. 3.45	A. M. 1.00	P. M. 10.40	A. M. 10.30			A. M. 5.05	A. M. 11.00		P. M. 5.00		P. M. 2.40
H&TC — 5.1 — Crossing														
BONHAM JUNCTION	D 5	11.34	3.30	12.43	10.26	10.06			4.35	10.35		4.05		2.20
2.7						—A. M.—								—P. M.—
TERRACE	D 7	11.30 f	3.26	12.37	10.23				4.05	10.25		f 3.45		
T&P — 5.6 — Crossing														
s BELLS t	D 13	s 11.22	s 3.13	s 12.24	10.13	258			3.40	10.07		s 3.13		
7.0														724
d WHITEWRIGHT wh	D 20	s 11.11	s 3.00	s 12.06	10.02				3.11	9.45		s 2.08		
StLSW — 6.8 — Crossing				—A. M.—										
d TRENTON t	D 27	11.00	s 2.47	s 11.50	9.52				2.45	9.20		s 1.21S		
6.5												—P. M.—		
d LEONARD nr	D 34	10.50	s 2.35	s 11.35	9.43				2.20	8.55		10.50		
6.5														
d CELESTE je	D 40	s 10.40	s 2.20	s 11.20	9.36				1.55	8.33		s 10.00		
GC&SF — 3.2 — Crossing														
KINGSTON	D 43	10.35	s 2.13	f 11.11	9.30				1.43	8.21		s 9.00		
3.3														
KELLOGG	D 47	10.30	f 2.06	f 11.04	9.25				1.30	8.10		f 8.35		
5.4														
s GREENVILLE fa	D 52	s 10.20	s 1.55	s 10.50	s 9.15				1.10	7.50		8.10		
1.0		10.15	1.45	10.40	9.10									
s WEST YARD gr	D 53	10.08	1.38	10.33	9.03				1.00	7.42	"	8.00	P. M. 12.10	
StLSW Crossing									11.55	6.31		A. M.	— P. M. —	
2.0														
ACHESON	D 55	10.05	1.34	10.30	9.00				11.45	6.25			11.59	
5.9														
d CADDO MILLS cm	D 61	9.57	s 1.21	s 10.20	8.51				11.25	6.08			s 11.33	
5.6														
BURROW	D 66	9.49	f 1.10	f 10.08	8.44				11.07	5.50			f 11.00	
3.1														
d ROYSE CITY ry	D 69	9.45	s 1.02	s 10.02	8.40				10.57	5.40			s 10.45	
3.8														
d FATE fa	D 73	9.39	s 12.53	s 9.53	8.35				10.45	5.28			s 10.30	
4.6														
d ROCKWALL rk	D 78	s 9.31	s 12.45	s 9.45	s 8.28				10.30	5.14			s 10.10	
7.8														722
d ROWLETT ry	D 85	9.16	s 12.28	f 9.29	8.12				10.05	4.45			s 9.40	Way Freight
GC&SF — 4.4 — Crossing														
d GARLAND dc	D 90	9.08	s 12.19	s 9.20	8.06	8			9.50	4.31			s 9.20	
3.2														
BETHARD	D 93	9.02	12.13	9.12	8.01	Passenger			9.40	4.20			9.02	Daily
5.9						Daily								ex. Sunday
FISHER	D 99	8.53	f 12.01	f 9.00	7.53				9.20	3.59			f 8.15	
1.4														
URBAN	D 100	8.50	P. M. 11.58	8.57	7.50				9.15	3.52			8.05 7.50	
H&TC — 5.6 — Crossing														
s DALLAS d	D106	8.40	s 11.45	s 8.45	s 7.35	A. M.			8.55	3.30	A. M.		7.00	P. M.
T&P GT&EG M&OC Crossings		¶ 8.15	11.25	8.20	7.20	7.30	P. M.	A. M.	8.00	2.25	6.10		A. M.	4.10
0.9														
s T. & B. V. JUNCTION jc	D107	8.08	11.20	8.15	7.15	7.25	5.45	6.45	7.50	2.15	6.00			4.00
GC&SF — 2.9 — Crossing														
SARGENT	D110	8.03	11.14	8.10	7.09	7.20	5.40	6.40	7.39	2.00	5.51			3.52
1.9														
HONEY SPRINGS	D112	8.00 f	11.10	8.04	7.05	7.17	5.35	6.37	7.25	1.54	5.45			f 3.34
1.5														
BALL	D114	7.56	11.07	8.00	7.09	7.14	5.31	6.33	7.20	1.48	5.38			3.28
H&TC — 7.5 — Crossing														
s LANCASTER ca	D121	7.43	s 10.53	s 7.45	s 6.49	s 7.03	5.15	6.18	6.49	1.32	5.17			s 3.00
6.3														
MC.ELVANEY	D126	7.33	10.40	7.32	6.38	6.53	5.05	6.08	6.25	1.19	5.00			2.05
1.0														
d RED OAK da	D127	7.31	s 10.38	s 7.30	6.36	6.51	5.03	6.06	6.22	1.15	4.55			s 2.00
3.2														
STERRETT	D130	7.25	s 10.33	f 7.24	6.30	6.45	4.57	6.00	6.14	1.05	4.45			s 1.40
3.4														
SOLON	D134	7.19	10.27	7.17	6.23	6.39	4.51	5.53	6.02	12.55	4.35			1.23
H&TC — 3.5 — Crossing														
s WAXAHACHIE wa	D137	s 7.12	s 10.17	s 7.08	s 6.10	s 6.32	4.45	5.45	5.50	12.44	4.25			s 1.00 11.45
4.9							—P. M.—	—A. M.—						
KIPLING	D142	7.00	10.06	6.55	6.09	6.22			5.35	12.29	4.10			11.10
4.3														
d FORRESTON ra	D146	6.52	s 9.55	s 6.45	6.01	6.15			5.20	12.15	3.55			10.50
5.8														s 9.55
d ITALY ly	D152	6.42	s 9.43	s 6.30	5.51	s 6.03			5.00	12.01	3.37			s 9.15
5.2										—A. M.—				
d MILFORD m	D157	6.34	s 9.31	s 6.18	5.42	f 5.53			4.43	11.46	3.21			s 8.15
7.5														
LAKENON	D165	6.20	f 9.15	f 6.02	5.29	5.40			4.25	11.30	3.00			f 7.35
7.4														
StLSW T&BV Crossings					5.15	5.25								7.10
s HILLSBORO hb	812	s 6.05 ¶ 5.45	¶ 9.00 A. M.	¶ 5.45 P. M.	5.00	5.10			4.00	11.08	2.30			
1.1														
s SOUTH YARD q	813	5.40 A. M.			4.55 P. M.	5.05 A. M.			3.50 P. M.	11.00 P. M.	2.20 A. M.			7.00 A. M.
Lasso														
173.4		6	202	204	10	8	212	214	622	624	626	718	720	722

DALLAS DIVISION-North

Trains Nos. 6 and 10 have absolute right over all trains except each other. Trains Nos. 5 and 9 have absolute right over all trains except trains Nos. 6 and 10 and each other. Other first class trains must take siding at meeting and passing points and clear the time of trains Nos. 5, 6, 9 and 10 at least 5 minutes. All other trains and yard engines must clear the time of trains Nos. 5, 6, 9 and 10 at least 10 minutes.

T. & B.V. trains will not occupy main line at Waxahachie or T. & B. V. Junction until it has been ascertained that over-due trains affecting them have passed.

All trains will register at Waxahachie. T. & B. V. trains only will register at T. & B. V. Junction.

Trains affected by T. & B. V. trains will check register at T. & B. V. Junction unless they receive regular train-order that such trains have arrived or departed.

Conductors of T. & B. V. trains will report for orders and register at T. & B. V. Junction.

All trains will come to full stop at Junctions with T. & B. V. Railway at Dallas and Waxahachie; switches will be left set for Dallas Division.

Canas 678.6.—Hagan 742.3.

Peniel, mile 711.3, is flag station for No. 202. Christe, mile 743.8, is flag station for Nos. 202 and 204. Hammel Branch, mile 822, is flag station for Nos. 202, 204 and 722

When freight trains meet at Bells northbound trains will take siding. Northbound freight trains will, unless authorized to hold main track, take siding at Bells, where they will remain until it has been ascertained that no train is to be met there.

All trains approach junctions and crossovers, Greenville, under complete control and come to a full stop where required by stop-boards.

All trains will come to a full stop at Junction of the Dallas and Denton Divisions; switch will be set for Dallas Division.

Double-track switch at south end of Hillsboro yard must be set for south-bound track.

Southbound passenger trains will reduce speed to 35 miles per hour between Denison and Bonham Jct., and all southbound trains to 25 miles per hour between Exall street car crossing north of Dallas and Denton Junction.

When passenger trains meet at Dallas, either on time-table rights or train order, they will meet at passenger depot unless otherwise ordered.

Train-order signal at Bells is on interlocker tower

Conductors of Dallas Division trains will check Fort Worth Division registers at South Yard and Hillsboro and see that all Fort Worth Division trains having right over them have arrived

HENRIETTA DIVISION

Time Table No. 44

In Effect Jany. 1, 1911

South													North					
Third-Class			First-Class				Distance from St. Louis		Station Numbers	First-Class				Third-Class		
681 Through Freight	709 Way Freight		275 Mixed	273 Mixed	271 Passenger	11 Passenger		STATIONS		12 Passenger	272 Passenger	274 Mixed	276 Mixed		710 Way Freight	682 Through Freight
Daily	Daily Ex. Sunday		Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily		Daily Ex. Sunday	Daily
A. M. 5.30			P. M. 2.45	A. M. 11.00	P. M. 6.15	A. M. 8.05	685.7	Leave n WHITESBORO Arrive wo	686	P. M. 5.55	A. M. 10.40	P. M. 1.20	P. M. 5.00			P. M. 10.00
5.56			f 3.10	f 11.22	s 6.34	s 8.25	693.1	7.4 WOODBINE	G 7	s 5.35	s 10.23	s 12.55	s 4.38			9.25
6.30	A. M.		3.35	11.50	s 6.55	s 8.45	701.1	8.0 d GAINESVILLE gv		s 5.17	s 10.05	12.25	4.10		P. M. 3.45	8.45
7.00	9.00		P. M.	A. M.				GC&SF Crossing	G 15			P. M.	P. M.			
7.25	s 9.52				s 7.07	s 9.00	706.5	5.4 LINDSAY	G 21	s 5.03	s **9.52**				s 3.15	8.15
7.53	s 10.30				s 7.20	s 9.15	712.4	5.9 MYRA	G 27	s 4.48	s 9.38				s 2.45	7.49
8.10	s 10.55				s **7.30**	s **9.26**	716.3	3.9 d MUENSTER mn	G 31	s 4.38	s **9.26**				s 2.20	**7.30**
9.05	s 11.55 P. M.				s 7.56	s 9.52	726.3	10.0 d ST. JO jo	G 41	s 4.13	s **9.05**				s 1.25	6.50
9.40	s **12.45**				s 8.14	s 10.10	733.8	7.5 BONITA	G 48	s 3.55	s 8.41				s **12.45**	6.05
10.05	s 1.35				s 8.34	s 10.32	742.3	8.5 d NOCONA na	G 57	s 3.34	s 8.25				s 12.05 P. M.	5.25
10.30	s 2.15				s 8.52	s 10.50	749.1	6.8 BELCHERVILLE	G 63	s 3.15	s 8.10				s 11.37	4.55
11.07	s **2.58**				s 9.08	s **11.07**	756.2	7.1 d RINGGOLD rd	G 71	s **2.58**	s 7.52				s **11.07**	4.20
11.50	s **3.40**				f 9.32	f 11.30	765.2	9.0 WALTON	G 80	f 2.35	f 7.31				f 10.15	**3.40**
P. M. 12.20	s 4.08				s 9.50	s 11.48	771.7	6.5 d HENRIETTA he FtW&DC Crossing	G 86	s 2.17	s 7.14				s 9.30	3.05
12.32	f 4.22				f 10.00	f 11.59 P. M.	775.6	3.9 EDWARDS	G 90	f 2.00	f 7.05				f 8.45	2.40
12.55	s 4.45				f 10.14	s 12.13	781.5	5.9 d JOLLY cy	G 96	s 1.50	s 6.50				s 8.10	2.15
1.30 P. M.	5.15 P. M.				10.35 P. M.	12.35 P. M.	790.2	8.7 WV Crossing d WICHITA FALLS fs Arrive Leave	G105	1.30 P. M.	6.30 A. M.				7.30 A. M.	1.45 P. M.
681	**709**		**275**	**273**	**271**	**11**		104.5		**12**	**272**	**274**		**708**	**710**	**682**

Passenger trains will not exceed schedule time and freight trains a speed of 20 miles per hour. Ralson Mile 761.4 is flag station for Nos. 11 and 12. No passing track at Edwards.

DENTON DIVISION

Time Table No. 44

In Effect Jany. 1, 1911

South						North	
Third-Class	First-Class	Distance from St. Louis	STATIONS	Station Numbers	First-Class	Third-Class	
713 Way Freight	281 Passenger				282 Passenger	714 Way Freight	
Daily ex. Sunday	Daily				Daily	Daily ex. Sunday	
A. M. 8.00	P. M. 12.10	721.6	Leave n DENTON Arrive do	722	P. M. 4.20	P. M. 10.00	
s 8.35	s 12.35	730.9	9.3 GARZA	K 9	s 3.55	s 9.20	
s 9.10	s 12.51	736.8	5.9 d LEWISVILLE vi	K 15	s 3.40	s 8.55	
s 9.35	s 1.07	742.7	5.9 d TRINITY MILLS ms	K 21	s 3.24	s 8.20	
s 9.47	s 1.13	744.7	2.0 StLSW Crossing d CARROLLTON dy	K 23	s 3.18	s 8.05	
s 10.00	s 1.18	746.9	2.2 FARMERS BRANCH	K 25	s 3.12	s 7.50	
f 10.15	s 1.29	751.0	4.1 LETOTS	K 29	s 3.01	f 7.30	
11.00 A.M.	1.50 P. M.	758.9	7.9 n DALLAS d Arrive Leave	D106	2.40 P. M.	6.45 P. M.	
713	**281**		37.3		**282**	**714**	

Passenger trains will not exceed schedule time and freight trains a speed of 15 miles per hour All trains will come to a full stop at Junction of Dallas Division; switch must be left set for Dallas Division. Corinth, mile 727.6; McGee, mile 734.6 and Thatcher, mile 753, are flag stations for Nos. 281, 282, 713 and 714. Nos. 713 and 714 will carry passengers.

CLEBURNE BRANCH

Time Table No. 44

In Effect Jany. 1, 1911

South					North		
Third-Class	First-Class	Distance from St. Louis	STATIONS	Station Numbers	First-Class		Third-Class
715 Mixed	287 Passenger	285 Passenger			286 Passenger	288 Passenger	716 Mixed
Daily	Daily	Daily			Daily	Daily	Daily
A. M. 7.40	A. M. 10.35	P. M. 7.15	777.6	Leave d EGAN Arrive an 778	A. M. 7.15	A. M. 9.25	P. M. 6.35
s 7.55	s 10.47	s 7.37	782.5	4.9 d KEENE kn Y 5	7.00	9.12	6.20
8.10 A. M.	11.10 A. M.	7.55 P. M.	787.4	4.9 d Arrive CLEBURNE cb Leave Y 10	6.50 A. M.	9.00 A. M.	6.05 P. M.
715	**287**	**285**		9.8	**286**	**288**	**716**

When Cleburne Branch trains and engines are turning on wye at Egan, they will protect against all main line trains.

Passenger trains will not exceed a speed of 20 miles per hour, and freight trains a speed of 15 miles per hour.

No. 285 has right over No. 288, Egan to Cleburne.

South — BONHAM BRANCH — North

Third-Class	First-Class	Distance from St. Louis	Time Table No. 44 In Effect Jan. 1, 1911	Station Numbers	First-Class	Third-Class
723 Mixed	257 Passenger				258 Passenger	724 Mixed
Daily ex. Sunday	Daily		STATIONS		Daily	Daily ex. Sunday
A. M.	P. M.		Leave — Arrive		A. M.	P. M.
s 7.25	s 5.25	666.0	BONHAM JUNCTION	D 5	s 10.06	s 2.20
			7.0			
s 7.50	s 5.40	673.0	d AMBROSE ro	J 7	s 9.51	s 1.50
			8.0			
s 8.30	s 6.00	681.0	d RAVENNA va	J 15	s 9.34	s 1.15
			9.0			
9.15 A. M.	6.20 P. M.	690.0	d BONHAM bn (Arrive — Leave)	J 24	9.15 A. M.	12.35 P. M.
723	257		24.0		258	724

Trains off Bonham Branch must stop to clear main line switch at Bonham Junction, and switch will not be thrown until it has been ascertained that over due trains affecting them have passed.
Passenger trains will not exceed 30 or freight trains 20 miles per hour between Bonham Junction and Bonham without authority.
Gover, mile 668, and Spies, mile 677, are flag stations for Nos. 257, 258, 723 and 724.

