

ATCHISON, TOPEKA & SANTA FE R. R. CO.

TIME SCHEDULE

No. 6,

TO TAKE EFFECT WEDNESDAY, DEC. 26, 1883, AT 12:05 O'CLOCK, A. M.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY.

"Central" Time, which is 9 minutes FASTER than "Jefferson City" Time, is standard time for points East of Dodge City.
 "Mountain" Time, which is 51 minutes SLOWER than "Jefferson City" Time, is standard time for points West of Dodge City.

CHANGE HAS BEEN MADE IN RULE 28.

PREVIOUS TIME SCHEDULES ARE VOID.

CONDENSED TIME TABLE.

	7	5	3	1		2	4	6	8
10:40 pm			10:10 pm	10:00 am	Leave. KANSAS CITY. Arrive.	5:45 pm	5:30 am		5:00 pm
			10:25 pm	10:25 am	Leave. ATCHISON. Arrive.	5:25 pm	5:10 am		
10:25 am			3:50 am	4:25 pm	Arrive. EMPORIA. Arrive.	11:50 am	11:20 pm		5:25 am
5:20 pm			7:50 am	8:30 pm	Arrive. HALSTEAD. Arrive.	7:55 am	7:43 pm		10:50 pm
5:30 am			2:36 pm	3:10 am	Arrive. DODGE. Arrive.	12:47 am	12:15 pm		7:45 am
2:55 am			12:01 am	1:15 pm	Arrive. PUEBLO. Leave.	1:50 pm	2:00 am		11:30 am
7:30 am			4:10 am	5:45 pm	Arrive. RATON. Arrive.	8:45 am	7:40 pm		7:30 am
7:35 am			6:30 pm	8:30 am	Arrive. ALBUQUERQUE. Leave.	6:30 pm	5:25 am		10:40 am
5:30 am			6:45 am		Arrive. DEMING. Leave.		7:00 pm		2:00 pm
6:35 am			7:40 am		Arrive. EL PASO. Leave.		5:30 pm		7:50 am

EASTERN DIVISION.

MAIN LINE.

TIME SCHEDULE No. 6. Dec. 26, 1883.		Telegraph Station.	Capacity of Stamps.	EASTWARD.									
				2. Atlantic Express.	4. New York Express.	8. Emigrant.	10. Colo. Thro. Frt. and Stock	12. Through Frt	14. Way Freight.	16. Way Freight.	18. Coal.	20. L. T. & S. W. Accom'n.	
STATIONS.		No. Cars.	First Class.	First Class.	Second Class.	Second Class.	Second Class.	Third Class.	Third Class.	Third Class.	Second Class.		
Arrive.			A	A	A	A	A	B			B		
ATCHISON. 6.4		N	556	5:25 pm	5:10 am		2:00 am	2:15 pm					
*PARNELL. 4.3			34	5:07	4:50		1:25	1:36					
CUMMINGS. 6.0			42	4:54	4:36		1:03	1:10					
NORTONVILLE. 3.6		T	38	4:36	4:17		12:30	12:33					
*NICHOLS. 5.7			46	4:26	4:06		12:10 am	12:10 pm					
VALLEY FALLS. 8.8		N	78	4:10	3:49		11:37	11:35					
ROCK CREEK. 4.5		T	40	3:43	3:22		10:54	10:07					
MERIDEN. 1.0		N	55	3:30	3:07		10:33	9:25					
MERIDEN JUNC. 9.2				3:26	3:02		10:27	9:17			7:30 am		
NORTH TOPEKA. 1.0		T	111	3:00	2:35		9:40	8:07			7:05		
↑ TOPEKA. 6.8		N	2840	2:55 pm 2:35 pm	2:30 am 2:15 am	11:30 am 10:50 am	9:35 pm 8:25 pm	3:10 am 2:35 am	8:00 am 11:25 am		7:00 am		
*PAULINE. 5.4		N	104	2:16	1:57	10:19	7:54	2:06	10:37		B		
WAKARUSA. 4.9		N	140	2:04	1:43	9:53	7:28	1:43	10:12				
CARBONDALE. 3.9		N	215	1:51	1:31	8:32	7:06	1:20	9:40				
SCRANTON. 5.3		N	744	1:41	1:20	9:13	6:46	1:00	9:13		3:50 3:30		
BURLINGAME. 5.4		N	169	1:28	1:06	8:50	6:20	12:33	8:35		2:46 2:30		
PETERTON. 2.7			172	1:15	12:53	8:27	5:55	12:07 am	8:00		1:37		
OSAGE CITY. 5.4		N	448	1:03	12:45	8:15	5:40	11:52	7:32		1:03 12:45		
*BARCLAY. 6.2		N	53	12:55	12:31	7:50	5:15	11:30	6:41		12:13 pm		
READING. 8.0		N	90	12:38	12:15 am	7:20	4:45	11:01	6:04		11:35 11:15		
*HORTON. 6.4		N	94	12:18	11:54	6:40	4:05	10:25	5:10		9:50		
EMPORIA JUNC. 0.8		T	228	12:03 pm	11:38	6:10	3:34	9:59	4:35		9:05		
EMPORIA. Le. Ar.		N	1074	11:59 am 11:50 am	11:35 pm 11:20 pm	6:05 am 5:25 am	3:30 pm 2:55 pm	9:55 pm 9:25 pm	4:30 am 9:20 pm		9:00 am		
				A	A	A	A	A	B		B		

EASTERN DIVISION.

KANSAS CITY BRANCH.

WESTWARD.