South — SHERMAN BRANCH — North

Third-Class	First-Class		Distance from St. Louis	Time Table No. 44 In Effect Jan. 1, 1911	Station Numbers	First-Class		Third-Class
705 Way Freight	253 Passenger	251 Passenger				252 Passenger	254 Passenger	706 Way Freight
Daily ex. Sunday	Daily	Daily		STATIONS		Daily	Daily	Daily ex. Sunday
A. M. 8.15	P.M. 1.00	A. M. 10.30	660.9	Leave n DENISON dn (Arrive)	661	A. M. 11.45	P. M. 3.05	P. M. 6.55
				1.6				
8.50	1.12	10.37	662.5	SHERMAN JUNCTION		11.33	2.53	6.40
				3.6				
f 9.05	f 1.21	f 10.46	666.1	ELLSWORTH	P 5	f 11.24	f 2.44	f 6.25
				2.0				
f 9.15	f 1.26	f 10.51	668.1	SCHENCK	P 7	f 11.19	f 2.39	f 6.15
				3.5				
9.30 A. M.	1.35 P. M.	11.00 A. M.	671.6	T&P Crossing d SHERMAN sa (Arrive — Leave)	P 11	11.10 A. M.	2.30 P. M.	6.00 P. M.
705	253	251		10.7		252	254	706

No. 251 has right over No. 252 and No. 253 has right over No. 254, Denison to Sherman.

Passenger trains will not exceed schedule time and freight trains a speed of 15 miles per hour.

SHREVEPORT DIVISION

West

East

Dallas Division trains Nos. 6 and 10 have absolute right over all trains except each other. Trains Nos. 5 and 9 have absolute right over all trains except trains Nos. 6, 10 and each other. Other first-class trains must take siding at meeting and passing points and clear the time of trains Nos. 5, 6, 9 and 10 at least 5 minutes; all other trains and yard engines must clear their time at least 10 minutes.

Musgrove, mile 770.7, Sarber, mile 826.4, Fitzpatrick, mile 849.9 and Chatterton, mile 855.1 are flag stations for Nos. 221 and 222, and Flournoy, mile 872.4, is flag station for Nos. 221, 222, 223 and 224.

All trains must be kept under complete control between outer switch and freight depot, and trains must come to a full stop and flagman sent ahead, before crossing Garey St., also electric railway at Jordan and Louisiana streets in Shreveport Yard. Engineers must not sound whistle inside city limits, Shreveport.

All trains approach junctions and cross-overs Greenville under complete control, and come to full stop where required by stop-boards.

Passenger conductors must provide themselves with copy of Shreveport Terminal Time Table.

Freight trains meeting at Campbell, Pickton and Cason, eastbound trains take siding.

Time Table
No. 44
In Effect Jan. 1, 1911

Third-Class				First-Class			Distance from St. Louis	STATIONS	Station Numbers	First-Class			Third-Class			
733	731	643	641	225	223	221				222	224	226	642	644	732	734
Way Freight	Way Freight	Through Freight	Through Freight	M. & E. T. Ry. Passenger	Passenger	Passenger				Passenger	Passenger	M. & E. T. Ry. Passenger	Through Freight	Through Freight	Way Freight	Way Freight
Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday
A. M. 7.45			P. M. 4.00		P. M.	A. M.	883.1	Leave n SHREVEPORT YARD Arrive sr	X 170	P. M.	A. M.		A. M. 6.05			P. M. 7.30
					11.00	8.00	882.7	n SHREVEPORT UNION DEPOT un		5.50	6.00					
								3.6								
								T. & P. Ry. Crossing K. C. So. Ry. Crossing								
8.00			4.20		11.13	f 8.13	879.1	JEWELLA	X 166	f 5.35	5.45		5.45			7.10
								5.3								
8.25			4.40		f 11.25	f 8.25	873.8	NICHOLS	X 161	f 5.22	f 5.33		5.24			6.50
								5.6								
								T. & P. Ry. Crossing								
8.45			5.08		f 11.38	s 8.38	868.2	d GREENWOOD gn	X 155	s 5.08	f 5.20		5.06			6.30
								5.7								
								T. & P. Ry. Crossing								
9.15			5.30		f 11.51	s 8.51	862.5	d WASKOM w	X 150	s 4.58	f 5.07		4.49			6.10
					—A. M.—			5.8								
9.40			5.50		f 12.03	f 9.03	856.7	ORCHARD PARK	X 144	f 4.40	f 4.55		4.32			5.50
								3.9								
10.00			6.10		f 12.12	s 9.12	852.8	d LEIGH gh	X 140	s 4.31	f 4.46		4.20			5.20
								4.8								
10.20			6.35		f 12.24	s 9.24	848.0	d KARNACK kc	X 135	s 4.19	f 4.34		4.05			4.50
								4.9								
10.40			7.00		f 12.36	s 9.36	843.1	BALDWIN	X 130	s 4.07	f 4.22		3.50			4.20
								7.7								
11.30			7.40		s 12.55	s 9.55	835.4	d JEFFERSON jn	X 122	s 3.50	s 4.05		3.28			3.50
								T. & P. Ry. Crossing								
								5.2								
11.55			8.05		f 1.07	s 10.07	830.2	KELLEYVILLE	X 117	s 3.36	f 3.52		3.12			3.10
								1.0								
11.59			8.10		1.09	10.09	829.2	NEWLINE	X 116	3.34	3.50		3.08			3.05
—P. M.—								5.7								
12.25			8.40		f 1.23	s 10.23	823.5	d LASSATER fy	X 110	s 3.22	f 3.37		2.50			2.40
								6.5								
12.55			9.10		s 1.38	s 10.38	817.0	d AVINGER vc	X 104	s 3.07	s 3.22		2.30			2.10
								8.8								
1.30 P. M.	A. M. 6.50	P. M. 3.15	9.55		s 2.00	s 11.00	808.2	n HUGHES SPRINGS hu	X 95	s 2.45	s 3.00		2.00	A. M. 11.45	P. M. 3.15	1.30 P. M.
								6.4								
	7.20	3.45	10.20		s 2.16	s 11.16	801.8	d DAINGERFIELD dg	X 89	s 2.30	s 2.45		1.05	11.16	2.45	
								5.9								
	7.45	4.05	10.40		s 2.30	s 11.30	795.9	d CASON cn	X 83	s 2.15	s 2.30		12.45	10.54	2.25	
								5.6								
	8.05	4.25	11.00		2.43	f 11.42	790.3	FAKER	X 77	f 2.01	2.14		12.25	10.35	2.05	
								4.1								
								St. L. S. W. Ry. Crossing								
	8.30	4.45	11.15		s 2.57	s 11.54	786.2	d PITTSBURG h	X 73	s 1.51	s 2.04		12.10	10.20	1.51	
						—P. M.—							—A. M.—			
	8.55	5.05	11.40		s 3.13	s 12.10	779.4	d LEESBURG be	X 66	s 1.34	f 1.44		11.40	9.58	1.20	
								6.8								
	9.10	5.20	11.55		s 3.22	s 12.18	776.0	NEWSOME	X 63	s 1.26	s 1.36		11.25	9.48	1.05	
			—A. M.—					2.4								
	9.38	5.30	12.05		f 3.29	s 12.24	773.2	SCROGGINS	X 60	s 1.19	f 1.28		11.15	9.38	12.55	
				—A. M.—				2.8				—P. M.—				
	9.55	5.50	12.30	11.45	f 3.42	s 12.37	767.6	d EAST WINNSBORO wn	X 55	s 1.07	f 1.15	1.30	10.55	9.20	12.37	
								5.6								
								1.0								
	10.00	6.00	1.13	11.50	s 3.50	¶ 12.40	766.6	d WINNSBORO ns	X 54	¶ 1.05	s 1.13	1.25	10.50	9.15	12.10	
	10.40			A. M.		1.00				12.40		P. M.			P. M.	
															11.40	
								7.9								
	11.10	6.35	1.35		f 4.07	s 1.18	758.7	d PICKTON pk	X 46	s 12.22	f 12.49		10.00	8.45	11.10	
								5.2								
	11.45	6.55	1.55		s 4.22	s 1.31	753.5	d COMO co	X 40	s 12.09	s 12.37		9.35	8.25	10.45	
								3.1		—P. M.—						
	11.59	7.05	2.05		4.29	f 1.38	750.4	CRUSH	X 37	f 11.59	12.27		9.15	8.15	10.25	
	—P. M.—							6.2								
	1.00	7.35	2.30		s 4.47	s 1.58	744.2	d SULPHUR SPRINGS xn	X 31	s 11.46	s 12.14		8.45	7.55	10.00	
								7.9			—A. M.—					
	1.35	8.05	2.55		f 5.06	s 2.16	736.3	d BRASHEAR br	X 23	s 11.26	f 11.52		8.05	7.30	9.10	
								6.1								
	2.05	8.25	3.15		s 5.22	s 2.31	730.2	d CUMBY bf	X 17	s 11.12	s 11.38		7.35	7.10	8.45	
								6.7								
	2.40	8.50	3.40		s 5.38	s 2.47	723.5	d CAMPBELL c	X 10	s 10.57	s 11.22		7.10	6.45	8.15	
								4.8								
	2.58	9.10	4.00		5.49	2.58	718.7	HUSBANDS	X 6	10.45	11.10		6.50	6.30	7.50	
								6.7								
								Tex. Mid. R. R. Crossing								
	3.30	9.35	4.30					St. L. S. W. Ry. Crossing					6.30	6.10	7.30	
							714.0	n WEST YARD ge	D 53							
								1.0								
	P. M.	P. M.	A. M.		6.10 A. M.	3.20 P. M.	713.0	n Arrive GREENVILLE fs Leave	D 52	10.30 A. M.	10.55 P. M.		P. M.	A. M.	A. M.	
733	731	643	641	225	223	221		170.1		222	224	226	642	644	732	734

West McKINNEY BRANCH East

Time Table
No. 44
In Effect Jan. 1, 1911

Third-Class	First-Class	Distance from St. Louis	STATIONS	Station Numbers	First-Class	Third-Class
735	261				262	736
Way Freight	Passenger				Passenger	Way Freight
Daily ex. Sunday	Daily				Daily	Daily ex. Sunday
A. M.	A. M.		Leave — Arrive		P. M.	A. M.
11.15	10.25	713.0	n GREENVILLE fs	D 52	4.15	10.05
			1.0			
11.25	10.28	714.0	n WEST YARD ge	D 53	4.05	9.55
— P.M. —			6.9			
s 12.05	s 10.48	720.9	d FLOYD fd	W 8	s 3.46	s 9.10
			7.3			
			G. C. & S. F. Ry. Crossing			
s 1.00	s 11.10	728.2	d FARMERSVILLE sa	W 15	s 3.26	s 8.30
			8.6			
s 1.45	s 11.33	736.8	d PRINCETON pn	W 24	s 3.02	s 7.40
			7.8			
2.40	11.55	744.6	d McKINNEY ny	W 32	2.40	7.00
P. M.	A. M.		Arrive — Leave		P. M.	A. M.
735	261		31.6		262	736

All trains approach junctions and cross-overs Greenville under complete control and come to full stop where required by stop-boards.

Nos. 261 and 262 will not register or report for orders at West Yard. All trains will register and report for orders at Greenville.

Dallas Division trains Nos. 6 and 10 have absolute right over all trains except each other. Trains Nos. 5 and 9 have absolute right over all trains, except trains Nos. 6, 10 and each other. Other first-class trains must take siding at meeting and passing points and clear the time of trains Nos. 5, 6, 9 and 10 at least 5 minutes; all other trains and yard engines must clear their time at least 10 minutes.

Nos. 735 and 736 will carry passengers. Passenger trains will not exceed schedule time and freight trains fiifteen miles per hour.

No. 261 has right over No. 262 Greenville to McKinney.

South MINEOLA DIVISION North

Time Table
No. 44
In Effect Jan. 1, 1911

Third-Class	First-Class		Distance from St. Louis.	STATIONS	Station Numbers	First-Class		Third-Class
737		267				268		738
Way Freight		Passenger				Passenger		Way Freight
Daily ex. Sunday		Daily				Daily		Daily ex. Sunday
A. M.		P. M.		Leave — Arrive		A. M.		P. M.
			714.0	n WEST YARD ge	D 53			
7.00		4.30	713.0	n GREENVILLE fs	D 52	9.20		5.15
				Texas Midland Crossing				
				7.2				
s 7.25		s 4.50	720.2	DIXON	H 7	s 8.55		s 4.50
				7.3				
s 8.38		s 5.08	727.5	d LONE OAK nk	H 14	s 8.38		s 4.00
				6.0				
s 9.00		s 5.25	733.5	d POINT no	H 21	s 8.22		s 3.15
				7.4				
s 9.30		s 5.45	740.9	d EMORY my	H 28	s 8.03		s 2.35
				9.5				
s 10.15		s 6.10	750.4	d ALBA ab	H 37	s 7.38		s 1.40
				0.4				
10.16		6.11	750.8	TEX. SHORT LINE JCT.		7.34		1.21
				T. S. L. Crossing				
				0.2				
s 10.17		s 6.12	751.0	HOYT	H 38	s 7.33		s 1.20
				5.5				
s 10.35		s 6.26	756.5	d GOLDEN di	H 44	s 7.19		s 1.00
				7.0				
				T. & P. Crossing				
11.15		6.45	763.5	n MINEOLA us	H 50	7.00		12.30
A. M.		P. M.		Arrive — Leave		A. M.		P. M.
737		267		50.5		268		738

Nos. 737 and 738 will carry passengers. Trains cannot pass at Hoyt.

Dallas Division trains Nos. 6 and 10 have absolute right over all trains, except each other. Trains Nos. 5 and 9 have absolute right over all trains, except Trains Nos. 6, 10 and each other. Other first-class trains must take siding at meeting and passing points and clear the time of trains Nos. 5, 6, 9 and 10 at least 5 minutes; all other trains and yard engines must clear their time at least 10 minutes.

All trains approach junctions and cross-overs at Greenville under complete control and come to full stop where required by stop-boards.

All trains will register and report for orders at Greenville. Ginger, mile 743.9 is regular stop; Whitmore, mile 716.2, and Clearing, mile 747.3 are flag stations for Nos. 267, 268, 737 and 738. Passenger trains will not exceed schedule time and freight trains a speed of 18 miles per hour.

No. 737 has right over No. 738 Greenville to Mineola.

WACO DIVISION

South

Time Table
No. 44
In Effect Jany. 1, 1911

Third-Class			Second-Class		First-Class									Distance from St. Louis	STATIONS
753 Way Freight	751 Way Freight	405 Through Freight	403 Fast Freight	401 Fast Freight	295 Mixed	293 Mixed	219 Limited	15 Passenger	9 Limited	7 Passenger	5 Flyer	3 Passenger	1 Passenger		
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	A. M. 8.35	A. M. 12.30	P. M. 4.00	A. M. 10.50					A. M. 11.58	P. M. 10.30	P. M. 11.00	A. M. 11.30	P. M. 8.50	813.0	Leave n SOUTH YARD q
	f 8.42	12.38	4.15	10.57					—P. M.— 12.02	10.35	11.05	11.35	8.55	815.3	2.3 DAVY 6.2
	s 9.15	12.58	4.40 4.50	11.15					12.11	10.44	11.14	s 11.49	s 9.07	821.5	d ABBOTT b 5.9
	9.45 s 10.30	1.20	5.10	11.35					12.20	s 10.54	11.23	P. M. s 12.01	s 9.20	827.4	n WEST ws 6.2
	11.00	1.40	5.25	11.50					12.28	11.02	11.31	12.10	9.30	833.6	DREW 2.8
	s 11.15	1.47	5.32	11.58 P. M.					12.33	11.06	11.35	s 12.15	f 9.36	836.4	d ELM MOTT ne 3.6
	11.40	1.57	5.40	12.08					12.38	11.11	11.40	12.20	9.42	840.0	POWERS 4.5
	11.55	2.10	5.55	12.26					12.45	11.18	11.47	12.26	9.50	844.5	St. L. S. W. Crossing EAST WACO H.&T.C. and S.A.& A.P.Crossings 1.0
	—P. M.— 12.05 s 1.30	2.15 2.30	6.00 6.20	12.35 12.55				A. M. 7.10	s 12.55	11.25 s 11.30	11.55 s 12.05	12.35 s 12.45	10.00 s 10.05	845.5	n WACO wc 4.6
	1.55	2.50	6.50	1.20				7.20	1.07	11.42	12.20	12.55	10.15	850.1	MT. LYNN 3.0
	s 2.15	3.05	7.05	1.35				s 7.27	1.15	11.50	12.30	s 1.03	s 10.20	853.1	d HEWITT w 5.3
	3.01 s 3.28	3.25 4.10	7.25	1.50				s 7.37	1.25	11.59 —A. M.—	12.39	s 1.25	s 10.30	858.4	n LORENA rn 4.6
	s 3.50	4.29	7.45	2.05				s 7.46	1.32	12.07	12.47	s 1.37	s 10.40	863.0	d BRUCEVILLE z 2.2
	s 4.05	4.35	8.00	2.11				s 7.51	1.36	12.11	12.52	s 1.43	s 10.45	865.2	d EDDY ed 6.9
	s 4.30	4.56	8.25	2.35 3.05				s 8.05	1.47	12.23	1.05	s 1.57	s 10.57	872.1	d TROY 3.2
	4.40	5.10	8.34	3.18				8.12	1.52	12.28	1.10	2.03	11.03	875.3	SAMPSON 4.7
A. M. 7.45	5.00 P. M.	5.35 5.55	8.50 9.00	3.35 3.45	A. M. 3.40	P. M. 2.55		s 8.25	s 2.05	s 12.38	s 1.25	2.10 s 2.15	11.15 s 11.20	880.0	n TEMPLE jn G.C.& S.F.Crossing 3.3
8.00		6.05	9.10	3.55	3.50 —A. M.—	3.05 —P. M.—		8.30	2.10	12.43	1.30	2.20	11.25	883.3	ECHO 4.3
s 8.40		6.20	9.23	4.13				s 8.40	2.16	12.51	1.40	s 2.32	f 11.32	887.6	d LITTLE RIVER rl 4.7
f 9.05		6.35	9.35	4.33				f 8.49	2.24	1.00	1.49	f 2.45	f 11.40	892.3	SPARKS 4.5
s 9.30		6.50	9.48	4.50				s 8.58	2.33	1.10	2.00	s 2.56	s 11.52	896.8	d HOLLAND mo 6.0
10.00 s 11.00		7.10	10.05	5.05				s 9.10	2.45	s 1.22	2.13	s 3.10	A. M. s 12.03	902.8	d BARTLETT br 5.3
11.30 s 12.15		7.30 7.45	10.20 10.30	5.20 5.30			P. M. 3.40	9.25 A. M.	2.55 P. M.	1.35 A. M.	s 2.30 2.45	3.30 P. M.	12.15 s 12.20	908.1	n GRANGER g 7.1
12.38		8.15	10.55	5.50			3.55				2.58		12.34	915.2	HOXIE 3.7
s 1.00 1.45		8.30	11.05	6.05			s 4.05				s 3.05		s 12.45	918.9	n TAYLOR jg I.& G.N.Crossing 5.0
2.10		8.50	11.25	6.20			4.15				3.14		12.55	923.9	CHASE 2.8
s 2.25		9.00	11.33	6.30			s 4.21				3.19		f 1.00	926.7	d COUPLAND cd 8.1
s 3.00		9.30	11.58 —A. M.—	7.00			s 4.40				s 3.35		s 1.24	934.8	n H.&T.C. ELGIN Crossing f 5.1
f 3.20		10.00	12.18	7.17			4.50				3.45		1.36	939.9	CARDIFF 3.7
f 3.35		10.15	12.30	7.30			f 5.00				3.50		f 1.41	943.6	SAYERS 3.4
s 3.50		10.30	12.40	7.43			f 5.07				3.57		f 1.48	947.0	GLENHAM 1.9
s 4.05		10.37	12.55	7.48			s 5.12				4.00		f 1.53	948.9	d PHELAN h 4.9
s 4.45		11.07	1.15	8.03			s 5.23				s 4.10		s 2.05	953.8	d BASTROP ba 4.6
f 5.05		11.25	1.28	8.15			s 5.31				4.18		f 2.13	958.4	HILL'S PRAIRIE 4.0
f 5.20		11.45	1.40	8.25			f 5.40				4.25		f 2.20	962.4	UPTON 3.6
f 5.32		11.59 —P. M.—	1.50	8.35			5.47				4.32		2.27	966.0	FAWCETT 3.4
5.45 P. M		12.15 P. M.	2.00 A. M.	8.45 P. M.			¶ 5.55 P. M.				4.40 A. M.		2.35 A. M.	969.4	n SMITHVILLE sm Arrive
753	751	405	403	401	295	293	219	15	9	7	5	3	1		156.1

See opposite page for foot notes.

NOTE CHANGES IN RULES.

Switch leading to Belton Branch from Echo passing track must be kept set for Belton Branch.
Trains cannot meet at Bruceville.
Additional train order signal at Elgin is located opposite passenger depot on high post.
Chat, mile 817.3, is a flag station for trains 1, 2, 3, 4, 751 and 752.
Circleville, mile 913.7 is a flag station for trains 2, 4, 219, 753 and 754.
Lasher, mile 941.8, is a flag station for trains 4, 219, 753 and 754.

WACO DIVISION — North

Time Table No. 44
In Effect Jan. 1st, 1911

	STATIONS		Station Numbers	First-Class								Second-Class		Third-Class			
				2 Passenger	4 Passenger	6 Flyer	8 Passenger	10 Limited	16 Passenger	294 Mixed	296 Mixed	402 Steamer	404 Fast Freight	410 Through Freight	412 Through Freight	752 Way Freight	754 Way Freight
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex.Sunday	Daily Ex.Sunday
	Arrive			A. M.	P. M.	A. M.	A. M.	P. M.				P. M.	A. M.	A. M.	P. M.	P. M.	
n	SOUTH YARD	q	813	**8.35**	5.15	5.40	5.05	4.55				**8.50**	9.45	5.30	2.00	4.30	
	2.3																
	DAVY		815	8.28	5.05	5.35	5.00	4.50				8.43	9.35	5.15	1.50	f **4.15**	
	6.2																
d	ABBOTT	b	822	s 8.15	s **4.50**	5.25	**4.47**	**4.40**				8.28	**9.15**	**4.47**	1.30	s 3.40	
n	WEST	ws	827	s 8.03	s 4.35	5.15	s 4.35	4.30				8.10	8.40	4.18	1.05	s 3.00	
	6.2																
	DREW		834	7.50	**4.20**	5.05	4.23	**4.20**				7.52	8.20	3.58	12.45	2.00	
	2.8																
d	ELM MOTT	ne	836	s 7.45	s 4.03	5.00	4.17	4.15				7.45	8.10	3.47	**12.33** **11.58**	s 1.45	
	3.6																
	POWERS		840	7.40	3.55	4.55	4.10	4.10				7.35	7.55	3.35	**11.40**	1.30	
	4.5																
	St. L. S. W. Crossing EAST WACO H.& T.C. and S.A.& A.P.Crossings			7.30	3.45	4.45	4.00	4.00				7.22	7.40	3.20	11.20	1.10	
	1.0																
				7.25	3.40	4.40	3.55		P. M.			7.15	**7.30**	3.15	11.15	**1.00**	
n	WACO	wc	846	s **7.10**	s 3.30	s 4.35	s 3.50	s 3.55	8.45			7.05	**7.00**	3.05	11.05	s **12.05**	
	4.6															—P. M.—	
	MT. LYNN		850	6.56	3.16	4.25	3.40	3.43	8.30			**6.50**	6.40	**2.50**	10.50	11.45	
	3.0																
d	HEWITT	w	853	s 6.51	s 3.11	4.20	3.35	3.38	s 8.25			6.40	6.30	2.34	10.40	s 11.35	
	5.3																
n	LORENA	rn	858	s 6.40	s **3.01**	**4.10**	**3.25**	**3.28**	s 8.15			6.25	6.10	2.13	10.25	s 11.15	
	4.6																
d	BRUCEVILLE	z	863	s 6.30	s 2.52	4.02	3.15	3.20	s 8.05			6.07	5.52	1.52	10.07	s 10.45	
	2.2																
d	EDDY	ed	865	s 6.25	s 2.47	3.57	3.10	3.15	s **8.00**			6.00	5.45	1.45	10.00	s 10.35	
	6.9																
d	TROY	vo	872	s 6.11	s **2.35**	3.45	2.56	**3.05**	s 7.46			5.40	5.22	1.23	9.40	s 10.05	
	3.2																
	SAMPSON		875	6.05	2.29	3.40	2.50	3.00	7.40			5.30	**5.10**	**1.10**	9.30	9.50	
	4.7																
				2.20						P. M.	A. M.		4.40	**12.38**	9.15	9.30	P. M.
n	TEMPLE	jn	880	s **5.55**	s **2.05**	s 3.30	s 2.40	s 2.50	s 7.30	1.35	3.20	5.15	4.30	12.10	9.10	A. M.	5.00
	G.C.& S.F.Crossing													—A. M.—			
	3.3																
	ECHO		883	5.43	1.54	3.20	2.30	2.40	7.20	1.25	3.10	5.05	4.17	11.50	8.55		4.40
	4.3									—P. M.—	—A. M.—						
d	LITTLE RIVER	ri	888	f 5.33	s 1.45	3.11	2.20	**2.32**	f 7.12			4.48	4.02	**11.32**	**8.40**		f **4.13**
	4.7																
	SPARKS		892	f 5.24	f 1.36	3.03	2.11	**2.24**	f 7.04			**4.33**	3.47	11.10	8.20		f 3.55
	4.5																
d	HOLLAND	mo	897	s 5.15	s 1.27	2.54	**2.00**	2.15	s 6.55			4.20	3.35	10.55	8.08		s 3.40
	6.0																
																	3.10
d	BARTLETT	br	903	s 5.03	s 1.15	2.42	s 1.45	2.05	s 6.43			4.00	3.18	10.37	7.50		s **2.45**
	5.3																
				4.50	1.00	**2.30**	**1.35**	**1.55**	6.30			**3.40**	**3.00**	**10.20**	**7.30**		**2.15**
n	GRANGER	g	908	s 4.45	s 12.50	s **2.15**	A. M.	P. M.	P. M.			**3.30**	**2.00**	9.40	7.15		s **1.45**
	7.1																
	HOXIE		915	4.32	**12.38**	2.02						3.10	1.35	9.15	6.40		1.20
	3.7																
n	TAYLOR	jg	919	s 4.25	s **12.30**	s 1.55						2.55	1.20	9.00	6.25		**1.00** **11.55**
	I.& G.N.Crossing																s
	5.0																
	CHASE		924	4.15	12.15	1.44						2.35	**12.55**	8.40	6.00		11.40
	2.8																
d	COUPLAND	cd	927	f 4.11	s 12.09	1.39						**2.25**	12.30	8.30	5.50		s 11.30
	8.1												—A. M.—				
	H.& T.C.Crossing				P. M.												
n	ELGIN	f	935	s 3.55	s 11.50	s **1.24**						2.00	**11.58**	8.03	5.23		s 11.00
	5.1																
	CARDIFF		940	**3.45**	11.40	1.14						1.45	11.38	7.45	5.05		f **10.00**
	3.7																
	SAYERS		944	f 3.28	f 11.30	1.06						1.30	11.25	**7.30**	4.50		f 9.45
	3.4																
	GLENHAM		947	f 3.20	f 11.23	12.59						1.20	11.10	7.15	4.37		s 9.30
	1.9																
d	PHELAN	h	949	f 3.16	s 11.18	**12.55**						1.15	11.05	7.05	4.30		s 9.15
	4.9																
d	BASTROP	ba	954	s 3.06	s **11.07**	s 12.45						1.00	10.50	6.45	**4.10**		s 8.45
	4.6																
	HILL'S PRAIRIE		958	f 2.56	s 10.57	12.35						12.45	10.35	6.33	3.42		f 8.00
	4.0																
	UPTON		962	f 2.48	f 10.48	12.27						12.35	10.20	6.20	3.30		f 7.40
	3.6																
	FAWCETT		966	2.41	10.41	12.21						12.25	10.10	6.10	3.20		f 7.25
	3.4																
n	SMITHVILLE	sm	969	**2.35**	10.35	12.15						**12.15**	10.00	**5.55**	3.10		7.15
		Leave		A. M.	A. M.	A. M.						P. M.	P. M.	P. M.	A. M.		A. M.
	156.1			2	4	6	8	10	16	294	296	402	404	410	412	752	754

NOTE CHANGES IN RULES—SEE OPPOSITE PAGE FOR FOOT NOTES.

Trains No. 6 and No. 10 have absolute right over all trains except each other. Trains No. 5 and No. 9 have absolute right over all trains except trains No. 6, No. 10, and each other. Other first class trains must take siding at meeting and passing points and clear the time of trains Nos. 5, 6, 9 and 10 at least 5 minutes; all other trains and yard engines must clear their time at least 10 minutes.

Second class trains will approach and pass all coal chutes and water tanks, and pass through yard limits of Smithville, Taylor, Granger, Temple, Waco and South Yard, under complete control, so that under no circumstances will it be possible to strike an engine or cars occupying main track. Responsibility for safety at such points rests with the approaching train.

In the absence of a regular 31 order giving location of first class trains moving in same direction, rule 98d will apply at all yards and stations.

Second class trains reducing speed or stopping at stations or yards other than Smithville, Taylor, Granger, Temple, Waco and South Yard, must protect against other second class trains moving in same direction.

HOUSTON DIVISION

Time Table No. 44 — In Effect Jany. 1, 1911

South											North					
Third-Class		Second-Class		First-Class			Distance from St. Louis	STATIONS	Station Numbers	First-Class			Second-Class		Third-Class
755	405	403	401	219	5	1				2	4	6	402	404	756
Way Freight	Through Freight	Fast Freight	Fast Freight	Limited	Flyer	Passenger				Passenger	Passenger	Flyer	Steamer	Fast Freight	Way Freight
Daily Ex.Sunday	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily Ex.Sunday
A. M. 7.30	P. M. 2.15	A. M. 5.15	P. M. 10.00	P. M. 6.15	A. M. 4.50	A. M. 2.50	969.4	Leave n SMITHVILLE Arrive sm	969	A. M. 2.15	A. M. 10.15	A. M. 12.05	A. M. 11.20	P. M. 8.00	P. M. 5.15
								4.5				A. M.			
f 7.45	2.30	5.30	10.15	f 6.23	4.57	f 2.58	974.0	PRIM	974	f 2.05	f 10.05	11.55	11.05	7.40	f 4.50
								SA&AP 4.6 Crossing							
s 8.10	2.45	5.45	10.35	s 6.33	5.05	s 3.09	978.3	d WEST POINT hn	978	s 1.55	s 9.56	11.45	10.52	7.25	s 4.30
								4.1							
s 8.30	3.00	6.00	10.50	s 6.40	5.12	f 3.17	982.4	PLUM	982	f 1.48	s 9.48	11.36	10.40	7.10	s 4.10
								5.8							
s 9.00 10.25	3.30	6.20	11.25	s 6.50	s 5.25	s 3.30	988.2	d LA GRANGE ra	988	s 1.35	s 9.38	s 11.25	10.25	6.50	s 3.45 3.30
								6.0							
f 10.45	3.53	6.42	11.50	f 7.03	5.35	f 3.43	994.2	HALSTED	994	f 1.23	f 9.26	11.15	10.02	6.25	f 3.00
			A. M.					7.3							
s 11.15	4.20	7.08	12.15	s 7.17	5.47	s 3.58	1001.5	d FAYETTEVILLE vy	1002	s 1.07	s 9.12	11.02	9.40	5.57	s 2.30
								5.6							
f 11.35	4.40	7.27	12.54	f 7.28	5.55	f 4.08	1007.1	PISEK	1007	f 12.54	f 8.59	10.53	9.20	5.35	f 1.55
P. M.								6.5							
s 12.10	5.10	7.50	1.30	s 7.40	6.05	s 4.20	1013.6	d NEW ULM um	1014	s 12.40	s 8.46	10.43	9.00	5.10	s 1.30
								10.4							
s 12.45	5.45	8.25	2.00	s 7.59	6.22	f 4.40	1024.0	d CAT SPRING cs	1024	f 12.18	s 8.25	10.25	8.25	4.40	s 12.45
								5.9							
1.00	6.05	8.45	2.15	8.09	6.30	4.50	1029.9	LADIG	1030	12.05	8.12	10.13	7.50	4.20	12.10
								5.1		A. M.					P. M.
s 1.45	6.30	9.30	2.45	s 8.20	s 6.40	s 5.03	1035.0	n SEALY sy	1035	s 11.55	s 8.02	s 10.05	7.30	4.00	s 11.55
								G. C. & S. F. Crossing							
								6.9							
f 2.10	6.55	9.55	3.10	f 8.32	6.52	f 5.15	1041.9	McDOWELL	1042	f 11.40	f 7.45	9.52	6.52	3.25	f 11.15
								5.9							
s 3.00	7.20	10.30	3.30	s 8.45	7.04	s 5.28	1047.8	d BROOKSHIRE bk	1048	s 11.28	s 7.34	9.40	6.20	3.00	s 10.30
								8.0							
s 3.35	7.50	11.05	3.55	s 9.00	7.18	s 5.43	1055.8	d KATY rs	1056	s 11.13	s 7.18	9.25	5.43	2.35	s 9.45
								4.6							
f 3.50	8.05	11.20	4.07	f 9.15	7.25	f 5.50	1060.4	BURNAP	1061	f 11.03	f 7.01	9.15	5.25	2.20	f 9.10
								3.5							
f 4.05	8.15	11.30	4.17	f 9.23	7.31	f 5.55	1063.9	BARKER	1064	f 10.57	f 6.55	9.10	5.13	2.08	f 8.55
								2.6							
f 4.15	8.25	11.40	4.25	f 9.28	7.36	f 6.00	1066.5	ADDICKS	1066	f 10.53	f 6.50	9.06	5.05	2.00	f 8.45
		P. M.						6.4							
f 4.45	8.57	12.05	4.45	f 9.43	7.47	f 6.13	1072.9	HILLENDAHL	1073	f 10.40	f 6.38	8.57	4.45	1.40	f 8.20
								6.2							
								H. & T. C. Crossing							
5.10	9.30	12.30	5.10	10.00	7.58	6.28	1079.1	EUREKA	1079	10.28	6.28	8.48	4.20	1.20	7.58
								2.0							
								H. R'y Crossing							
5.15	9.40	12.40	5.15	10.03	8.01	6.35	1081.1	HOUSTON HEIGHTS	1081	10.25	6.25	8.45	4.15	1.15	7.30
								2.9							
5.30 P. M.	10.00 P. M.	1.00 P. M.	5.30 A. M.	10.15 P. M.	¶ 8.10 8.30 A. M.	6.45 A. M.	1084.0	n Arrive HOUSTON hu Leave	1084	10.15 P. M.	6.15 A. M.	8.35 8.15 P. M.	4.00 2.15 A. M.	1.00 P. M.	7.15 A. M.
755	405	403	401	219	5	1		114.9		2	4	6	402	404	756
			10.30 A. M.		10.00 A. M.		1134.0	GALVESTON	1134.			6.35 P. M.	10.45 P. M.		

Train No. 6 has absolute right over all trains. Train No. 5 has absolute right over all trains except train No. 6. Other first-class trains must take siding at meeting and passing points, and clear the time of trains Nos. 5 and 6 at least 5 minutes; all other trains and yard engines must clear their time at least 10 minutes.