												Capacity of Sidings.	Distance from Kansas City.	TIME SCHEDULE No. 6, Dec. 26, 1883.	Telegraph Stations.	
17.	15.	7.	3.	1.	33.	31.	29.	27.	23.	21.						
South'n Kans. Freight.	South'n Kans. Freight.	South'n Kans. Freight.	South'n Kans. Passenger.	South'n Kans. Mail.	Way Freight.	Through Freight.	Colorado Thro. Freight.	Emigrant.	Colorado and Utah Express.	San Francisco Express.	No. Cars.	Miles.	STATIONS.			
Second Class.	Second Class.	Second Class.	First Class.	First Class.	Third Class.	Second Class.	Second Class.	Second Class.	First Class.	First Class.	920		Leave. KANSAS CITY.		N	
B	B	D	A	B	B	A	A	A	A	A	1546	4.6	ARGENTINE.		N	
7:30 pm	4:12 pm	3:00 am	4:12 *	10:02 *	4:10 am	12:15 am	8:20 pm	11:00 11:45	10:22	10:12	56	7.0	*TURNER.		T	
7:42	4:25	3:15	4:18 *	10:09 *	4:24	12:30	8:32	11:59	10:27	10:19	62	13.4	HOLLIDAY.		N	
8:10 pm	4:52 pm	3:50 am	4:34 pm	10:25 am	4:56	1:05	9:04	12:25 am	10:43	10:36	41	15.1	*CHOTEAU.		N	
B	B	D	A	B	5:09	1:17	9:13	12:33	10:46	10:40	56	17.3	*WILDER.		T	
					5:29	1:40	9:24	12:44	10:53	10:47	120	23.5	CEDAR JUNCTION.		N	
					6:20	2:14	9:54	1:11	11:07	11:04	15	24.8	*DE SOTO.		T	
					6:27	2:20	10:00	1:15	11:10	11:07	123	32.8	HUDORA.		N	
					7:17	3:04	10:40	1:50	11:27	11:28	199	39.9	LAWRENCE.		N	
					8:00 8:37	3:42 4:00	11:16	2:22	11:45 11:50	11:48 11:53	59	46.5	*LAKE VIEW.		N	
					9:20	4:42	11:44	2:50	12:06 am	12:10 pm	99	51.2	LECOMPTON.		N	
					9:51	5:07	12:05 am	3:12	12:17	12:22	54	54.5	*GLENDALE.		N	
					10:11	5:25	12:18	3:26	12:26	12:30	59	59.0	*SPENCER.		N	
					10:40	5:49	12:36	3:47	12:36	12:40	58	62.3	*TECUMSEH.		N	
					11:01	6:05	12:50	4:05	12:44	12:43	2840	66.5	Ar. Le. TOPEKA.		N	
					11:30 am 1:35 pm	6:30 am 7:15 am	1:10 am 2:35 am	4:30 am 5:30 am	12:55 am 1:10 am	1:00 pm 1:25 pm						
					B	A	A	A	A	A						

All passenger trains must approach Holiday under perfect control.

All freight trains must come to a full stop and know that the main track is clear before passing Southern Kansas switch at Holiday.

PLEASANT HILL BRANCH.

HOWARD BRANCH.

WESTWARD.				EASTWARD.				WESTWARD.				EASTWARD.			
41.		Distance from Pleasant Hill.	TIME SCHEDULE No. 6, Dec. 26, 1883.	Telegraph Stations.	Capacity of Sidings.	42.		Distance from Emporia.	TIME SCHEDULE No. 6, Dec. 26, 1883.	Telegraph Stations.	Capacity of Sidings.	54.			
Freight and Accom'n.	First Class.					Freight and Accom'n.	First Class.					Freight and Accom'n.	First Class.		
B	6:25 am		Leave. Arrive.	N	41	B	5:30 pm			N	1074	B	9:20 pm		
	6:35	2.0	PLEASANT HILL.				5:20				53		8:24		
	7:30	11.5	MO. PACIFIC JUNC.	T	34		4:20			T	49		7:35		
	8:00	16.3	RAYMORE.	T	46		3:47			T	39		6:36		
	8:53	25.3	BELTON.	T	18		2:50			T	101		5:31		
	9:07	28.6	STANLEY.	T	18		2:35			T	52		4:47		
	9:35	32.8	MORSE.	T	18		2:03			T	97		4:15		
	9:40	34.4	F.T.S.&SO.KAS.JUN.	N	107		1:55			T	18		3:57		
	10:45 am	44.9	OLATHE.	N	107		12:45 pm			T	103		3:20 pm		
			CEDAR JUNCT'N.	N	120					T					
B			Arrive. Leave.			B							B		

EASTERN DIVISION.

KANSAS CITY BRANCH.

TIME SCHEDULE			EASTWARD.														
No. 6. Dec. 26, 1883.			Stations.	Capacity of Coaches to Arrive	22. Atlantic Express.	24. New York Express.	28. Emigrant.	30. Colo. Thro. Frt. and Stock	32. Thro. Freight	34. Way Freight.	2. South'n Kans. Mail.	4. South'n Kans. Passenger.	8. South'n Kans. Freight.	16. South'n Kans. Freight.	18. South'n Kans. Freight.		
STATIONS.			No. Cars.	First Class.	First Class.	Second Class.	Second Class.	Second Class.	Third Class.	First Class.	First Class.	Second Class.	Second Class.	Second Class.			
Arrive. KANSAS CITY.			N	920	A 5:45 pm	A 5:30 am	A 5:00 pm	A A	A A	B B	B 5:25 pm	A 9:50 am	D D	D D	D D		
	4.6		N	1546	5:33	5:18	4:40	3:00 am	7:45 am	3:45 pm	5:13 *	9:39 *	1:50 am	7:25 am	7:05 am		
	2.4		T	56	5:26	5:11	4:25 4:13	2:43	7:33	3:27	5:06 *	9:32 *	1:37	7:11	6:50		
	6.4		N	62	5:11	4:56	3:49	2:05	7:05	2:46	4:52 pm	9:20 am	1:05 am	6:40 am	6:10 am		
	1.7		T	41	5:07	4:52	3:40	1:55	6:57	2:35	B	A	D	D	D		
	2.3		T	56	5:01	4:45	3:30	1:40	6:46	2:20	All passenger trains must approach Holliday under perfect control.	All freight trains must come to a full stop and know that the main track is clear before passing Southern Kansas switch at Holliday.					
	6.2		N	120	4:45	4:29	3:00	1:11	6:20	1:39							
	1.3		T	15	4:42	4:26	2:54	1:05	6:14	1:30							
	8.0		N	113	4:22	4:05	2:15	12:23 am	5:40	12:35 pm							
	7.1		N	199	4:05 4:00	3:47 3:42	1:43	11:45 11:16	5:10	11:43 11:09							
	6.6			59	3:44	3:24	1:10	10:49	4:42	10:23							
	4.7		N	99	3:33	3:12	12:46	10:29	4:22	9:51							
	3.3			54	3:24	3:03	12:30	10:15	4:06	9:27							
	4.5			59	3:13	2:52	12:09 pm	9:57	3:47	8:55							
	3.4			58	3:06	2:43	11:53	9:44	3:34	8:32							
	4.2		N	2840	2:55 pm 2:35 pm	2:30 am 2:15 am	11:30 am 10:50 am	9:25 pm 8:25 pm	3:10 am 2:35 am	8:00 am 11:25 am							
					A	A	A	A	A	B							