Second-class trains will approach and pass all coal chutes and water tanks, and pass through yard limits of Houston, Sealy, LaGrange, and Smithville, under COMPLETE CONTROL, so that under no circumstances will it be possible to strike an engine or cars occupying main track. Responsibility for safety at such points rests with the approaching train.

In the absence of a regular 31 order giving location of first-class trains moving in same direction, rule 98d will apply at ALL YARDS and stations.

Second-class trains reducing speed or stopping at stations other than Houston, Sealy, LaGrange and Smithville will protect against other second-class trains moving in same direction.

San Felipe, mile 1038.3, is flag station for trains 1, 2, 4, 219, 755 and 756.

Rogersville, mile, 1043.6, is flag station for trains 755 and 756.

Enos, mile 1043.0 is flag station for trains 1, 2, 4, 219, 755 and 756.

NOTE CHANGES IN RULES.

BELTON BRANCH

Time Table No. 44 — In Effect Jany. 1, 1911

South				North	
First-Class		Distance from St. Louis	STATIONS	Station Numbers	First-Class	
295	293				294	296
Mixed	Mixed				Mixed	Mixed
Daily	Daily				Daily	Daily
A. M. 3.50	P. M. 3.05	883.3	Leave ECHO Arrive	883	P. M. 1.25	A. M. 3.10
			6.7			
4.15 A. M.	3.30 P. M.	890.0	d Arrive BELTON bn Leave	L 7	1.00 P. M.	2.45 A. M.
295	293		6.7		294	296

AUSTIN DIVISION

South — **North**

Third-Class	Second-Class	First-Class				Distance from St. Louis	Time Table No. 44 In Effect Jany. 1, 1911 — STATIONS	Station Numbers	First-Class				Second-Class	Third-Class
759 Way Freight	651 Through Freight	235 Flyer	15 Passenger	9 Limited	7 Passenger				8 Passenger	10 Limited	16 Passenger	236 Flyer	652 Through Freight	760 Way Freight
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday
P. M. 1.45	P. M. 8.30	A. M. 2.45	A. M. 9.30	P. M. 3.10	A. M. 1.55	908.10	n GRANGER g	908	A. M. 1.25	P. M. 1.45	P. M. 6.25	A. M. 1.55	A. M. 7.30	P. M. 12.15
							9.30							P. M.
s 2.30	9.05	3.04	s 9.50	3.29	f 2.15	917.40	d WEIR wr	U 9	f 1.08	1.28	s 6.04	1.38	6.52	s 11.30
							1.60							
f 2.35	9.10	3.07	f 9.55	3.32	2.18	919.00	KATY LAKE	U 11	1.05	1.25	f 6.00	1.35	6.45	f 11.10
							4.21							
s 2.55 3.20	9.30	s 3.17	s 10.05	s 3.42	s 2.30	923.21	d GEORGETOWN go	U 15	s 12.52	s 1.15	s 5.50	s 1.25	6.30	s 10.45 10.05
							8.55							
f 4.00	10.00	3.35	f 10.23	4.00	2.50	931.76	BURKLAND	U 24	12.33	12.53	f 5.30	1.03	6.00	f 9.25
							6.09							
s 4.30	10.21	3.48	s 10.35	4.13	s 3.05	937.85	d PFLUGERVILLE fr	U 30	s 12.20	12.41	s 5.15	12.50	5.35	s 9.00
							6.51							
s 5.00	10.42	4.00	10.48	4.25	f 3.20	944.36	SPRINKLE	U 36	f 12.05	12.30	s 5.00	12.38	5.10	s 8.35
							9.32		—A. M.—					
5.30	11.15	4.15	11.05	4.45	3.40	953.68	H. & T. C. JUNCTION		11.50	12.15	4.45	12.20	4.35	8.10
							1.81							
	11.30 P. M.	4.25	11.15	4.55	3.50	955.49	n AUSTIN an	U 47	11.40	¶ 12.05 P. M.	4.30 P. M.	12.10	4.25	8.00
5.45	12.30 A. M.	4.30	11.35	s 5.00	4.00		Arrive Leave		11.30	11.45 A. M.	9.55 A. M.	12.01	3.25	A. M.
—P. M.—		—A. M.—	—A. M.—	—P. M.—	—A. M.—		47.39		—P. M.—			—A. M.—	—A. M.—	
759	651	235	15	9	7				8	10	16	236	652	760
			P. M.											
	2.40	5.40	12.50	6.03	5.10		M. K. & T. JUNCTION		10.25	10.40	8.45	10.55	1.15	
							1.67							
	2.50 A. M.	5.50 A. M.	1.00 P. M.	6.10 P. M.	5.20 A. M.	986.2	SAN MARCOS Arrive 78.09 Leave	M 53	10.20 P. M.	10.35 A. M.	8.35 A. M.	10.50 P. M.	1.00 A. M.	

AUSTIN DIVISION FOOT NOTES

All trains will run under complete control, between M. K. & T. Junct. and San Marcos.

Switch located at Austin Division Junction, North of San Marcos, will be set for Austin Division trains.

All Austin Division trains will approach and move through Granger Yard with train under complete control. Switches to north leg of wye, Granger, will be kept set for Austin Division.

I. & G. N. time table and rules will govern between Austin and M. K. & T. Junction and H. & T. C. time table and rules, between Austin and H. & T. C. Junction.

Southbound trains will report to H. & T. C. Dispatcher's office for orders, by telephone from H. & T. C. Junction.

Switch at H. & T. C. Junction will be set for H. & T. C. main line.

Dessau, mile 940.63, is flag station for trains 15, 16, 759 and 760.

SAN ANTONIO DIVISION FOOT NOTES

All trains will run under complete control between San Marcos and Junction of Austin Division.

Switch located at Austin Divn. Jct. North of San Marcos, will be set for Austin Divn. trains.

No. 235 and No. 7 have absolute right over No. 16, San Marcos to Sou. Pac. Junct.

G. H. & S. A. time table and rules will govern between Sou. Pac. Junction and San Antonio.

Bateman, mile 991.80, Clear Fork, mile 1009.5, Solms mile 1042, are flag stations for Nos. 243, 244, 15, 16, 757 and 758.

List and location of additional sidings:

Hudnall,	982.86.
Tomlin,	986.07.
Bateman,	991.80.
Miears,	994.00.
Blanks,	1007.80.
Crocker,	1019.90.
Solms,	1042.00.

SAN ANTONIO DIVISION

South — **North**

Third-Class	Second-Class	First-Class						Distance from St. Louis	Time Table No. 44 In Effect Jany. 1, 1911 — STATIONS	Station Numbers	First-Class						Second-Class	Third-Class
757 Way Freight	651 Through Freight	243 Passenger	241 Alamo Special	235 Flyer	15 Passenger	9 Limited	7 Passenger				8 Passenger	10 Limited	16 Passenger	236 Flyer	242 Alamo Special	244 Passenger	652 Through Freight	758 Way Freight
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday
A. M. f 7.30		A. M. 11.00	A. M. f 2.50					969.4	n SMITHVILLE sm	969					A. M. 2.15	A. M. 10.30		P. M. 5.30
									5.0									
f 7.50		f 11.11	f 3.02					974.5	TOGO	M 5					1.57	f 10.15		f 5.00
									5.1									
s 8.10		s 11.22	f 3.13					979.6	ROSANKY	M 10					f 1.45	s 10.05		s 4.35
									4.1									
f 8.30		f 11.31	3.22					983.7	JORDAN	M 15					1.31	f 9.55		f 4.15
									6.0									
s 8.55		s 11.45	f 3.36					989.7	d RED ROCK k	M 21					f 1.18	s 9.42		s 3.50
		—P. M.—							8.1									
s 9.25		s 12.02	f 3.53					997.8	DALE	M 29					f 1.00	s 9.25		s 3.20
									8.0									
10.15 s 11.15		s 12.20	s 4.10					1005.8	d LOCKHART co	M 37					s 12.40	s 9.10		2.45 s 2.15
									7.1									
f 11.35		s 12.35	f 4.27					1012.9	MAXWELL	M 44					f 12.23	s 8.52		s 1.50
									3.3									
s 11.45		s 12.43	f 4.35					1016.2	d REEDVILLE rd	M 47					f 12.15	s 8.45		s 1.30
—P. M.—									5.5									
12.05 s 1.05	A. M. 3.00	12.55 P. M.	s 4.50	A. M. 5.50	P. M. 1.05	P. M. 6.10	A. M. 5.30	1021.7	n SAN MARCOS c	M 53	P. M. 10.20	A. M. 10.35	A. M. 8.35	P. M. 10.50	s 12.03 —A. M.—	8.35 —A. M.—	A. M. 1.00	1.15 s 12.05 —P. M.—
									7.0									
f 1.35	3.22		f 5.05	6.05	f 1.20	6.24	5.45	1028.7	HUNTER	M 60	10.06	10.21	f 816	10.36	f 11.45		12.35	f 11.38
									6.4									
f 2.00	3.40		f 5.19	6.17	f 1.33	6.35	5.58	1035.1	GRUENE	M 66	9.57	10.12	f 8.04	10.27	f 11.33		12.15	f 11.15
									3.4									
2.30 s 3.00	3.55		s 5.30	6.25	s 1.41	s 6.45	s 6.07	1038.5	d NEW BRAUNFELS fs I. & G. N. Crossing	M 69	s 9.51	s 10.05	s 7.55	10.21	s 11.25		12.01 A. M.	s 11.00 9.30
									7.5									
f 3.35	4.20		f 5.47	6.38	f 1.57	6.57	6.28	1046.0	COMAL	M 77	9.37	9.50	f 7.36	10.07	f 11.08		11.37	f 8.55
									6.2									
f 4.05	4.40		f 6.04	6.50	f 2.13	7.07	6.37	1052.2	LANDA	M 83	9.25	9.40	f 7.23	9.55	f 10.55		11.20	f 8.30
									8.0									
f 4.45	5.03		f 6.20	7.05	f 2.31	7.22	6.55	1060.2	FRATT	M 91	9.10	9.25	f 7.05 6.55	9.40	f 10.40		10.55	f 8.00
									7.1									
5.25	5.25		6.40	7.20	2.50	7.35	7.10	1067.3	SOU. PAC. JUNCTION	M 98	8.55	9.10	6.40	9.25	10.25		10.35	7.35
									2.6									
5.30 P. M.	5.30 A. M.		6.50 A. M.	7.30 A. M.	3.00 P. M.	7.45 P. M.	7.20 A. M.	1069.9	n SAN ANTONIO qs Arrive Leave	M100	8.45 P. M.	9.00 A. M.	6.30 A. M.	9.15 P. M.	10.15 P. M.		10.30 P. M.	7.30 A. M.
757	651	243	241	235	15	9	7		100.8		8	10	16	236	242	244	652	758

GENERAL RULES.

GENERAL NOTICE.

To enter or remain in the service is an assurance of willingness to obey the rules.

Obedience to the rules is essential to the safety of passengers and employes, and to the protection of property.

The service demands the faithful, intelligent and courteous discharge of duty.

To obtain promotion capacity must be shown for greater responsibility.

Employes, in accepting employment, assume its risks.

GENERAL RULES.

A. Employes whose duties are prescribed by these rules must provide themselves with a copy.

B. Employes must be conversant with and obey the rules and special instructions; if in doubt as to their meaning they must apply to proper authority for an explanation.

C. Employes must pass the required examinations.

D. Persons employed in any service on trains are subject to the rules and special instructions.

E. Employes must render every assistance in their power in carrying out the rules and special instructions.

F. Any violation of the rules or special instructions must be reported.

G. The use of intoxicants by employes is prohibited; the frequenting of places where they are sold is sufficient cause for dismissal.

H. The use of tobacco by employes when on duty in or about passenger stations, or on passenger cars, is prohibited.

J. Employes on duty must wear the prescribed badge and uniform and be neat in appearance.

K. Persons authorized to transact business at stations or on trains must be orderly and avoid annoyance to passengers.

L. In case of danger to the company's property employes must unite to protect it.

DEFINITIONS.

Train.—An engine, or more than one engine coupled, with or without cars, displaying markers.

Regular Train.—A train represented on the time-table; it may consist of sections.

Section.—One of two or more trains running on the same schedule displaying signals or for which signals are displayed.

Extra Train.—A train not represented on the time-table. It may be designated as—

Extra—for any extra train, except work extra.

Work Extra—for work train extra.

Superior Train.—A train having precedence over other trains.

A train may be made superior to another train by **right, class or direction.**

Right is conferred by train order; **class** and **direction** by time-table.

Right is superior to **class** or **direction. Direction** is superior as between trains of the same class.

Train of Superior Right.—A train given precedence by train order.

Train of Superior Class.—A train given precedence by time-table.

Train of Superior Direction.—A train given precedence in the direction specified in the time-table as between trains of the same class.

Time-table.—The authority for the movement of the regular trains subject to the rules. It contains the classified schedules of trains with special instructions relating thereto.

Schedule.—That part of a time-table which prescribes the class, direction, number and movement of a regular train.

Single Track.—A track upon which trains are operated in both directions by time-table or by train orders.

Siding.—An auxiliary track for meeting or passing trains.

Yard.—A system of tracks within defined limits provided for the making up of trains, storing of cars and other purposes, over which movements not authorized by time-table or by train order may be made, subject to prescribed signals and regulations.

Yard Engine.—An engine assigned to yard service or working within yard limits.

Pilot.—A person assigned to a train when the engineman or conductor or both, are not fully acquainted with the physical characteristics or running rules of the road or portion of the road over which the train is to be moved.

TRAIN RULES FOR SINGLE TRACK.

STANDARD TIME.

1. Central Standard Time obtained from St. Louis, Mo., observatory will be telegraphed to all points from designated offices at 11 a. m. daily.

2. Watches that have been examined and certified to by a designated inspector must be used by trainmen, enginemen and yardmen. The certificate in prescribed form must be renewed and filed with the Superintendent or Train Master every six months.

Form of Certificate.

Certificate of Watch Inspector.

This is to certify that on.....19.....
the watch of .....
employed as .....
on the .....R.....
was examined by me. It is correct and reliable, and in my judgment will, with proper care, run within a variation of thirty seconds per week.

Name of maker.....
Brand.....
Number of movement .....
Open or hunting case.....
Metal of case.....
Stem or key winding .....

Signed,

.....
Inspector.

Address .....

3. Watches of conductors and enginemen must be compared, before starting on each trip, with a clock designated as a standard clock. The time when watches are compared must be registered on a prescribed form.

3. (a). Conductors and enginemen whose duties prevent them from having access to a standard clock, must compare daily with, and regulate their watches by, those of conductors and enginemen who have standard time, and have registered their names as above provided.

TIME-TABLES.

4. Each time-table, from the moment it takes effect, supersedes the preceding time-table. A train of the preceding time-table shall retain its train orders, and take the schedule of the train of the same number on the new time-table.

A train of the new time-table, which has not the same number on the preceding time-table, shall not run on any division until it is due to start from its initial point on that division, after the time-table takes effect.

4 (a). Dispatchers on their respective divisions will require the acknowledgment, by all conductors and enginemen, of the receipt of a new time-table after it has taken effect before they are permitted to start on their run with any train or engine.

5. Not more than two times are given for a train at any point; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and the leaving times.

Schedule meeting or passing points are indicated by figures in **FULL FACED TYPE.**

Both the arriving and the leaving time of a train are in full-faced type when both are meeting or passing times, or when one or more trains are to meet or pass it between those times.

6. The following signs when placed before the figures of the schedule indicate:

"s"—regular stop.

"f"—flag stop to receive or discharge passengers or freight.

"¶"—stop for meals.

"lv"—leave.

"ar"—arrive.

6 (a). On the time-table the words "daily," "daily except Sunday," etc., printed at the head in connection with a train, indicate when it shall be run. The figures given at intermediate stations shall not be taken as indicating that a train will stop unless the rules require it.

SIGNAL RULES.

7. Employes whose duties may require them to give signals, must provide themselves with the proper appliances, keep them in good order and ready for immediate use.

8. Flags of the prescribed color must be used by day, and lamps of the prescribed color by night.

9. Night signals are to be displayed from sunset to sunrise. When weather or other conditions obscure day signals, night signals must be used in addition.

VISIBLE SIGNALS.

10. **Color Signals.**

Color	Indication
(a) Red	Stop.
(b) White	Proceed, and for other uses prescribed by the Rules.
(c) Green	Proceed with caution, and for other uses prescribed by the Rules.
(d) Green and White	Flag stop. See Rule 28.
(e) Blue	See Rule 26.

11. A fusee is an extra signal, to be lighted and placed on the track at night in case of accident or emergency. A fusee on or near the track, burning red, must not be passed until burned out; when burning green it is a caution signal.

12. **Hand, Flag and Lamp Signals.**

Manner of Using	Indication
(a) Swung across the track	Stop.
(b) Raised and lowered vertically	Proceed.
(c) Swung vertically in a circle across the track, when the train is standing	Back.
(d) Swung vertically in a circle at arm's length across the track, when train is running	Train has parted.
(e) Swung horizontally in a circle when train is standing	Apply air brakes.
(f)	
(g) The hand or lamp elevated above the head at arm's length and moved slowly at right angles with the track when the train is standing	Release air brakes.

13. Any object waved violently by anyone on or near the track is a signal to stop.

AUDIBLE SIGNALS.

14. **Engine Steam Whistle Signals.**

Note.—The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds. The sound of the whistle should be distinct, with intensity and duration proportionate to the distance signal is to be conveyed.

Sound	Indication
(a) o	Stop. Apply Brakes.
(b) —— ——	Release brakes.
(c) —— o o o	Flagman go back and protect rear of train.
(d) —— —— —— ——	Flagman return from west or south.
(e) ——.—— —— —— ——	Flagman return from east or north.
(f) —— —— ——	When running, train parted; to be repeated until answered by the signal prescribed by Rule 12 (d). Answer to 12 (d).
(g) o o	Answer to any signal not otherwise provided for.
(h) o o o	When train is standing, back. Answer to 12 (c) and 16 (c).
(j) o o o o	Call for signals.
(k) —— o o	To call the attention of trains of the same or inferior class to signals displayed for a following section.
(l) —— —— o o	Approaching public crossings at grade.
(m) ————————	Approaching stations, junctions and railroad crossings at grade.
(n) —— o ——	To call attention to trains on opposite track that they are running too closely together.
(p) —— o	Engineman is ready to test air.
(q) — — — — — —	To call in work trains.

A succession of short sounds of the whistle is an alarm for persons or live stock on the track, and calls the attention of trainmen to danger ahead.

15. The explosion of one torpedo is a signal to stop; the explosion of two, not more than 100 feet apart, is a signal to reduce speed, and look out for a stop signal.

15 (a). Torpedoes must not be placed near stations or road crossings where persons are liable to be injured by them.

16. **Air-Whistle or Bell-Cord Signals.**

Sound	Indication
(a) One	Look out for hand or lamp signals.
(b) Two	When train is running, stop at once.
(c) Three	When train is standing, back the train.
(d) Three	When train is running, stop at next station.
(e) Four	When train is standing, apply or release air brakes
(f) Four	When train is running, reduce speed.
(g) Five	When train is standing, call in flagman.
(h) Five	When train is running, increase speed.

TRAIN SIGNALS.

17. The head-light will be displayed to the front of every train by night, but must be concealed when a train turns out to meet another and has stopped clear of the main track, or is standing to meet trains at the end of double track or at junction points.

17 (a). When there is more than one train to take the siding, the engineman of the first train must not cover his head-light until all the trains are on the siding, and the switches set for the main track. The conductor of the train last taking the siding must see that the engineman of the head engine is duly notified in such a manner as not to be misunderstood, when his train is all in, and the track clear, that the head-light may be covered without delay. The main track will be considered obstructed while the head-light is shown, but this will not relieve conductors from protecting their trains as per rules 99 (a) to 99 (d) inclusive.

17 (b). When an engine heads in on cars in a siding to clear the main track for an opposing train, thereby obscuring the head-light, or when using a defective or impaired head-light, a flagman must be sent ahead for a safe distance to stop the opposing train until the main track is clear.

17 (c). Every engine running between sunset and sunrise will have a red light burning in signal box on rear of tender, the light showing to the rear only, but must be concealed when it turns out to be passed by trains.

18. Yard engines will display the head-light to the front and rear by night. When not provided with a head-light at the rear, two white lights must be displayed. Yard engines will not display markers.

19. The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, a green flag; by night, a green light to the front and side and a red light to the rear, except when the train turns out to be passed by another and is clear of the main track, when a green light must be displayed to the rear.

19 (a). Passenger trains will display by night, a third red light in the center of the platform of the rear car, and freight trains a third red light in cupola, which must be concealed when the train has turned out to be passed by another train, and the main track is clear and switches closed.

20. All sections of a train, except the last, will display two green flags and, in addition, two green lights by night, in the places provided for that purpose on the front of the engine.

21. Extra trains will display two white flags and, in addition, two white lights by night, in the places provided for that purpose on the front of the engine.

22. When two or more engines are coupled to a train, the leading engine only shall display the signals as provided in rules 20 and 21, and will give and answer signals.

23. One flag or light displayed where in rules 19, 20 and 21 two are prescribed, will indicate the same as two; but the proper display of all train signals is required.

24. When cars are pushed by an engine, (except when shifting or making up trains in yards), a white light must be displayed on the front of the leading car by night.

25. Each car on a passenger train must be connected with the engine by a communicating signal appliance.

26. A blue flag by day and a blue light by night, displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it. When thus protected it must not be coupled to or moved. Workmen will display the blue signals and the same workmen are alone authorized to remove them. Other cars must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workmen.

USE OF SIGNALS.

27. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a stop signal, and the fact reported to the Superintendent or Train Master.

28. The combined green and white signal is to be used to stop a train only at the flag stations indicated on the schedule of that train. When it is necessary to stop a train at a point that is not a flag station for that train, a red signal must be used.

29. When a signal (except a fixed signal) is given to stop a train, it must be acknowledged as provided in rule 14 (g).

30. The engine-bell must be rung when an engine is about to move.

31. The engine-bell must be rung on approaching every public road crossing at grade, and until it is passed; and the whistle must be sounded at all whistling-posts.

32. The unnecessary use of either the whistle or the bell is prohibited. They will be used only as prescribed by rule or law, or to prevent accident.

32 (a). The whistle must not be sounded while passing, or being passed, by a passenger train, except in cases of emergency or danger, or when required by the rules.

33. Watchmen stationed at public road and street crossings must use red signals only when necessary to stop trains.

CLASSIFICATION OF TRAINS.

81. Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on. Extra trains are inferior to regular trains of whatever class.

All north and eastbound trains have the absolute right over all south and westbound trains of the same class.

82. Regular trains twelve hours behind their schedule time lose both right and class, and can thereafter proceed only by train order.

MOVEMENT OF TRAINS.

83. A train must not leave its initial station on any division, or a junction, or other stations where train registers are kept, or pass from double to single track, until it is ascertained whether all trains due, which are superior, or of the same class, have arrived or left.

84. A train leaving its initial station on each division, or leaving a junction, when a train of the same class in the same direction is overdue, will proceed on its schedule, and the overdue train will run as provided in rule 91.

84 (a). In case a third class train is being delayed, any train of the same or inferior class may pass and run ahead without orders, but where an extra train passes a section of a train it must notify all opposing trains of having passed such train.

85. A train must not start until the proper signal is given.

85 (a). Enginemen of freight trains must get a "proceed" signal from rear end of train before passing any station or sidetrack that is designated on time-table. Brakemen must not give "proceed" signal without instructions from conductor.

85 (b). When a passenger train approaches a station at which it is to stop for an opposing train, the conductor must give one short blast of the air signal whistle immediately after passing the station whistling-post, which the engineman must acknowledge by two short blasts of the steam-whistle. Passenger conductors must personally give "proceed" signal from station platform, at all points where stops are made.

86. An inferior train must keep out of the way of a superior train.

87. A train failing to clear the main track by the time required by rule, must be protected as provided in rules 99 (a) to 99 (d) inclusive.

88. At meeting points between trains of the same class the inferior train must clear the main track before the leaving time of the superior train, and must pull into siding when practicable. If necessary to back in, the train must first be protected, as per rules 99 (a) to 99 (d) inclusive, unless otherwise provided.

89. At meeting points between trains of different classes the inferior train must take the siding and clear the superior train at least five minutes, and must pull into the siding when

practicable. If necessary to back in, the train must first be protected as per rules 99 (a) to 99 (d) inclusive, unless otherwise provided.

An inferior train must keep at least five minutes off the time of a superior train in the same direction.

90. Trains must stop at schedule meeting or passing points, if the train to be met or passed is of the same class, unless the switches are right and the track clear. Trains should stop clear of the switch used by the train to be met or passed in going on the siding.

When the expected train of the same class is not found at the schedule meeting or passing point, the superior train must approach all sidings prepared to stop, until the expected train is met or passed.

91. Trains in the same direction must keep at least five minutes apart, except in closing up at stations or at meeting and passing points.

91 (a). Operators will set train order signal red immediately after the departure of a train, and keep it set the required time, in order to preserve the time between trains, as per rule 91.

Should a following section or a train of any kind, arrive before the time has expired, the operator will hold them until that time is up, and then give them clearance cards, if there are no orders for them.

92. A train must not arrive at a station in advance of its schedule arriving time, except as per rule 89.

A train must not leave a station in advance of its schedule leaving time.

93. A regular train which is delayed, and falls back on the time of another train of the same class, will proceed on its own schedule.

94. A train which overtakes a superior train or a train of the same class so disabled that it cannot proceed, will pass it, if practicable, and if necessary will assume the schedule and take the train orders of the disabled train, proceed to the next open telegraph office, and there report to the Superintendent or Train Master. The disabled train will assume the schedule and take the train orders of the last train with which it has exchanged, and proceed to and report from the next open telegraph office.

95. A train must not display signals for a following section, nor an extra train be run, without orders from the Superintendent or Train Master.

96. ————.

96 (a). Conductors of trains or engines displaying signals to points where there are no train registers, will stop and notify all trains and engines they meet between such points and place where next register is kept, and will there register signals displayed to ————, giving the point.

97. Work Extras will be assigned working limits.

98. Trains must approach the end of double track, junctions, railroad crossings at grade, and drawbridges, prepared to stop, unless the switches and signals are right and the track is clear. Where required by law, trains must stop.

98 (a). Enginemen must test their brakes by applying the air lightly a sufficient distance from railroad crossings, drawbridges and junctions and know that they are in good working order. Should it be found that the brakes are not in good order, enginemen will signal trainmen to apply hand-brakes in ample time to admit of the stop being made at the proper place. No excuse will be accepted for engines or trains running by STOP boards.

98 (b). When more than one section of a passenger train, all but the first section must approach and pass all water tanks and coal chutes, and all stations that are regular or flag stops for such trains, completely under control, so that under no circumstances whatever shall it be possible for it to strike the preceding section. Responsibility for safety at such points rests with the approaching section. A passenger train stopping at a station not shown on time-table as a stop or flag for such train, must protect against following section.

98 (c). Second-class trains will approach and pass all coal chutes and water tanks, and pass through yard limits of Denison, Ray, Whitesboro, Fort Worth, New Yard, Hillsboro, South Yard, Waco, Temple, Granger, Taylor, Smithville, La-Grange, Sealy, Houston, San Marcos and New Braunfels under complete control, and in the absence of information in the form of a regular train order, as to location of first-class trains moving in the same direction, rule No. 98 (d) will apply to second-class trains at all yards and stations. Second-class trains reducing speed or stopping at stations or yards other than those named above, must protect against other second class trains moving in the same direction.

98 (d). Third-class and extra trains are required to approach and pass all water tanks, coal chutes, yards and stations, completely under control. Speed must be reduced, and the engineman and trainmen must commence to get their train "in hand" in ample time, so that under no circumstances whatever, shall it be possible for it to strike any train, car or engine which may be occupying the track. Responsibility for safety rests with the approaching third-class or extra train.

This rule must not be construed as relieving enginemen and trainmen of responsibility for accidents resulting from failure to comply with rules 87, 88 and 89.

98 (e). Passing tracks, or tracks used for the passing of trains, must not be blocked when possible to avoid it, but cars are liable to be found on such tracks, without notice, and train and enginemen will be required to use the necessary precaution to avoid striking them.

98 (f). Yard-limit boards define yard-limits. Outer switches at stations where there are no yard-limit boards, define yard-limits. Trains within yard and station-limits will be protected by rule 98 (d), but employes will be held responsible for failure to comply with rules 86 to 89, inclusive.

98 (g). Requirements of rule 98 (d), and latter clause of 98 (f), will be fulfilled when the engine has passed the furthermost switch of station in direction train is moving. Responsibility for safety rests with approaching train from the first yard-limit board until engine passes last or furthermost switch of that station. Beyond latter point trains must be governed by rules 99(a) to 99 (e) inclusive.

99. ————.

99 (a). When a train is detained by an accident or obstruction, or stops at any unusual point, the flagman must immediately go back with danger signals, to stop any train moving in the same direction. At a point fifteen telegraph poles from the rear of his train, he must place ONE torpedo on the rail on the engineman's side; he must then continue to go back at least twenty telegraph poles from the rear of his train, and place TWO torpedoes on the rail on the engineman's side, ninety feet (three rail lengths) apart when he may return to a point fifteen telegraph poles from the rear of his train, where he must remain until an approaching train has been stopped, or he is recalled by the whistle of his engine. When he comes in he will remove the torpedo nearest to the train, but the TWO torpedoes must be left on the rail as a caution signal to any following train. At night, or when the view is obscured by fog or other cause, in addition to leaving two torpedoes, a fusee must be left burning in center of track as an additional caution signal to following train.

If, from any cause, the speed of the train is reduced, the conductor will be held responsible for fully protecting the rear of the train by the use of proper signals.

If the accident or obstruction occurs upon single track, and it becomes necessary to protect the front of the train, or if any other track is obstructed, the head brakeman must go forward and use the same precautions. If the head brakeman is unable to go, the fireman must be sent in his place.

99 (b). When on a curve or down grade, the flagman must go back a distance of at least twenty telegraph poles farther than as above provided, and as many more as may be necessary, before placing torpedoes, to give approaching trains ample time to stop.

99 (c). When a flagman goes back to protect his train, as per rules Nos. 99 (a) and 99 (b), and is recalled before he has gone the required distance, he will place two torpedoes on the rail ninety feet apart, and then return to his train, provided the track is straight for at least three-quarters of a mile in the rear of the train, the view unobstructed by fog or otherwise, no passenger train due within ten minutes, and no following train in sight. If the conditions are otherwise he must be governed by rules 99 (a) and 99 (b).

99 (d). When it is necessary for a train to stop between stations for any cause, it will, if practicable, be stopped at a place where the view in the rear of the train is clear for at least half a mile, but not at the foot of a grade, and the train must be protected as per rules 99 (a) and 99 (b).

99 (e). When, by the rules, protection is required, engineer will call attention of trainmen by sounding regulation whistle; such signal to be given in ample time to permit trainmen to protect, as per rules 99 (a) to 99 (d) inclusive. Failure of engineman to sound such signal will in no way relieve trainmen of responsibility.

100. ————

101. If a train should part while in motion, trainmen must, if possible, prevent damage to the detached portions. The signals prescribed by rules 12 (d) and 14 (f) must be given, and the front portion of the train kept in motion until the detached portion is stopped.

The front portion will then go back to recover the detached portion, running with caution and following a flagman. The detached portion must not be moved or passed until the front portion comes back. At night, or when view is obscured by fog or other cause, trains doubling, running for water, etc., must be protected by placing two torpedoes, one rail length apart, one thousand feet ahead of forward car, as a precaution to train and enginemen returning; also a red light must be placed on forward car.

102. When cars are pushed by an engine (except when shifting and making up trains in yards) a flagman must take a conspicuous position on the front of the leading car and signal the engineman in case of need.

103. Messages or orders respecting the movement of trains or the condition of track or bridges must be in writing.

104. Switches must be left in proper position after having been used. Conductors are responsible for the position of the switches used by them and their trainmen, except where switch-tenders are stationed.

A switch must not be left open for a following train unless in charge of a trainman of such train.

104 (a). While conductors are held responsible for the proper adjustment of switches used by them, or their trainmen, this does not relieve the person handling switches, from sharing the responsibility.

The person throwing switches must look at the shifting rails to see that they are in proper position.

Switches provided with locks, must be locked when set for either siding or main line, and after locked, the chain must be grasped and pulled to see that lock is securely fastened.

When a train backs in on a siding, the engineman, when his engine is clear of the main track, will personally see that the switch is properly set for the main track.

104 (b). When a main track switch is set for a train, the person attending such switch must go to a point on the opposite side of the track at least fifteen feet from the switch stand, and remain there until the train has passed over the switch.

105. Both conductors and enginemen are responsible for the safety of their trains, and under conditions not provided

for by the rules, they must take every precaution for their protection.

105 (a). At stations where a yard force is employed, trains, or engines without trains, will be under control of yardmaster, and road crews of trains entering such stations will be responsible for their respective trains, or engines, until the same is taken charge of by the yardmaster or his representative.

105 (b). At stations where no yard force is employed, and where change is made in engine or train crews, the crew bringing train or engine in, will be responsible for the safety of same until delivered to the relieving crew.

106. In all cases of doubt or uncertainty the safe course must be taken and no risks run.

RULES FOR MOVEMENT BY TRAIN ORDERS.

201. For movements not provided for by time-table, train orders will be issued by authority and over the signature of the Superintendent or Train Master. They must contain neither information nor instructions not essential to such movements.

They must be brief and clear, in the prescribed forms when applicable and without erasure, alteration or interlineation.

202. Each train order must be given in the same words to all persons or trains addressed.

203. Train orders will be numbered consecutively each day, beginning with No. 1 at midnight.

204. Train orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy. Those for a train must be addressed to the conductor and engineman, and also to anyone who acts as its pilot. A copy for each person addressed must be supplied by the operator.

205. Each train order must be written in full in a book provided for the purpose at the office of the Superintendent or Train Master, and with it recorded the names of those who have signed for the order; the time and the signals which show when and from what offices the order was repeated and the responses transmitted and the train dispatcher's initials These records must be made at once and never from memory or memoranda.

206. Regular trains will be designated in train orders by their numbers, as "No. 10," or "2d No. 10" adding engine numbers if desired; extra trains by engine numbers, as "Extra 798," with the direction as "East" or "North," "West" or "South" when desired. Other numbers and time will be stated in figures only.

207. To transmit a train order, the signal "31" or the signal "19" must be given to each office addressed, the number of copies being stated, if more or less than three—thus "31 copy 5," or "19 copy 2," adding direction.

208. A train order to be sent to two or more offices must be transmitted simultaneously to as many of them as practicable. The several addresses must be in their order of superiority of trains, each office taking its proper address. When not sent simultaneously to all, the order must be sent first to the superior train.

209. Operators receiving train orders must write them in manifold during transmission and if they cannot at one writing make the requisite number of copies, must trace others from one of the copies first made.