M. A. & B. RAILWAY.

L. T. & S. W. RAILWAY.

WESTWARD.				TIME SCHEDULE				EASTWARD.			
1. Mail and Passenger.		Distance from Burlingame.	Station No.	No. 6, Dec. 26, 1883.		Telegraph Stations.	Capacity of Stages.	2. Mail and Passenger.			
First Class.	Miles.	STATIONS.		No. Cars.	First Class.						
B	3:00 pm		46	Leave.	Arrive.	N	160	B	1:15 pm		
	3:39	8.5	D9	* BURLINGAME.	8.5		33		12:34 pm		
	4:23	18.1	D18	* HARVEYVILLE.	9.6	T	33		11:47		
	4:55	25.5	D25	* BISMARCK.	7.4		33		11:13		
	5:33	33.8	D34	ALMA.	8.3	T	60		10:33		
	5:47	37.0	D37	FAIRFIELD.	3.2		33		10:17		
	6:07	42.0	D42	* PAVILION.	5.0		5		9:57		
	6:25	45.2	D45	WABAUNSEE.	3.2		40		9:38		
		49.3		* ZEANDALE.	4.1						
	7:15 pm	56.4	D56	MANHATTAN.	7.1	N	130		8:45 am		
	B			Arrive.	Leave.			B			

Trains must not cross Mill Creek Bridge at Alma and Kaw River Bridge at Manhattan at greater speed than eight miles per hour.

Conductors of L. T. & S. W. Ry., running between Topeka and Meriden Junction, must be governed by Main Line Time Card. Yard Limits, Leavenworth, extend from Missouri Pacific Junction to West End Station, No. (2) Two. All trains and engines must be under full control in Leavenworth yard, and must use extra caution in passing through cut at Ohio Avenue Crossing. Work Trains must not proceed east of East End Station, No. (1) One, without orders.

WESTWARD.			TIME SCHEDULE			EASTWARD.		
19. Accom'n.		Distance from Leavenworth.	No. 6, Dec. 26, 1883.		Telegraph Stations.	20. Accom'n.		
Second Class.	Miles.	STATIONS.	No. Cars.	Second Class.				
B	3:30 pm	.0	Leave.	Arrive.	T	B	11:30 am	
	4:15	8.7	* BOLINGS.	8.7			10:45	
	4:38	12.2	* STRANGER.	3.5			10:22	
	4:52	15.7	* SPRINGDALE.	3.5			10:08	
	5:18	20.8	McLOUTH.	5.1	T		9:42	
	5:41	25.3	* McINTOSH.	4.5			9:19	
	5:56	28.0	OSKALOOSA.	2.7	T		9:04	
	6:42	37.0	OSAWKEE.	9.0	T		8:18	
	7:25	45.0	MERIDEN.	8.0	N		7:35	
	7:30	45.8	MERIDEN JUNC'N.	0.8			7:30	
	7:55	55.3	NORTH TOPEKA.	9.5	T		7:05	
	8:00 pm	56.3	TOPEKA.	1.0	N		7:00 am	
	B		Arrive.	Leave.		B		

Conductors must closely observe register at Meriden Junction, and know that all A. T. & S. F. Trains of same or superior class, bound in either direction, then due, have passed, before entering upon A. T. & S. F. track.

All trains must reduce speed to 5 miles per hour between East End of Bridge 46, and West End of Bridge 47. East Bound Trains must be under control in running through Chart Out, and Road Crossing Signals must be properly sounded.

MIDDLE DIVISION.

MAIN LINE.

WESTWARD.

WESTWARD.										Capacity of Stages.	Distance from Atchison.	TIME SCHEDULE No. 6, Dec. 26, 1883.	Telegraph Station.
92. St. L. & S. F. Freight.	90. St. L. & S. F. Passenger.	15. Way Freight.	13. Way Freight.	11. Through Freight.	9. Colorado Thro. Freight.	7. Emigrant.	3. Colorado and Utah Express.	1. San Francisco Express.	No. Cars.				
Second Class.	First Class.	Third Class.	Third Class.	Second Class.	Second Class.	Second Class.	First Class.	First Class.	1074	111.7	Ar. Le. EMPORIA.	N	
A	A		B 8:30 pm 3:35 am	A 12:55 pm 2:00 pm	A 7:15 am 7:45 am	A 10:25 am 11:00 am	A 3:50 am 4:05 am	A 4:25 pm 4:40 pm	56	118.3	6.6 *PHILLIPS.		
			4:20	2:30	8:14	11:35	4:20	4:55	67	121.1	2.8 *PLYMOUTH.		
			4:45	2:41	8:25	11:50	4:27	5:03	82	123.4	2.3 SAFFORD.	N	
			5:00	2:52	8:35	12:01 pm	4:33	5:07		126.2	2.8 *ELLINOR†		
									240	131.6	5.4 STRONG CITY.	N	
			6:00 7:00	3:29	9:10	12:36	4:52	5:26	104	138.3	6.7 ELMDALE.	N	
			7:39	4:00	9:37	1:07	5:07	5:43		145.6	7.3 *CRAWFORD.	T	
			8:22	4:30	10:06	1:40	5:25	5:59	52	150.5	4.9 *CEDAR GROVE.	T	
			8:50	4:53	10:25	2:03	5:36	6:10	96	156.7	6.2 †FLORENCE.	N	
			9:30 10:05	5:20 5:45	10:50 10:55	2:30	5:51 5:56	6:25 6:30	742	163.7	7.0 *HORNERS.		
			10:40	6:30	11:24	2:59	6:11	6:46	58	168.3	4.6 PEABODY.	N	
			11:06 11:45	6:58	11:45	3:17	6:23	6:58	203	178.3	10.0 WALTON.	T	
			12:50 pm	7:46	12:35 pm	4:00	6:49	7:25	114	185.1	6.8 †NEWTON.	N	
			1:30 2:30	8:25 9:00	1:05 1:10	4:30 4:45	7:05 7:25	7:40 8:05	999	194.0	8.9 HALSTEAD JUNC.		
			3:15	9:55	1:41	5:15	7:47	8:27		194.5	0.5 HALSTEAD.	N	
4:10 pm	7:32 pm		3:20	10:00 10:50	2:00	5:20 5:55	7:50 7:55	8:30 8:45	650	203.8	9.3 BURTON.	N	
4:15 pm A	7:35 pm A		4:05	11:45	2:33	6:33	8:15	9:07	239	211.2	7.4 *KENT.	N	
			4:55	12:27 am	3:01	7:06	8:33	9:26	58	218.2	7.0 HUTCHINSON.	N	
			6:00	1:05	3:25	7:36	8:49	9:44	224	223.5	5.3 *SALEM.		
			6:37	1:35	3:45	8:00	9:03	9:56	55	229.0	5.5 Ar. Le. NICKERSON.	N	
			7:10 pm 4:20 am B	2:05 am 2:35 am A	4:05 pm 4:15 pm A	8:25 pm 8:45 pm A	9:15 am 9:20 am A	10:10 pm 10:15 pm A	1136				

ARKANSAS CITY BRANCH.

WESTWARD.				Distance from Mulvane.	TIME SCHEDULE No. 6, Dec. 26, 1883.	Telegraph Station.	Capacity of Stages.	EASTWARD.	
603. Freight.	601. Express.							602. Express.	604. Freight.
Second Class.	First Class.	Miles.			STATIONS.		No. Cars.	First Class.	Second Class.
B	B				Leave. Arrive.			B	B
5:45 pm	11:25 am				MULVANE.	T	136	4:30 pm	9:45 am
6:35	11:57	10.0			UDALL.	T	56	3:57	8:40
7:00	12:12 pm	14.9			*SEELY.	T	49	3:40	8:00
7:45	12:37	22.8			WINFIELD.	T	239	3:14	7:15
9:00 pm	1:15 pm	35.6			ARKANSAS CITY.	T	424	2:35 pm	6:00 am
B	B				Arrive. Leave			B	B

MIDDLE DIVISION.

MAIN LINE.

TIME SCHEDULE				EASTWARD.												
No. 6, Dec. 26, 1883.				2.	4.	8.	10.	12.	14.	16.	89.	91.				
STATIONS.				Atlantic Express.	New York Express.	Emigrant.	Colo. Thro. Frt. and Stock.	Thro. Freight.	Way Freight.	Way Freight.	St. L. & S. F. Passenger.	St. L. & S. F. Freight.				
				First Class.	First Class.	Second Class.	Second Class.	Second Class.	Third Class.	Third Class.	First Class.	Second Class.				
				A	A	A	A	A	B		A	A				
EMPORIA. Le. Ar.	N	1074		11:59 am 11:50 am	11:35 pm 11:20 pm	6:05 am 5:25 am	3:30 pm 2:55 pm	9:55 pm 9:25 pm	4:30 am 9:20 am							
*PHILLIPS. 6.6		56		11:35	11:05	4:55	2:30	8:56	8:43							
*PLYMOUTH. 2.8		67		11:29	10:59	4:45	2:18	8:46	8:27							
SAPFORD. 2.3	N	82		11:23	10:53	4:33	2:07	8:36	8:15							
*ELLINOR.† 2.8																
5.4																
STRONG CITY. 6.7	N	240		11:06	10:34	3:58	1:35	8:05	7:30 6:30							
ELMDALE. 7.3	N	104		10:51	10:17	3:28	1:07	7:38	5:43							
*CRAWFORD. 4.9	T	52		10:35	10:02	2:56	12:40	7:10	5:00 4:30							
*CEDAR GROVE. 6.2	T	96		10:25	9:50	2:34	12:22 pm	6:50	3:56							
†FLORENCE. 7.0	N	742		10:10 10:05	9:35 9:30	2:06	11:59 11:50	6:25 5:45	3:15 2:30							
*HORNERS. 4.6		58		9:47	9:14	1:35	11:24	5:15	1:57							
PEABODY. 10.0	N	203		9:35	9:04	1:15	11:06	4:55	1:36							
WALTON. 6.8	T	114		9:12	8:41	12:31	10:31	4:00	12:50 12:35 pm							
†NEWTON. 8.9	N	999		8:55 8:35	8:25 8:05	12:01 am 11:55 pm	10:05 9:50	3:20 2:30	11:59 11:20							
HALSTEAD JUNC. 0.5				8:13	7:45	11:15	9:14	1:50	10:30		8:18 am	12:05 pm				
HALSTEAD. 9.3	N	650		8:10 7:55	7:42	11:10 10:50	9:10 8:55	1:45	10:25		8:15 am A	12:01 pm A				
BURRTON. 7.4	N	239		7:36	7:23	10:05	8:15	1:00	9:25							
*KENT. 7.0		58		7:19	7:06	9:26	7:37	12:25 pm	8:33							
HUTCHINSON. 5.3	N	224		7:05	6:51	8:37	7:05	11:50	7:05							
*SALEM. 5.5		55		6:53	6:37	8:00	6:39	11:25	6:31							
NICKERSON. Le. Ar.	N	1138		6:40 am 6:20 am	6:25 pm 6:20 pm	7:35 pm 7:10 pm	6:15 am 5:45 am	11:00 am 10:20 am	6:00 am 5:20 am							
				A	A	A	A	A	B							

A. T. & S. F. R. R. COÖPERATING H. C. R. R.

WESTWARD.				Distance from Halstead. Miles.	TIME SCHEDULE			EASTWARD.			
No. 6, Dec. 26, 1883.					STATIONS.	Station.	Capacity of Seating. No. Cars.	90.		92.	
S. L. & S. F. Freight.		S. L. & S. F. Passenger.						S. L. & S. F. Passenger.		S. L. & S. F. Freight.	
Second Class.	First Class.	Second Class.	First Class.	Leave.	Arrive.	First Class.	Second Class.	First Class.	Second Class.		
A	A	A	A	HALSTEAD.		N	650	A	A		
12:01 pm	8:15 am	12:05	8:18	0.5	HALSTEAD JUNC.			7:35 pm	4:15 pm		
12:40	8:33	12:45 pm	8:35 am	7.7	7.3	SEDGWICK JUNC.		7:32	4:10		
				0.2	0.2	SEDGWICK CITY.	N	252	7:17	3:40	
								7:15 pm	3:35 pm		
A	A	A	A	Arrive.	Leave.			A	A		

St. L. & S. F. trains will keep a sharp lookout for main line trains between Halstead Junction and Halstead, and will register at Wichita, Sedgwick City and Halstead. At night, and in stormy and foggy weather, St. L. & S. F. trains will protect themselves by signals between Halstead and Halstead Junction.

MIDDLE DIVISION.

MAIN LINE.