210. When a "31" train order has been transmitted, operators must, (unless otherwise directed), repeat it at once from the manifold copy in the succession in which the several offices have been addressed, and then write the time of repetition on the order. Each operator receiving the order should observe whether the others repeat correctly.

Those to whom the order is addressed, except enginemen, must then sign it, and the operator will send their signatures preceded by the number of the order to the Superintendent or Train Master. The response "complete," and the time, with the initials of the Superintendent or Train Master, will then be given by the train dispatcher. Each operator receiving this response will then write on each copy the word "complete," the time, and his last name in full, and then deliver a copy to each person addressed, except enginemen. The copy for each engineman must be delivered to him personally by the conductor.

210 (a). Each person to whom an operator is required to deliver a 31 order, must read it aloud to the operator, and understand it before acting upon it. Enginemen must read their orders aloud to conductors and understand them before acting upon them. Conductors must read their orders to rear brakemen and enginemen to their firemen, and when practicable, to the head brakemen.

211. When a "19" train order has been transmitted, operators must, (unless otherwise directed), repeat it at once from the manifold copy, in the succession in which the several offices have been addressed. Each operator receiving the order should observe whether the others repeat correctly. When the order has been repeated correctly by an operator, the response "complete," and the time, with the initials of the Superintendent or Train Master will be given by the train dispatcher. The operator receiving this response will then write on each copy the word "complete," the time, and his last name in full, and personally deliver a copy to each person addressed without taking his signature.

211 (a). 19 and 31 train orders must not be put out at same point for same train, nor for different trains in same direction. When possible to avoid it, orders restricting rights of trains must not be put out at point where such restriction becomes effective, especially in case of second-class trains at stations where they are exempt from compliance with rule 98d, or first-class trains at stations where they are not scheduled to stop; if done, dispatcher must have operator flag ruling train with hand signals in addition to displaying train order signal, and must state in order "Number (ruling train) gets this order at————————." Clearance card must be fiilled out by operator before signatures to train orders are transmitted to dispatcher and immediately following signature to last order will transmit to dispatcher all order numbers shown on clearance which dispatcher must record in order book and note whether all orders for trains concerned are included before "complete" is given. Train orders must not be annulled to operators except by regular form of train order.

212. A train order may, when so directed by the train dispatcher, be acknowledged without repeating, by the operator responding: "X, (number of train order) to (train number)," with the operator's initials and office signal. The operator must then write on the order his initials and the time.

213. "Complete" must not be given to a train order for delivery to an inferior train until the order has been repeated or the "X" response sent by the operator who receives the order for the superior train.

214. When a train order has been repeated or "X" response sent, and before "complete" has been given, the order must be treated as a holding order for the train addressed, but must not be otherwise acted on until "complete" has been given.

If the line fails before an office has repeated an order or has sent the "X" response, the order at that office is of no effect and must then be treated as if it had not been sent.

215. The operator who receives and delivers a train order must preserve the lowest copy.

215 (a). Enginemen will place their orders in the clip before them, until executed.

216. For train orders delivered by the train dispatcher the requirements as to the record and delivery are the same as at other points.

Such orders shall be first written in manifold so as to leave an impression in the record book, from which transmission shall be made.

217. A train order to be delivered to a train at a point not a telegraph station, or at one at which the telegraph office is closed must be addressed to

"*C. and E.———— at————, care of————*,"

and forwarded and delivered by the conductor or other person in whose care it is addressed. When form 31 is used "complete" will be given upon the signature of the person by whom the order is to be delivered, who must be supplied with copies for the conductor and engineman addressed, and a copy upon which he shall take their signatures; this copy he must deliver to the first operator accessible, who must preserve it, and at once transmit the signatures of the conductor and engineman to the Superintendent or Train Master.

Orders so delivered must be acted on as if "complete" had been given in the usual way.

For orders which are sent in the manner herein provided, to a train, the superiority of which is thereby restricted, "complete" must not be given to an inferior train until the signature of the conductor of the superior train has been sent to the Superintendent or Train Master.

218. When a train is named in a train order, all its sections are included unless particular sections are specified, and each section included must have copies addressed and delivered to it.

219. An operator must not repeat or give the "X" response to a train order for a train, the engine of which has passed his train-order signal, until he has ascertained that the conductor and engineman have been notified that he has orders for them.

219 (a). Meeting orders must not be sent for delivery to trains at the meeting point, if it can be avoided. When it cannot be avoided, special precautions must be taken by the train dispatchers and operators to insure safety.

Orders should not be sent an unnecessarily long time before delivery, or to points unnecessarily distant from where they are to be executed. No orders (except those affecting the train at that point) should be delivered to a freight train at a station where it has much work, until after the work is done.

220. Train orders once in effect continue so until fulfilled, superseded or annulled. Any part of an order specifying a particular movement may be either superseded or annulled.

Orders held by or issued for a regular train become void when such train loses both right and class as provided by Rules 4 and 82, or is annulled.

221. A fixed signal must be used at each train-order office, which shall indicate "stop" when trains are to be stopped for train orders. When there are no orders the signal must indicate "proceed."

When an operator receives the signal "31," or "19," he must immediately display the "stop signal" and then reply "stop displayed," and until the orders have been delivered or annulled the signal must not be restored to "proceed." While "stop," is indicated trains must not proceed without a clearance card (form 117.)

Operators must have the proper appliances for hand signaling ready for immediate use if the fixed signal should fail to work properly. If a signal is not displayed at a night office, trains which have not been notified must stop and ascertain the cause, and report the facts to the Superintendent or Train Master from the next open telegraph office.

Where the semaphore is used, the arm indicates "stop" when horizontal and "proceed" when in an inclined position.

Where the double arm semaphore is used, the arm extending to the right of the post, as seen from an approaching train governs that train.

222. Operators will promptly record and report to the Superintendent or Train Master the time of arrival and departure of all trains and the direction of extra trains.

223. The following signs and abbreviations may be used:

Initials for signature of the Superintendent or Train Master.

Such office and other signals as are arranged by the Superintendent of Telegraph.

C & E—for Conductor and Engineman.

X—Train will be held until order is made "complete."
O S—Train Report
No—for Number.
Eng—for Engine.
Sec—for Section.
Psgr—for Passenger.
Frt—for Freight.
Mins—for Minutes.
Jct—for Junction.
Dispr—for Train Dispatcher.
Opr—for Operator.
31 or 19—to clear the line for train orders, and for operators to ask for train orders.
S D—for "Stop Displayed."
The usual abbreviations for the names of the months and stations.

FORMS OF TRAIN ORDERS.

Form A. Fixing Meeting Points for Opposing Trains.

(1.) ——— will meet ———at———.
(2.) ——— will meet ———at——— ———at———(and so on).

EXAMPLES:

(1) *No. 1 will meet No. 2 at Bombay.*
No. 3 will meet 2d No. 4 at Siam.
No. 5 will meet Extra 95 at Hong Kong.
Extra 652 North will meet Extra 231 South at Yokohama.

(2) *No. 1 will meet No. 2 at Bombay 2d No. 4 at Siam and Extra 95 at Hong Kong.*

Trains receiving these orders will run with respect to each other to the designated points and there meet in the manner provided by the rules.

Form B. Directing a Train to Pass or Run Ahead of Another Train.

(1.) ——will pass——at——.
(3.) ——will run ahead of —— ——to——.
(4.) ——will pass——at——and run ahead of — —to—.

EXAMPLES:

(1) *No. 1 will pass No. 3 at Khartoum.*
(3) *Extra 594 will run ahead of No. 6 Bengal to Madras.*
(4) *No. 1 will pass No. 3 at Khartoum and run ahead of No. 7 Madras to Bengal.*

When under (1) a train is to pass another, both trains will run according to rule to the designated point and there arrange for the rear train to pass promptly.

Under (3), the second named train must not exceed the speed of the first named train between the points designated.

Form C. Giving a Train the Right Over an Opposing Train.

———has right over——— ———to———.

EXAMPLES.

(1) *No. 1 has right over No. 2 Mecca to Mirbat.*
(2) *Extra 37 has right over No. 3 Natal to Ratlam.*

This order gives the train first named the right over the other train between the points named.

If the trains meet at either of the designated points, the first named train must take the siding, unless the order otherwise prescribes.

Under (1), if the second named train reaches the point last named before the other arrives it may proceed, keeping clear of the opposing train as many minutes as such train was before required to clear it under the rules.

If the second named train, before meeting, reaches a point within or beyond the limits named in the order, the conductor must stop the other train where it is met and inform it of his arrival.

Under (2), the regular train must not go beyond the point last named until the extra train has arrived.

When the extra train has reached the point last named the order is fulfilled.

The following modification of this form of order will be applicable for giving a work extra the right over all trains in case of emergency:

(3) *Work extra ———has right over all trains between——and——from——m to——m.*

EXAMPLE:

Work extra 275 has right over all trains between Stockholm and Edinburg from 7 p.m. to 12 midnight.

This gives the work extra the exclusive right between the points designated between the times named.

Form D.---

Form E. Time Orders.

(1). ——will run——late——to——.
(2.) ——will run——late——to——and —— late ——to ——etc.
(3.) ——will wait at——until——for——.

EXAMPLES:

(1) *No. 1 will run 20 min. late Joppa to Mainz.*

(2) *No. 1 will run 20 min. late Joppa to Mainz. and 15 mins. late Mainz to Muscat, etc.*

(3) *No. 1 will wait at Muscat until 10 a.m. for No 2.*

(1) and (2) make the schedule time of the train named, between the points mentioned, as much later as stated in the order, and any other train receiving the order is required to run with respect to this later time, as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.

Under (3) the train first named must not pass the designated point before the time given, unless the other train has arrived. The train last named is required to run with respect to the time specified, as before required to run with respect to the regular schedule time of the train first named.

Form F. For Sections.

———will display signals———to———for———.

EXAMPLES.

Eng. 20 will display signals and run as 1st No. 1 London to Paris.

No. 1 will display signals London to Dover for Eng. 85.

2d No. 1 will display signals London to Dover for Eng. 90.

This form may be modified as follows:

Engs. 70, 85 and 90 will run as 1st, 2nd and 3rd No. 1.

Engs. 70, 85 and 90 will run as 1st, 2nd and 3rd No. 1 London to Dover.

1st, 2nd and 3rd No. 1 will display signals London to Dover, for 2nd, 3rd and 4th No. 1.

Under these examples the engine or train last named will not display signals.

For annulling a section:

Eng 85 is annulled as 2nd No. 1 from Chatham.

If there are other sections following add:

"Following sections will change numbers accordingly."

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

Form G. Extra Trains.

(1.) Eng——will run extra——to——.
(2.) Eng——will run extra——to——and return to——.

EXAMPLES:

(1) *Eng. 99 will run extra Berber to Gaza.*

(2) *Eng. 99 will run extra Berber to Gaza and return to Cabul.*

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

(3.) Eng——will run extra leaving——on——as follows with right over all trains.
Leave———.
Leave———.
Arrive———

EXAMPLE:

(3) *Eng. 77 will run extra leaving Turin on Thursday, Feb. 17th, as follows with right over all trains:*

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

This order may be varied by specifying the kind of extra and the particular trains over which the extra shall or shall not have the right. Trains over which the extra is thus given the right must clear the time of the extra five minutes.

Form H. Work Extra.

(1.) Work extra——will work——until——between——and——.

EXAMPLE:

(1) *Work Extra 292 will work 7 a. m. until 6 p. m. between Berne and Turin.*

The working limits should be as short as practicable, to be changed as progress of the work may require. The above may be combined thus:

(a) *Work Extra 292 will run Berne to Turin and work 7 a. m. until 6 p. m. between Turin and Rome.*

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

When it is anticipated that a work extra may be where it cannot be reached for orders, it may be directed to report for orders at a given time and place, or an order may be given that it shall clear the track for (or protect itself after a certain hour against) a designated extra by adding to (1) the following words:

(b) *And will keep clear of (or protect against) Extra 223 south between Antwerp and Brussels after 2:10 p. m.*

In this case Extra 223 must not pass the northernmost station before 2:10 p. m., at which time the work extra must be out of the way, or protected (as the order may require) between those points.

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

(c) *Extra 76 will protect against work extra 95 between Lyons and Paris.*

This may be added to the order to run extra.

A work extra when met or overtaken by an extra must allow it to pass.

When it is desirable that a work extra shall at all times protect itself while on working limits, it may be done by adding to (1) the following words·

(d) *"Protecting itself."*

A train receiving this order must, whether standing or moving, protect itself within the working limits in both directions in the manner provided in rules 99 (a) to 99 (d) inclusive.

Whenever an extra is given orders to run over working limits it must at the same time be given a copy of the order sent to the work extra.

To enable a work extra to work upon the time of a regular train, the following form may be used:

(e) *Work Extra 292 will protect against No. 55 between Berne and Turin.*

A train receiving this order will work upon the time of the train mentioned in the order, and protect itself against it as provided in rules 99 (a) to 99 (d) inclusive.

The regular train receiving this order must run, expecting to find the work extra protecting itself within the limits named.

Form J. Holding Order.

Hold———at———.

EXAMPLES:

(1) *Hold No. 2 at Berlin.*

(2) *Hold all eastbound trains at Berlin.*

This order will be addressed to the operator and acknowledged in the usual manner. It must be respected by conductors and enginemen of trains thereby directed to be held as if addressed to them.

When a train has been so held it must not proceed until the order to hold is annulled, or an order given to the operator in the following form:

"———*may go.*"

Form J will only be used when necessary to hold trains until orders can be given or in case of emergency.

Form K. Annulling a Regular Train.

(1.) ——of——is annulled——to——.
(2.) ——due to leave—— ——is annulled——to——.

EXAMPLES:

(1) *No. 1 of Feb 29 is annulled Alaska to Halifax.*

(2) *No. 3 due to leave Naples Saturday, Feb 29th, is annulled Alaska to Halifax.*

The train annulled loses both right and class between the points named and must not be restored under its original number between those points.

Form L. Annulling an Order.

Order No——is annulled.

If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator, who will destroy all copies of the order annulled but his own, and write on that:

"Annulled by Order No——."

EXAMPLE:

Order No. 10 is annulled.

An order that has been annulled must not be reissued under its original number.

In the address of an order annulling another order, the train first named must be that to which right was given by the order annulled, and when the order is not transmitted simultaneously to all concerned, it must be first sent to the point at which that train is to receive it, and the required response made, before the order is sent for other trains.

Form M. Annulling Part of an Order.

That part of Order No———reading——is annulled.

EXAMPLE.

That part of Order No. 10 reading No. 1 will meet No. 2 at Sparta is annulled.

In the address of an order annulling a part of an order, the train first named must be that to which right was given by the part annulled, and when the order is not transmitted simultaneously to all concerned, it must be first sent to the point at which that train is to receive it, and the required response made. before the order is sent for other trains.

Form P. Superseding an Order or a Part of an Order.

This order will be given by adding to prescribed forms, the words "instead of———."

(1.) ——will meet——at——instead of——.
(2.) ——has right over—— ——to ——instead of——.
(3.) ——will display signals for—— ——to——instead of——.

EXAMPLES:

(1) *No. 1 will meet No. 2 at Hong Kong instead of Bombay.*

(2) *No. 1 has right over No. 2 Mecca to Madina instead of Mirbat.*

(3) *No. 1 will display signals for Eng. 85 Astrakan to Teheran instead of Cabul.*

An order that has been superseded must not be reissued under its original number.

In the address of a superseding order, the train first named must be that to which right was given by the order superseded, and when the order is not transmitted simultaneously to all concerned, it must be first sent to the point at which that train is to receive it, and the required response made, before the order is sent for other trains.

Standard Train Order Blank for 31 Order.

Form 31 Form 31

.....Company.

TRAIN ORDER No. 10.

March 27th, 1899.

To ..... At ..... Station.

X .....Opr .....1:45 a. m.
(Initials)

.....

Conductor and Engineman must each have a copy of this order.

Repeated at 2:20 a. m.

Condr.	Train	Made	Time	Opr.
Jones	45	Complete	2:20 a. m.	Black

Standard Train Order Blank for 19 Order.

Form 19 Form 19

.....Company.
(Name)

Train Order No.....

March 27th, 1899.

To ..... At ..... Station.

X .....Opr .....M.
(Initials)

.....

Conductor and Engineman must have a copy of this order.

Made Complete Time 2:16 p. m. Black, Opr.

Form of Clearance Card.

MISSOURI, KANSAS & TEXAS RAILWAY SYSTEM.

CLEARANCE CARD.

To Conductor and Engineman Train.....

At ..... Station.....190.....

I have the following orders for your train:

Numbers .....

Signal is out for .....

.....

Operator.

This form will be filled out in duplicate by operator, and the numbers of the orders to be delivered entered thereon.

With 31 orders, operators deliver both copies to the conductor, who will deliver one copy to engineman with the orders.

With 19 orders, or when signal is out for other trains, operators will deliver one copy to engineman and one to conductor.

Conductor and engineman must see that the number of their train is properly entered and that they receive the orders called for by this form, before leaving station where they receive clearance cards

SPECIAL INSTRUCTIONS.

301. Clocks regulated to standard time are located at Denison, Denison Round House, Greenville, Shreveport Mineola, Dallas, Hillsboro, South Yard, Bonham, Ray, Gainesville, Wichita Falls, Cleburne, Temple, Granger, Smithville, San Antonio, Houston and Trinity.

302. ——.

303. "D" denotes day, "N O" night, and "N" day and night telegraph offices.