WESTWARD.						Distance from Action.	TIME SCHEDULE No. 6, Dec. 26, 1883.	Telegraph Stations.	Capacity of Stations.	EASTWARD.					
13. Way Freight.	11. Thro. Freight.	9. Colorado Thro. Fr't.	7. Emigrant.	5. Colorado and Utah Express.	1. San Francisco Express.					2. Atlantic Express.	4. New York Express.	8. Emigrant.	10. Colo. Thro. Fr't. and Stock.	12. Thro. Freight.	14. Way Freight.
Third Class.	Second Class.	Second Class.	Second Class.	First Class.	First Class.	Miles.	STATIONS.	No. Cars.	First Class.	First Class.	Second Class.	Second Class.	Second Class.	Third Class.	
B 7:10 pm 4:20 am	A 2:05 am 2:35 am	A 4:05 pm 4:15 pm	A 8:25 pm 8:45 pm	A 9:15 am 9:20 am	A 10:10 pm 10:15 pm	229.0	Ar. NICKERSON. Le. 7.7	N	1136	A 6:40 am 6:35 am	A 6:25 pm 6:20 pm	A 7:35 pm 7:10 pm	A 6:15 am 5:45 am	A 11:00 am 10:20 am	B 6:00 am 5:20 pm
5:10	3:14	4:45	9:15	9:37	10:33	236.7	STERLING. 6.1	N	182	6:18	6:03	6:35	5:10	9:37	4:45
6:05	3:44	5:11	9:38	9:53	10:47	242.8	*ALDEN. 6.2		58	6:05	5:48	6:05	4:43	8:57	4:06
6:30	4:13	5:35	10:02	10:07	11:02	249.0	RAYMOND. 10.5	N	111	5:52	5:35	5:35	4:13	8:20	3:35
7:20	5:26	6:10	10:41	10:33	11:26	259.5	ELLINWOOD. 10.1	N	837	5:26	5:11	4:43	3:23	7:20	2:30
8:19	6:27	6:45	11:19	10:56	11:50	269.6	GREAT BEND. 7.6	N	282	5:08	4:47	3:53	2:33	6:27	1:10
9:06	7:09	7:12	11:48	11:16	12:10 am	277.2	*DUNDEE. 5.8		53	4:46	4:30	3:13	1:56	5:50	12:07 pm
9:35	7:35	7:30	12:10 am	11:23	12:23	283.0	PAWNEE ROCK. 5.9	T	128	4:33	4:16	2:45	1:27	5:23	11:28
10:30	8:20	8:00	12:44	11:50	12:44	291.9	LARNED. 10.8	N	108	4:12	3:56	2:01	12:44 am	4:40	10:30
11:40	9:15	8:36	1:31	12:15 pm	1:09	302.7	GARFIELD. 6.7	N	117	3:47	3:32	1:05	11:45	3:47	9:15
12:32 pm	9:46	8:59	2:00	12:32	1:24	309.4	*NETTLETON. 7.1		66	3:33	3:16	12:32	11:10	3:10	8:32
1:30	10:21	9:23	2:30	12:50 1:10	1:42	316.5	† KINSLEY. 8.1	N	210	3:17	3:00 2:40	12:01 pm 11:40	10:32	2:30	7:46
2:23	11:00	9:50	3:00	1:29	2:00	324.6	OPPERLE. 5.8	T	115	3:00	2:23	11:00	9:50	2:00	6:55
2:55	11:27	10:11	3:30	1:43	2:14	330.4	*BELLEFONT. 5.6		58	2:44	2:12	10:36	9:26	1:34	6:17
3:25	11:59	10:32	4:00	1:59	2:30	336.0	SPEARVILLE. 8.9	N	103	2:30	1:59	10:13	9:03	1:11	5:40
4:10	12:42 pm	11:04	4:46	2:17	2:52	344.9	*RIDGWAY. 7.6		61	2:10	1:39	9:36	8:27	12:34	4:46
4:45 pm	1:20 pm 12:50 pm	10:40 pm	5:30 am 4:55 am	2:36 pm 1:41 pm	3:10 am 2:15 am	352.5	Ar. DODGE CITY Le. 7.6	N	561	1:52 am 12:47 am	1:20 pm 12:15 pm	9:05 am 7:45 am	7:55 pm 6:30 pm	12:01 am 10:40 pm	4:05 am
B	A	A	A	A	A					A	A	A	A	A	B

CALDWELL BRANCH.

WESTWARD.					Distance from Newton.	TIME SCHEDULE No. 6, Dec. 26, 1883.	Telegraph Stations.	Capacity of Stations.	EASTWARD.				
91. S. L. & S. F. Freight.	89. S. L. & S. F. Passenger.	87. Thro. Freight.	85. Freight and Accommodation.	83. Through Exp.					84. Through Exp.	86. Freight and Accommodation.	88. Thro. Freight and Stock.	90. S. L. & S. F. Passenger.	92. S. L. & S. F. Freight.
Second Class.	First Class.	Second Class.	Second Class.	First Class.	Miles.	STATIONS.	No. Cars.	First Class.	Second Class.	Second Class.	First Class.	Second Class.	
A	A	B 1:30 pm	B 8:45 pm	B 9:00 am		Leave. NEWTON. Arrive.		B 6:50 pm	D 8:50 am	B 3:00 pm	A 7:17 pm	A 3:40 pm	
12:40 pm	8:33 am	2:13	9:32	9:25	9.9	SEDGWICK JUNC. 9.9		6:24	7:52	2:18	7:15	3:35	
12:45	8:35	2:15	9:34	9:27	10.1	SEDGWICK CITY. 0.2	N	237	6:22	7:50	2:15	7:00	
1:20	8:50	3:00	10:04	9:45	16.5	*VALLEY CENTER. 6.4	T	114	6:04	7:15	1:20	7:00	
2:15 pm	9:15 am	3:45 4:05	10:55 pm B	10:17 10:22	27.1	WICHITA. 10.6	N	431	5:35 5:30	6:20 am D	12:20 pm 11:55 am	6:35 pm	
A	A	4:57		10:56	37.9	DERBY. 10.8	T	103	4:57		10:56	A	
		5:20 5:40		11:15 11:20	42.7	MULVANE. 4.8	T	136	4:40 4:35		10:20 10:00	A	
		6:06		11:36	48.6	BELLE PLAINE. 5.9	T	97	4:16		9:15		
		6:31		11:53	53.7	CICERO. 5.1		5	4:02		8:39		
		7:00		12:07 pm	59.0	WELLINGTON. 5.3	T	184	3:44		8:00		
		7:45		12:31	68.9	*PERTH. 9.9	T	56	3:13		7:00		
		8:40 pm		1:10 pm	80.5	CALDWELL. 11.6	N	152	2:40 pm		6:00 am		
		B		B		Arrive. CALDWELL. Leave.		B		B			

MIDDLE DIVISION.

McPHERSON BRANCH.

WESTWARD.			Distance from Florence.	TIME SCHEDULE No. 6, Dec. 26, 1883.	Telegraph Stations.	Capacity of Seating.	EASTWARD.	
73. Acc'modation.	71. Freight and Passenger.	72. Freight and Passenger.					74. Acc'modation.	
First Class.	Second Class.	Miles.	STATIONS.	No. Cars.	Second Class.	First Class.		
B 6:15 am	B 6:35 pm		Leave. FLORENCE. Arrive. 10.2	N	742	B 10:00 am	B 6:10 pm	
7:12	7:25	10.2	MARION CENTER. 10.5	T	110	9:06	5:10	
8:15	8:16	20.7	HILLSBORO. 5.8	T	127	8:15	4:05	
8:50	8:44	26.5	LEHIGH. 7.8	T	86	7:35	3:30	
9:40	9:22	34.3	CANTON. 5.8	T	75	6:55	2:45	
10:03	9:49	40.1	GALVA. 7.5	T	89	6:27	2:05	
11:05	10:25 pm	47.6	McPHERSON. 6.3	T	225	5:50 am	1:20	
11:35		53.9	CONWAY. 6.9	T	51	B	1:00	
12:20 pm	B	60.8	LEEDS. 5.6	T	43		11:40	
12:56		66.4	LITTLE RIVER. 5.9	T	56		11:05	
1:27		72.3	MITCHELL. 6.0		49		10:33	
2:00		78.3	LYONS. 7.9	T	120		10:00	
2:30		86.2	CHASE. 12.5	T	93		9:19	
3:05		98.7	ELLINGWOOD.	N	837		8:20 am	
4:00 pm	B		Arrive. Leave.				B	

DOUGLAS BRANCH.

WESTWARD.			Distance from Florence.	TIME SCHEDULE No. 6, Dec. 26, 1883.	Telegraph Stations.	Capacity of Seating.	EASTWARD.	
63. Douglas Acc'modation.	Florence	64. Florence Acc'modation.						
First Class.	Miles.	STATIONS.	No. Cars.	First Class.				
B 6:40 am		Leave. FLORENCE. Arrive. 0.7	N	742	B 5:30 pm			
6:45	0.7	ELDORADO JUNC. 10.3			5:25			
7:30	11.0	BURNS. 11.6		22	4:42			
8:17	22.6	*WOODARD. 7.3	T	38	3:50			
8:50	29.9	ELDORADO. 8.3		145	3:16			
	38.2	*WHITE. 4.5						
9:47	42.7	AUGUSTA. 6.2	T	137	2:20			
10:14	48.9	*WALNUT RIDGE. 5.0		59	1:51			
10:35 am	53.9	DOUGLAS.	T	166	1:30 pm			
B		Arrive. Leave.			B			

WESTERN DIVISION.

MAIN LINE.

WESTWARD.					Distance from Phoenix Miles.	TIME SCHEDULE No. 6, Dec. 26, 1883.	Telegraph Stations.	Capacity of Sillings No. Cars.	EASTWARD.				
III. Thro. Freight	109. Thro. Freight	107. Emigrant.	103. Arizona Express.	101. San Francisco Express.					102. Atlantic Express.	104. New York Express.	108. Emigrant.	110. Thro. Freight	112. Thro. Freight
Second Class	Second Class	Second Class	First Class	First Class		STATIONS.			First Class	First Class	Second Class	Second Class	Second Class
A 6:45 am 7:30 am		A 8:40 pm 9:30 pm	A 9:25 pm 10:00 pm	A 10:20 am 10:55 am	554.9	Ar. LA JUNTA. Le. Le. 8.5 Ar.	N	955	A 4:35 pm 4:00 pm	A 4:32 am 3:55 am	A 5:50 pm 5:10 pm		A 3:10 am 2:25 am
8:10		10:20	10:20	11:18	563.4	8.9 *BENTON.		53	3:36	3:27	4:36		1:45
8:55		11:12	10:42	11:44	572.3	10.5 TIMPAS.	T	36	3:12	2:57	4:00		1:00
9:45		12:10 am	11:07	12:13 pm	582.8	8.6 *IRON SPRINGS.		44	2:43	2:25	3:19		12:10 am
10:26		12:50	11:27	12:36	591.4	8.6 *DELHI.		41	2:20	1:57	2:45		11:27
11:09		1:30	11:50	1:05	600.0	9.2 THATCHER.	N	99	1:57	1:30	2:10		10:39
11:53		2:08	12:10 am	1:35	609.2	9.2 *TYRONE.		54	1:35	1:02	1:35		9:45
12:40 pm 1:05		2:51	12:32	2:03	618.4	8.2 EARL.	T	86	1:05	12:32	12:40		8:50
1:54		3:27	12:53	2:26	626.6	9.8 *HOEHNE'S.		36	12:43	12:01 am	12:01 pm		8:03
2:55 3:10		4:10 4:35	1:15 1:25	2:55 3:10	636.4	5.5 TRINIDAD.	N	625	12:15 12:05 pm	11:20 11:00	11:15 10:45		7:05 2:55
4:05		5:16	2:04	3:42	641.9	4.7 STARKVILLE.	T	439	11:30	10:18	10:05		2:00
4:45		5:53	2:39	4:12	646.6	5.0 MORLEY.	N	163	10:57	9:43	9:27		1:17
5:25		6:28	3:12	4:46	651.6	0.3 WOOTTON.	T	48	10:26	9:10	8:53		12:37
					651.9	1.0 N. M. STATE LINE							
5:37		6:39	3:22	4:56	652.9	3.1 LYNN.	T	109	10:17	9:00	8:42		12:25 pm
6:07		7:03	3:44	5:18	656.0	3.4 LANSING.		28	9:56	8:36	8:18		11:59
6:40 pm 7:40 pm		7:30 am 8:10 am	4:10 am 4:20 am	5:45 pm 6:10 pm	659.4	Ar. TRATON. Le. Le. 3.4 Ar.	N	953	9:30 am 8:45 am	8:10 pm 7:40 pm	7:50 am 7:30 am		11:25 am 7:40 am
A		A	A	A					A	A	A		A

ROCKVALE BRANCH.