304. Conductors of all trains will report for orders before leaving Denison, Bonham, West Yard, Shreveport, Hughes Springs, McKinney, Mineola, Dallas, Waxahachie, South Yard, Fort Worth, New Yard, Denton, Ray, Whitesboro, Wichita Falls, Sherman, Waco, Temple, Belton, Granger, Smithville, Houston, San Antonio, Trinity and Colmesneil, and conductors of passenger trains will report for orders before leaving Hillsboro and Greenville. Conductors of all trains on Cleburne Branch will report for orders before leaving Cleburne and Egan. Conductors of all trains on Austin Division will report for orders before leaving San Marcos, Granger and Austin. If no orders, operators will furnish clearance cards.

305. Conductors and enginemen must, before starting on their runs, examine bulletin books in the division offices to see if any new orders or instructions are written therein. They must also carefully observe all such orders and acknowledge receipt by signing each bulletin.

306. Train-order board indicates "proceed," when parallel with main track.

307. Trains must not exceed the prescribed speed as shown by slow boards.

308. Stock trains must not exceed 35 miles, and other freight trains 25 miles per hour, without proper authority. Engines backing with or without trains, will not exceed 15 miles per hour. All trains and engines should reduce speed to 35 miles per hour over facing point switches.

309. Enginemen of extra and special trains, and of time-table trains when late, will between sunrise and sunset, sound the road crossing whistle signal on approaching curves and other obscure places, as a warning to track and bridge forces.

310. Conductors and enginemen 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 the time-table.

311. Conductors will see that a red flag by day and a red light by night are kept on the rear end of the rear car of their trains. Three torpedoes must be attached to the staff of the flag, and three torpedoes to the wire guard of the lantern, so as to be ready for immediate use. The head brakeman must have on engine a red flag and a red light similarly equipped. In addition to the above, three fusees must be carried on rear of train both day and night.

312. 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 yardmen. They will be held responsible for the cleanliness and the proper condition of cars in their trains, and for the prompt action and general good conduct of their baggagemen, brakemen and porters, requiring them to be on duty, in regulation uniform, half an hour before the leaving time, and to remain so until the end of their runs, and all their duties have been performed. Passenger conductors will require that immediately after leaving a station the brakeman or porter make an announcement twice in a distinct tone of the next station stop, in the center of each compartment of the cars in their charge as follows:

The next station stop will be (name of station.)

Just before the train arrives at the station, the announcement will be repeated in the same manner.

Junction stations to be announced as follows:

The next station stop will be (name of station)—Passengers will change for (names of connecting line or division—and the more important stations.)

They will also require brakemen and porters to assist passengers on and off the cars.

313. Freight conductors and brakemen are required to be in attendance on their trains half an hour before leaving time. Freight conductors will be held responsible for the faithful performance of duty required on the part of their brakemen, and will see that they remain at their proper posts at all times.

314. Enginemen must be in attendance on their engines half an hour before leaving time of their trains.

315. All trains will be run under the directions of conductors, except when they conflict with rules or involve risk, in which case the enginemen will be held equally responsible.

316. While it is the duty of brakemen to ride on top of freight trains, during cold or stormy weather and when all cars in the train are equipped with air in working order the rear brakeman may ride in the caboose and the forward brakeman on the engine, provided they take their position at the brakes when descending heavy grades, and when within a distance of not less than one mile from each station, railroad crossing, coal chute or water tank, where they will remain until the train comes to a full stop, or has passed the station, crossing, coal chute or tank.

Brakemen will take positions on high cars dividing the distance between engine and caboose as nearly as possible. When train is to take siding head brakeman may go to the engine in time to throw switch and rear brakeman will take position on high car as nearly the center of the train as possible.

317. Great care must be exercised by trainmen and enginemen of a train where a train is receiving or discharging passengers.

Trains and yard engines must use great caution in passing a train receiving and discharging passengers at a station, and must not pass between such a train and the platform at which passengers are being received or discharged, without sending a man ahead to warn and protect the passengers.

318. No person except employes in the discharge of their duties thereon, will be permitted to ride on engines, express or baggage cars without proper authority. Passengers must not be permitted to ride on platforms of cars.

319. Except when otherwise specified freight trains will not carry passengers.

320. No public road or street crossing will be obstructed by trains or engines for more than five minutes at any one time.

321. When cars are shoved over street or road crossings, a man must be stationed on the leading car. Engines passing over street crossings must have a man on the leading end.

Cars must not be kicked over public road or street crossings, unless such crossings are flagged.

Obscure street and road crossings must be flagged while switching over them.

Engines must not be left standing close to street crossings when practicable to avoid it.

322. All trains shall come to a full stop at a point not less than two hundred (200) feet, and not more than four hundred (400) feet from the crossings of other railroads, and if the way is clear shall sound one long blast of the whistle in case of first-class trains, and two similar blasts in case of second-class and inferior trains, before starting forward, and conductors and enginemen will be required to take all other necessary precautions to guard against the possibility of accidents at railroad crossings. Where crossings are protected by interlocking devices interlocking rules will govern.

323. Station agent, and operator when agent is not on duty, will be held responsible for the proper position of all switches in the main tracks at stations where no yard crew is employed. They must also see that the brakes are properly set on cars on sidings, and when necessary see that the wheels are blocked.

324. Running-switches are prohibited except when absolutely necessary.

325. Enginemen will be particular to have ash pans closed while crossing all bridges and trestles. They will not use steam while passing cotton on platforms or on open cars, when possible to avoid it. They will not clean fire on main track, (except at designated points), near station buildings, nor on frogs or switches. Enginemen must extinguish fire before leaving point where fire is cleaned.

326. Enginemen will guard against accidents likely to occur from stock being on the track, and when stock is killed or injured, report the fact, at the end of each trip, on proper form, to the claim agent, Dallas.

327. All trains will run slow during and immediately after heavy storms, keeping a close lookout for all places that are liable to wash out or slide.

Conductors will promptly advise Superintendent or Train Master by wire when they encounter storms or foggy weather, that all trains may be notified.

328. In cases of severe storms or violent winds, whether by day or by night, section foremen are required to make thorough examination of their sections and see that all is safe. Bridge foremen will also be on hand, ascertain as far as possible the condition of bridges and trestles, and report to the proper officers.

329. Whenever the main track is obstructed, or rendered unsafe, from any cause, a flagman must be sent out in each direction, (whether any train is expected or not), to flag trains in accordance with rules 99(a) to 99(d) inclusive.

Bridge and track gangs must not work within flag limits of each other when possible to avoid it. In cases where it is necessary to do so, a full understanding must be had by both foremen. When trains are flagged by flagmen, enginemen must ascertain positively before proceeding, for what purpose they were flagged, so there can be no possibility of a misunderstanding.

330. All persons are particularly cautioned against standing upright on tops of covered cars while passing through bridges and tunnels.

All employes are hereby notified that there are coal chutes, platforms and other structures located on the main line and on sidings, also structures and platforms belonging to private corporations and persons located on industrial sidings and spurs that will not clear a man riding on the side of car, and all employes must protect themselves from injury in passing such structures.

331. Great care must be used in coupling and uncoupling cars. Do not go between cars unless they are moving at a slow and safe speed, nor attempt to make any coupling unless the drawbars and other coupling appliances are known to be in good order. The greatest care must be observed in making couplings on inside of curves.

332. All persons are strictly forbidden to board engines or cars while they are in too rapid motion.

333. Trainmen and enginemen are required to know the location of derailing switches, and must guard against derailments at such switches.

334. Locomotives, steam shovels, ditchers and similar

machinery and cars with top-heavy loads, should be moved only in slow trains, which must not exceed fifteen (15) miles per hour. When such machinery, etc., are in trains, trainmen must use extra precaution to avoid accident.

Trains handling pile drivers on main line between Denison and Houston and on the San Antonio and Austin Divisions must not exceed 25 miles, Henrietta Division 20 miles and all other divisions and branches 15 miles per hour.

335. The handling of dynamite, gasoline, or other high explosives, in baggage cars is strictly prohibited.

336. Flat cars loaded with logs, piling, poles, or lumber, must be staked and secured in the following manner: stakes to be of good material, large enough to fill the stake pockets, driven down the full width of the sills, and secured at the tops with heavy wire or cleats (one on each side of the stakes) across top of load, and securely nailed with wire nails.

The above will also apply to coal cars, when the load extends above the sides so as to permit a portion of the load to fall off.

When the load extends over two cars, cars must be securely chained together.

337. Open cars loaded with cotton, hay, straw, oil in tank, corn in shuck or other inflammable material, must be placed in train at least eight cars from engine, and cars containing straw or hay bedding in racks or on top, will be placed at least eight cars from engine when practicable.

338. Cars in passenger trains must not be coupled with pins and links. No cars will be handled in such trains unless equipped with steam heating appliances (between October 1st and June 1st), air brakes, passenger trucks, and the straight port type of steam hose coupling.

339. Conductors and enginemen, when they see the telegraph line down, must report the fact to the Superintendent or Train Master from the first open telegraph office, giving location as nearly as possible.

340. When the telegraph wires are down, the section men are expected to have wire and connect them temporarily, and report the fact at nearest telegraph station to the Superintendent or Train Master, giving locality and other particulars.

341. Bridge and track foremen must exercise great watchfulness in the use of hand and push cars. Where, by reason of fog, sharp curves, etc., risk is involved, they must be protected by flagmen against extra trains and engines that may be run at any time of day or night without notice to them, by signals or otherwise.

342. Hand cars must be used only in company service; none but employes in the performance of duty shall be allowed to ride on them.

Foremen must accompany hand cars or designate a responsible member of the gang, who is familiar with the flagging rules, to take charge.

Hand cars shall not be overcrowded or overloaded; man in charge will be held responsible for accidents resulting therefrom.

Men must not be allowed to sit down on hand cars in motion. It must be arranged to have one man looking to the front and one to the rear when cars are in motion or occupying the main track.

Hand cars occupying main track in foggy weather or at night, must display red lights, forward and rear, and in addition, one white light must be carried on the car.

Hand cars must not be attached to trains, and must be kept at least 500 feet in the rear of preceding trains or hand cars, except where necessary to operate a hand and push car or two push cars together.

Reckless running or racing is prohibited.

Care must be used in passing over road and street crossings to prevent frightening teams and injury to persons.

Hand cars must not be left on private or public road crossings, between tracks or at points where liable to cause injury to persons. Hand cars must be locked when not in use.

Instructions governing the operation of hand cars will apply also to push cars.

343. Bridge and track foremen are required to have at all times a copy of 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

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

345. Fireman as well as engineman must watch signals and switches carefully, as frequently the first view can be had from the fireman's side.

346. Conductors will see that the words "Bad Order" are written with chalk on both sides of disabled cars left at stations, and the defect marked with a cross, and make wire report to Superintendent or Train Master, attaching copy to way-bills. If cars are not accompanied by way-bills, deliver copy to agent or operator.

347. Conductors of way freight trains will comply with instructions of agents in placing cars and doing other switching. In case the agent's orders are unreasonable, the fact must be reported to the Superintendent or Train Master. If necessary for any freight train to disturb cars that are being loaded or unloaded, they must be replaced in the same position as found.

348. The doors of covered cars must be kept closed while in transit.

349. All loaded covered cars, except those loaded with coal, coke, ties and wood, must be sealed on both sides and end doors properly secured. The doors of all covered cars, except those loaded with coke, must be kept closed while in transit. Refrigerator cars must have ice box covers, as well as doors, sealed.

350. Car loads of freight received at junction points, to be forwarded without transfer, which bear illegible or indistinct foreign seals, will not be received by this company without notice to the delivering line. If there is no agent of the delivering line at the junction point, M. K. & T. seals may be added over the foreign seals, leaving the latter intact, and the seal records of this company's agent, and of the conductor receiving and handling such car, will show both foreign and M. K. & T. seals. In no case must a foreign seal be disturbed, unless careful check of contents of car is made at receiving point. Junction agents are cautioned to use diligence and care in inspecting seals on transferred cars promptly on delivery of same. Conductors will refuse to receive cars with indistinct or illegible foreign seals, except as above.

351. When work trains tie up, conductors must notify the Superintendent or Train Master by wire, and advise where they intend working and their movements during the following day.

352. Accidents, detention of trains, failure in the supply of water or fuel, or defects in the tracks or bridges, must be promptly reported by telegraph to the Superintendent or Train Master.

353. The use of switch keys other than those furnished by the company is prohibited. Employes must not make, cause or permit to be made, a duplicate of their switch key. A switch key found in the possession of an employe, other than the one issued to him by the company, will be considered sufficient evidence of his violation of this rule.

354. All trains will be governed by Galveston, Houston & Henderson time-table and rules, between Houston and Galveston; by G. H. & S. A. time-table and rules between Southern Pacific Junction and San Antonio; by H & T. C. time-table and rules between H. & T. C. Junction and Austin; by I. & G. N. time-table and rules between Austin and M. K. & T. Junction, one mile north of San Marcos; by Joint Track time-table and rules between Whitesboro and Fort Worth; by V. S. & P. R. R. and K. C. S. Ry. time-tables and rules while on the tracks of these respective companies at Shreveport

355. If an employe should be disabled by sickness or other cause, the right to claim compensation will not be recognized. An allowance, if made, will be a gratuity, justified by the circumstances of the case, and the employe's previous good conduct.

356. No train must exceed a speed of six (6) miles per hour within the yard or city limits of Denison, Bonham, Bells, Greenville, Shreveport, Jefferson, Winnsboro, Sulphur Springs, Lone Oak, Emory, Royse, Rockwall, Dallas, Waxahachie, Italy, Hillsboro, Itasca, Grandview, Alvarado, Cleburne, Fort Worth, Gainesville, St. Jo, Nocona, Henrietta, Wichita Falls, Sherman, West, Waco, Troy, Temple, Little River, Holland, Bartlett, Granger, Georgetown, Taylor, Bastrop, Smithville, LaGrange, Fayetteville, Sealy, Houston, Lockhart and New Braunfels.

357. Enginemen will sound station whistle for all slow flags, and on approaching gangs working under the protection of slow flag will call for signal from foreman (see time-table rule No. 14(j), and the foreman will give either a stop signal, slow signal, or all right ("High-Ball") signal, as the circumstances may require.

358. In switching passenger equipment, air brakes must be used on all cars handled. When switching is completed and before engine is detached, the slack must be taken gently to test couplings.

359. Engines must not be detached from trains while in motion between stations.

360. Engines that are to be used as pushers must be coupled to trains they are to push while such trains are not in motion. When pusher engine is to be uncoupled from moving train, care must be taken to allow the lead engine to pull out all the slack in train before pusher engine is uncoupled. This can be done by gradually decreasing steam used by pusher engine until lead engine pulls out the slack.

Engines acting as pushers must in all cases be detached from their own trains while assisting other trains.

AIR BRAKES.

401. Employes whose duties are connected in any way with the operation of air brakes, will be examined from time to time by the instructor of air-brakes, or other person appointed by the proper authority, as to their qualifications for such duties, and record of such examination preserved.

402. Enginemen, when taking their engines, must see that the air-brake apparatus on engine and tender is in good working order; that the air pump and lubricator work properly; that the governor prevents train pipe pressure exceeding a maximum pressure of seventy (70) pounds; and that an excess pressure of not less than twenty (20) pounds can be maintained in the main reservoir when the handle of the engineer's brake valve is placed in running position; that the engineer's brake valve works properly in all the different positions of the handle.

When starting air pump it must be started slowly, to allow water of condensation to escape gradually, and not force it out by running pump with full steam pressure. Pump must be started slowly and speed increased gradually.

If engine is equipped with cam driver brakes, the piston travel must not be less than two (2) nor more than three (3) inches, and for other type of driver-brakes, not less than four (4) nor more than six (6) inches, and the tender brake piston travel must not be less than five (5) nor more than eight (8) inches. Air-pipes under the tender must be thoroughly blown out through the angle cock.

Main reservoir should be drained of all water, that may have accumulated in same, at the end of each trip.

403. When an engine has been coupled to a train on which the brakes have not been tested, and the train line charged to a maximum pressure, the engineman will notify the trainmen that he is ready to test the brakes. When they are ready, he will make a service application of twenty (20) or twenty-five (25) pounds, (carefully noting the length of time train line exhaust remains open) and leave brakes set until signal to release is given.

As soon as the brakes have applied, one trainman will start from the engine and another from the rear air car, examining carefully the brakes on each car, to see if there are any leaks or other defects, and noting whether piston travel is correct. (Piston travel for freight cars should not be less than five (5) inches, nor more than eight (8) inches.) When they meet, the man from the rear will notify the man from the head end of the train the number and condition of the air brakes examined by him, and the number of non-air cars in the train. They will then give signal to release brakes, and return to the place from which they started, again looking for defects, and will note whether all brakes are released. Head brakeman will then notify the engineman of the number of air brakes in working order, and the number of air brakes cut out, also the number of non-air cars in the train,

For passenger trains, the above tests are to be made by car inspectors, who will notify train and enginemen when test is completed. Piston travel for passenger cars must not be less than seven (7) nor more than nine (9) inches.

All test applications must be made from the engine.

404. After the brakes have been tested as per rule 403, should there be any change in the make up of the train, or air hose be uncoupled for any purpose, the following test will be made: When ready to recouple train, one man will take a position opposite the rear air car. The one recoupling the hose will, as soon as the coupling is made, signal the engineman to apply brakes. When the air on the car back of where the coupling was made applies, he will give signal to release brakes.

When brake on rear air car has released, trainman stationed there will answer by giving release signal.

The man making the coupling will then go to the engine, examining the brakes to see that they are released. When cars have been added to the train, he will, after giving engineman the signal to apply the brakes, examine those on cars added to see that they apply before giving release signal.

Should it be found necessary to make additional application of the brakes, by reason of their failure to apply, or defects discovered, the trainmen will signal the engineman to make another application of the brakes. To prevent the driver and tender brakes sticking, enginemen will have a low train line pressure when coupling engine to train.

405. Conductors and enginemen will not leave a station where the brakes should be tested, until test has been made and they have been notified of their number and condition as per rule 403.

406. Enginemen on passenger trains will make a running test of brakes on leaving terminals, (or wherever safety may demand it) by making a ten pound service application of the brakes, (without closing the throttle), noting the length of time train line exhaust remains open, and release them after speed has been checked sufficiently to test the holding power of the brakes..

Enginemen on freight trains will make a running test of the brakes as soon as practicable after leaving terminals, or where safety demands it, by closing the throttle and making an application of the air, noting the length of time the train line exhaust remains open, and the holding power of the brakes. He will then release them without stopping the train. This test must be made where there is no danger of the train breaking in two.

407. When two or more engines are coupled to a train, the air must be connected through the leading engine. Engineman on leading engine will control and operate the brakes. Engineman on following engine, or engines, must keep pump running and main reservoir charged to maximum pressure, close cut-out cock located in train pipe below brake valve; place brake-valve handle in running position in order that he may quickly operate the brakes if called upon to do so. When necessary to assist in releasing brakes, he will open cut-out cock until brakes are released and then immediately close it. If train line pipe is not provided with cut-out cock, place brake-valve handle on lap position, when a discharge of air occurs from train pipe exhaust, move brake-valve handle to full release for a few seconds, then return to lap position.

408. When double heading on freight trains, engines will be stopped short of water tanks and coal chutes and cut off from train, to take coal and water.

409. With freight trains partially equipped with air-brakes, enginemen, after shutting off steam, must first allow slack of train to run in against engine, and then apply the brakes gradually by a five (5) pound reduction, allowing ample time for any slack that may not yet be taken up, to close in, before another reduction is made. This will avoid rough handling of that portion of the train not equipped with air-brakes. In all cases the brakes must be applied carefully, in order to prevent shocks and damage to cars and lading.

410. In making service stop with a passenger train, enginemen must always release brakes a short distance before coming to a full stop, to prevent shocks at the instant of stopping, but on freight trains, the brakes must not be released until the train has been brought to a full stop.

411. To prevent sliding of wheels, enginemen on passenger trains will make two instead of one application of the brakes in making stops. The first sufficiently heavy to reduce speed, and bring the train under full control, then release and immediately place brake-valve on lap until ready to make second application. (One application means one or more reductions before brakes are released.)

412. If it is found that the brakes are sticking, the brake-valve handle should be moved to a full release for a few seconds, and then returned to running position. If from any cause the brakes are applied suddenly, the brake-valve should be placed on lap until signal to release is given.

413. In applying brakes to steady train upon descending grades, enginemen will use great care to keep the slack of train taken up, release the brakes where the grades or curves will keep the train together, and apply brakes where the grade might allow slack to run out. No excuse will be accepted for rough handling of train.

414. When releasing brakes while train is in motion, they must be released through the entire train, releasing brakes on the head end of train and leaving those on the rear end applied, ("kicking off brakes") must not be practiced. On freight, and long passenger trains, enginemen will place independent driver brake on lap, before releasing brakes, and leave it there until all train brakes have time to release, or train stops. When brakes are released at foot of grades, ample time must be given for air to release and slack to run out before using steam.

415. When the number of air-braked cars are insufficient to handle train with safety, enginemen will notify trainmen, and they will assist with hand-brakes immediately behind the air cars. Caboose hand-brake must be used when the train is backing, but at no other time.

Enginemen on freight trains must know positively that train is not parted, before attempting to make a stop.

416. When a passenger train backs into a station, the conductor will station himself on rear platform, with tail hose properly tested, to enable him to stop, or control speed of train at all times.

The engineman will keep handle of brake valve in running position, and when he feels brake apply, will then place handle of brake-valve on lap position, leaving it there until train comes to a stop, or signal to release is given.

Enginemen will, however, as a matter of extra precaution, when nearing a place where regular stop is to be made, make a light application of the brakes to take up slack, and then place handle of brake-valve on lap. Conductor will make the stop, but both engineman and conductor will be held responsible for running past regular stopping place.

417. To assist enginemen in recharging auxiliary reservoirs on heavy descending grades, trainmen will turn the handles of the pressure retaining valves UP, and see that they are turned DOWN after the bottom of the grade is reached, in which latter position they must always remain while on level track, and when ascending grades. While the prossure retaining valves are in use, the wheels must be watched closely to prevent heating or sliding Special notices will be issued from time to time as to the grades on which these valves are to be used. Trainmen will be held responsible for the sliding of wheels.

418. When slowly approaching water tanks, coal chutes, or short platforms, do not wait until you reach the place where you wish to stop before applying brakes, but make a light application in time to take up the slack before making the stop. This will prevent the liability of an emergency application and injury to passengers.

419. The independent driver brake must not be used in switching.

420. Brakes are fully applied when service reduction of twenty-five (25) pounds has been made. A further reduction is a waste of air.

421. Too frequent applications of the brakes in making stops, or holding trains, reduces their efficiency and must be avoided.

422. Emergency applications of the air must not be made except in actual emergencies, and when used, brake valve must be left in emergency position until train stops, or cause removed.

423. Engines must not be reversed with driver brakes set.

424. Trainmen must not stop freight trains by opening the rear angle cock, except in case of danger. This practice causes much damage to cars and draft appliances. Enginemen will report all stops made in this way.

425. Passenger trains must not leave a terminal with any brakes cut out, without authority from proper officer.

426. When necessary to release brakes by bleeding, open the release valve on auxiliary reservoir until brakes begin to release, then close, but when brakes are to be cut out, the release valve must be held open until all the air has escaped.

427. Every air-brake car in train, which is, or can be put in good order, must be cut in and used. When it is necessary to cut out a car on account of defective brake apparatus, it must be done with the cut-out cock under the car, and not with the angle cock. When brakes are cut out, conductors will notify enginemen.

428. When train parts between air cars, engineman will close throttle at once; after train stops, trainmen will close angle cock on that part of the train attached to engine, and then signal engineman to release brakes. When the cars are again properly coupled, see that the angle cocks are opened.

429. After coupling air hose on cars charged with air, trainmen will carefully open angle cock on train line end next to engine, and then carefully open the other angle cock.

430. If it is discovered that brakes have been set by a hose bursting, after coming to a stop, place brake valve handle in running position so as to assist trainmen in locating the defective hose.

431. Brakes must be fully released on the entire train before detaching the engine.

432. When uncoupling cars or engine, both angle cocks must be closed, and the couplings parted by hand.

433. Each engine must be provided with one extra air-brake hose, and if equipped with air signal, one extra signal hose.

434. Trainmen must know before coupling engines to trains, that all hose are coupled, all hand-brakes released, retaining valve handles turned DOWN, and the handles of all angle and cut-out cocks placed in working position.

435. All defects in air brakes must be noted by conductors on defect cards furnished for that purpose, and delivered to the car inspector immediately on arrival at the end of trip. When there are no defects to report, note on card "Brakes O. K."

436. The air must be fully released upon cars set out from trains on sidings, and hand brakes securely set.

437. The conductor's valve must be used only in case of emergency. When used, the valve should be held open until the train comes to a full stop.

TRAIN AIR SIGNALS.

501. In making up passenger trains, all couplings and car discharge valves must be examined to see that they are tight. Should the car discharge valve on any car be found defective while on the road, it must be cut out and reported on air-brake defect card.

502. In using the air-signal, open the valve for one full second for each intended blast of the signal whistle, and allow two seconds to elapse between pulls.

STEAM HEATING.

511. Before coupling engine to train, all steam hose must be coupled, and the train pipe cocks opened throughout the train.

512. Car inspectors must see that all steam hose are properly coupled, and suspended from chains, before trains leave terminals, so hose will not drag should couplings separate by accident. Trainmen will be held responsible to the end that steam hose remain chained up while cars are in their charge.

On uncoupling steam hose for any purpose, the couplings must be parted by hand, and hung up on second hook on chain provided for that purpose.

513. Immediately after engine is attached to train, and steam hose have been coupled, trainmen will notify enginemen to turn on steam, (a pressure of thirty (30) pounds must be maintained until all pipes are thoroughly blown out) and when steam issues from rear hose, the rear floor cock must be closed, and all drip valves and traps adjusted.

A pressure of fifteen (15) to twenty-five (25) pounds is sufficient to heat a train, in moderate weather, and should be increased according to temperature. Forty-five (45) pounds is the maximum pressure allowed and must not be exceeded.

514. At a distance of one mile from terminal, or other station where engine is to be detached, the rear steam train pipe cock must be opened, and the engineman so notifled by one blast of the air signal, after receiving which, the engineman will allow time enough for the water to be blown out of pipes before shutting off the steam. Trainmen will leave the rear cock open until engines have been changed.

515. Engines equipped with steam heating appliances, must be provided with one extra steam hose for rear end of tender, and one extra hose for use between engine and tender.

516. After rear floor cock has been closed, the direct steam radiators should be blown out, and the drip valve (being the smaller one) should be adjusted so that but little steam escapes with the water.

517. With Standard system, the drip under cars should be opened wide, and steam allowed to blow through for a few seconds, and then closed until very little steam escapes at the end of drip.

518. The temperature of cars using either system, is regulated by the steam inlet valve, which, with the Standard system, is near the Baker heater, and is the top valve in baggage cars, and in coaches is the larger valve of the two under seats on each side of the car.

519. When approaching a station or terminal, where cars are to be laid up, open the rear floor cock, and then starting from rear of train open all valves in steam heat system in the cars to be set out, and leave them open. After these instructions have been carried out, give the engineman signal to shut off steam.

520. On sleeping cars having the McElroy comingler system of steam heat, the dial cock and trap cock, located in Baker heater room, must first be closed, before floor cock is opened, this is to prevent syphoning out the coil, or expansion drum, should check valve be defective.

BAKER HEATERS.

531. Start a slow fire and keep the fire-pot half full of hard coal at all times. The coal must never be allowed to get below the top of the worm. This will give about fifteen (15) inches of fire. Ashes must be kept from under the grate; stove and pipes must be kept clean and in good condition. The inside safety lid should never be opened except to build the fire or to put in coal. Never force the fire by opening the inside safety lid.

532. To increase the heat, open the inside lower damper and close the upper damper. To reduce the heat, close the lower damper and open the upper damper about two inches or according to the amount of heat required. With both dampers closed, the car will not be too warm at any time—never have both open at the same time.

533. In filling the heater pipes be sure that the water contains all the salt it will hold in solution, and that no undissolved salt enters the drum. Open the combination cock on end of drum and pour in water until it runs freely from same. The water should always stand at height of combination cock, which may be tried by opening the cock, but only when the fire is very low, and no pressure on. Pipes should be warm all around before passengers enter the cars.

534. Failure of the heater arises from neglect or mismanagement; generally from allowing fires to run too long without putting in coal, then filling them full and operating the drafts, producing a rapid fire which instead of warming the car, stops the circulation which may cause trouble.

535. With the large amount of piping in the cars, the circulation (which is principally caused by the weight of the column of water falling from the drum into the pipes, and the difference in the weight of a column of cold and hot water,) must necessarily be slow, and a forced fire will do no good, and may cause trouble. A small fire should be kept up in the heater at all times.

536. Passenger cars having Baker heaters must be turned, when practicable, so that the heater will be in the forward end.

PINTSCH GAS.

551. In lighting the lamps, turn the main cock (in the pipe leading from the floor of the car to the ceiling) so that the revolving pin comes into view at "A." To light each lamp, open each globe and turn lamp cock full open, then light the gas and close the globe. After all the lamps are lighted, turn the main cock full open, In lighting for a tunnel the main cock can be left at "A" until the full light is required.

552. To extinguish the light, reduce all flames by partially closing the main cock, extinguish each lamp, and then close the main cock.

553. The reflectors, glasses and mica chimneys must be kept clean. In cleaning the mica great care should be used so as not to damage it. Dust and other substances from the inside surface of the pipes is liable to be carried by the flow of gas to the burner tips and clog them. This causes badly shaped and smoky flames, which may temporarily be corrected by brushing the tips with a small, stiff bristle brush, or by tapping them lightly. Such irregularities should be reported to the proper person, and the trouble permanently corrected by taking off the burner cluster, removing the dirt and substituting new tips if necessary.

554. Leaks will generally be discovered by the smell of escaping gas. The exact location may be ascertained by covering the suspected pipes or fittings with a little soap suds.

555. All repairs to lamps, burners and other apparatus, and regulation of the flames must have prompt attention and be reported to proper officer.

556. In filling car receivers, clean all the bearing surfaces of the unions before applying hose couplings to valves, so as to prevent leakage through imperfect joints. If doubtful as to the dryness or cleanliness of the inside of the hose, allow the gas to blow through it for a second before attaching to car. After the hose is connected, open the valve on the car, read and record the indication of the guage, then open the valve on the pipe line and allow the gas to flow into the receivers. When the guage indicates ten (10) atmospheres, shut both valves, closing the one on the car last.

557. The strictest economy in the use of gas must be exercised by all employes concerned.

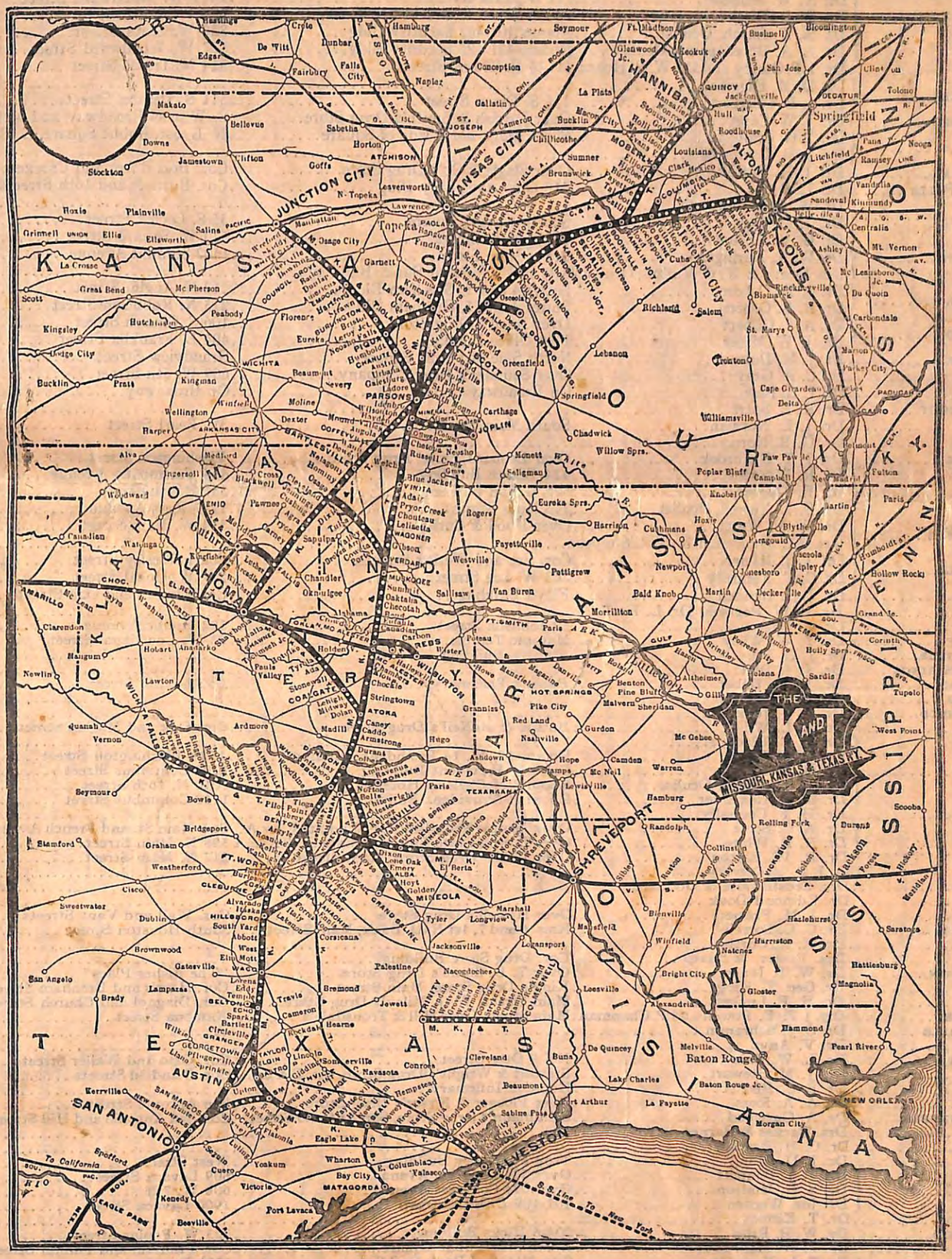
TEXAS STATE LAWS GOVERNING RAILROAD EMPLOYES.

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

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

Art. 4232. A bell of at least thirty pounds weight and a steam whistle shall be placed on each locomotive engine, and the whistle shall be blown and the bell rung the distance of at least eighty rods from the place where the railroad shall cross any public road or street; and that such bell shall be kept ringing until it shall have crossed such public road or stopped; and each locomotive engine approaching a place where two lines of railway cross each other shall, before reaching such railway crossing, be brought to a full stop. And any engineer having charge of such engine and neglecting to comply with any of the provisions of this Act, shall be fined in any sum not less than five nor more than one hundred dollars for such neglect; and the corporation operating such railway shall be liable for all damages which shall be sustained by any person by reason of any such neglect. Provided, however, that the full stop at such crossings may be discontinued when the railroads crossing each other shall put into full operation at such crossing an interlocking switch and signal apparatus, and shall keep a flagman in attendance at such crossing.

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