Westward.			Distance from Phoenix Miles.	TIME SCHEDULE No. 6, Dec. 26, 1883.	Telegraph Stations.	Capacity of Sillings No. Cars.	Eastward.	
701. Coal.	Third Class.						702. Coal.	Third Class.
B 7:00 am				Leave. RUEBLO. Arrive.	N	618	B 3:10 pm	
8:10		14.2		14.2 TAYLORS.		45	2:00	
9:45		33.2		19.0 CLELLAND.		88	12:25	
10:05 am		36.6		3.4 ROCKVALE.	T	298	12:05 pm	
B				Arrive. Leave.			B	

SOUTHERN DIVISION.

MAIN LINE.

WESTWARD.					Distance from Albion. Miles.	TIME SCHEDULE No. 6, Dec. 26, 1883.	Telegraph Stations.	Capacity of Stages. No. Cars.	EASTWARD.				
III. Through Freight.	109. Freight.	107. Emigrant.	103. Arizona Express.	101. San Francisco Express.					102. Atlantic Express.	104. New York Express.	108. Emigrant.	110. Freight.	112. Through Freight.
Second Class.	Second Class.	Second Class.	First Class.	First Class.					First Class.	First Class.	Second Class.	Second Class.	Second Class.
A 6:40 pm 7:40 pm	A 10:00 am	A 7:30 am 8:10 am	A 4:10 am 4:20 am	A 5:45 pm 6:10 pm	659.4	Ar. RATON. Le. Le. 3.3 Ar.	N	643	A 8:30 am 8:45 am	A 8:10 pm 7:40 pm	A 7:50 am 7:30 am	A 6:10 pm	A 11:25 am 7:40 am
7:55	10:14	8:23	4:26	6:10	662.7	DILLON.	T	248	8:36	7:33	7:03	5:56	7:23
8:04	10:23	8:30	4:33	6:24	664.7	*OTERO.		53	8:30	7:25	6:54	5:45	7:14
8:50	11:15	9:24	5:00	6:55	675.8	MAXWELL.		38	8:00	6:55	6:09	4:50	6:17
9:35	12:01 pm	10:13	5:25	7:21	686.0	DORSEY.	T	85	7:32	6:25	5:25	3:57	5:25
10:10	12:30	10:46	5:43	7:40	693.3	*DOVER.		53	7:13	6:05	4:56	3:23	4:40
10:40	1:00	11:20	5:59	7:57	699.8	SPRINGER.	N	140	6:54	5:45	4:27	2:47	3:55
11:40	1:55	12:10 pm	6:25	8:23	710.1	*OCATE.		35	6:25	5:16	3:46	1:55	2:49
12:36 am	2:50	12:55	6:46	8:47	719.8	*LEVY.		52	5:57	4:49	3:06	12:55	1:46
1:10	3:15	1:23	7:01	9:03	725.3	WAGON MOUND.	N	107	5:42	4:33	2:43	12:17 pm	1:10
2:00	4:03	2:10	7:25	9:29	735.3	*TIPTON.		37	5:13	4:03	2:00	11:07	12:24 am
2:35	4:37	2:44	7:42	9:46	742.3	*SHOEMAKER.		56	4:53	3:44	1:30	10:20	11:53
3:15	5:17	3:23	8:01	10:06	750.2	WATROUS.	N	123	4:29	3:23	12:53	9:25	11:15
4:03	6:04	4:12	8:23	10:30	759.4	*ONAVA.		36	4:03	2:56	12:11 am	8:23	10:30
4:30	6:24	4:35	8:34	10:43	764.0	*AZUL.		44	3:52	2:45	11:52	8:00	10:09
5:16 am	7:00 pm	5:10 pm	8:50 am	11:00 pm	770.2	†LAS VEGAS.	N	871	3:30 am 3:55 am	2:25 pm 2:00 pm	11:15 pm 10:45 pm	7:20 am 7:00 am	9:30 am 8:30 pm
7:30	8:57	6:20	9:53	11:32	775.0	ROMERO.		140	2:20	1:45	10:25	6:17	7:41
8:20	9:50	6:57	10:24	12:01 am	783.2	*SULZBACHER.		99	1:52	1:16	9:50	5:40	6:57
8:32	10:00	7:08	10:33	12:07	785.2	*TECOLOTE.		48	1:45	1:11	9:43	5:29	6:46
8:53	10:25	7:33	10:46	12:21	789.1	BERNAL.	N	84	1:32	12:55	9:25	5:11	6:24
9:45	11:20	8:30	11:24	12:57	799.3	SAN MIGUEL.	T	81	12:57	12:33	8:30	4:23	5:25
10:20	12:05 am	9:00	11:44	1:20	804.6	*SANDS.		16	12:40	12:05 pm	8:04	3:59	5:00
10:35	12:31	9:17	11:55	1:34	807.0	FULTON.	N	72	12:31	11:55	7:50	3:46	4:45
11:22	1:20	10:20	12:29 pm	2:17	816.0	ROWE.	T	132	12:03 am	11:22	7:05	3:03	3:56
11:45	1:45	10:55	12:46	2:41	820.6	*PECOS.		31	11:47	11:03	6:40	2:41	3:31
					823.1	*GUSANO.		15					
12:20 pm	2:15	11:30 11:45	1:05	3:05	825.3	GLORIETA.	N	178	11:30	10:45	6:15	2:15	3:05
12:50	2:45	12:19 am	1:35	3:37	830.0	*CANONCITO.		58	10:50	10:17	5:47	1:37	2:29
1:15	3:00	12:41	2:02	4:05	833.4	*MANZANARES.		68	10:30	9:47	5:20	1:10	2:02
1:30 pm 1:55 pm	3:15 am 3:30 am	12:55 am 1:15 am	2:15 pm 2:30 pm	4:20 am 4:40 am	835.1	LAMY.	N	362	10:20 pm 10:10 pm	9:35 am 9:25 am	5:05 pm 4:45 pm	12:55 am 12:40 am	1:30 pm 1:10 pm
2:50	4:25	2:09	3:05	5:27	846.6	*ORTIZ.		72	9:32	8:45	3:40	11:30	12:05 pm
3:20	4:55	2:34	3:20	5:52	852.3	LOS CERRILLOS.	T	112	9:15	8:26	3:20	11:03	11:40
3:30	5:05	2:41	3:25	5:57	854.0	*WALDO.		54	9:08	8:20	3:10	10:55	11:30
4:05	5:35	3:09	3:45	6:24	860.3	*ROSARIO.		67	8:46	7:58	2:39	10:25	11:00
4:30 pm 5:15 pm	6:00 am	3:30 am 4:25 am	4:00 pm 4:50 pm	6:45 am 7:10 am	865.5	Ar. WALLACE. Le. Le. 5.2 Ar.	N	699	8:30 pm 8:05 pm	7:40 am 7:10 am	2:15 pm 1:45 pm	10:00 pm	10:35 am 9:45 am
A	A	A	A	A					A	A	A	A	A

SOUTHERN DIVISION.

MAIN LINE.

WESTWARD.							Distance from Albion. Miles.	TIME SCHEDULE No. 6, Dec. 26, 1883.	Telegraph Stations.	Capacity of Stages. No. Cars.	EASTWARD.						
117. A. & P. Freight.	115. A. & P. Passenger.	113. Freight and Accommodation.	111. Thro. Freight	107. Emigrant.	103. Arizona Express.	101. San Francisco Express.					102. Atlantic Express.	104. New York Express.	108. Emigrant.	112. Thro. Freight	114. Freight and Accommodation.	116. A. & P. Passenger.	118. A. & P. Freight.
Second Class.	First Class.	Second Class.	Second Class.	Second Class.	First Class.	First Class.	STATIONS.			First Class.	First Class.	Second Class.	Second Class.	Second Class.	First Class.	Second Class.	
A	A	A	A	A	A	A				A	A	A	A	A	A	A	
			4:30 pm 5:15 pm	3:30 am 4:25 am	4:00 pm 4:50 pm	6:45 am 7:10 am	865.5	Ar. + WALLACE. Le.	N	699	8:30 pm 8:05 pm	7:40 am 7:10 am	2:15 pm 1:45 pm	10:35 am 9:45			
			5:54	5:00	5:08	7:24	872.2	* ELOTA.		64	7:46	6:50	1:10	9:10			
			6:20	5:24	5:20	7:34	876.6	* ALGODONES.		52	7:35	6:37	12:50	8:45			
			7:12	6:12	5:45	7:55	886.1	BERNALILLO.	T	103	7:12	6:12	12:02 pm	7:55			
			7:55	6:55	6:08	8:14	894.4	* ALAMEDA.		57	6:50	5:47	11:20	6:55			
11:01 am	8:50 am		8:35 9:10	7:35 8:55	6:30 7:00	8:30 am	902.4	ALBUQUERQUE.	N	595	6:30 pm	5:25 5:20	10:40 10:10	6:20 5:50		6:00 pm	8:15 am
							911.8	* ISLETA.		48	4:52	9:30 9:12	5:00		5:24	7:30	
11:59	9:12		9:55	9:30	7:29		915.0	A. & P. JUNCTION.	N	58	4:42	8:50	4:42		5:16 pm	7:15 am	
12:15 pm	9:20 am		10:10	9:45	7:39		922.5	LOS LUNAS.	T	55	4:20	8:05	4:00				
			10:49	10:19	8:02		932.5	BELLEN.	N	50	3:51	7:15	3:03				
			11:40	11:05	8:33		942.5	SABINAL.		54	3:22	6:25	2:05				
			12:20 am	11:53	9:04		953.5	LA JOYA.	T	113	2:50	5:40	1:10				
			1:10	12:44 pm	9:39		964.9	* ALAMILLO.		117	2:12	4:45	12:10 am				
			2:12	1:35	10:14		977.8	SOCORRO.	N	237	1:35	3:50 3:35	11:05 10:53	12:45 pm			
		2:40 pm	3:15 3:35	2:35 2:55	10:53		988.3	SAN ANTONIO.	T	472	1:06	2:40	10:05	11:55 am			
		3:25 pm	4:36	3:45	11:25		991.4	* ARNY.		57	12:57	2:23	9:45				
			4:55	4:00	11:34		998.3	* VALVERDE.		69	12:37	1:45	9:15				
			5:35	4:30	11:55		1004.9	SAN MARCIAL.	N	700	12:15 am 12:05 am	1:10 am 12:35 am	8:45 pm 8:15 pm				
			6:15 am 7:00 am	5:00 pm 5:30 pm	12:15 am 12:35 am		1012.3	* POPE.		55	11:45	11:45	7:33				
			7:45	6:05	1:00		1021.5	LAVA.	T	55	11:25	11:03	6:40				
			8:34	6:40	1:26		1031.5	* CROCKER.		50	11:03	10:17	5:40				
			9:35	7:22	1:54		1043.2	ENGLE.	T	109	10:37	9:23	4:30				
			10:40	8:12	2:25		1051.2	* CUTTER.		51	10:19	8:45	3:57				
			11:23	8:45	2:48		1063.2	UPHAM.	T	54	9:52	7:53	3:07				
			12:22 pm	9:52	3:21		1073.6	* GRAMA.		87	9:27	7:05	2:21				
			1:15	10:47	3:50		1080.5	RINCON.	N	167	9:05 pm 8:55 pm	6:25 pm 6:00 pm	1:50 pm				
			1:50 pm	11:30 am 12:05 am	4:10 am 4:20 am		1084.9	* HATCH.		55	8:45	5:40					
				12:33	4:35		1093.3	* SELLERS.		68	8:26	5:05					
				1:39	5:09		1101.3	* WATSON.		64	8:10	4:35					
				2:20	5:31		1105.2	NUTT.	T	105	8:02	4:20					
				3:00	5:46		1118.2	FLORIDA.	T	56	7:33	3:05					
				4:10	6:13		1125.8	* COLEMAN.		58	7:16	2:30					
				4:50	6:29		1133.1	Ar. + DEMING. Le.	N	947	7:00 pm	2:00 pm					
			5:30 am	6:45 am													
A	A	A	A	A	A	A					A	A	A	A	A	A	A

Conductors and engineers of all A. & P. trains and engines will be governed by time, rules and regulations of A. T. & S. F. R. E. Co. between Albuquerque and A. & P. Junction.

SOUTHERN DIVISION.

HOT SPRINGS BRANCH.

WESTWARD.				Distance from Alhambra.	TIME SCHEDULE No. 6, Dec. 26, 1883.	Telegraph Stations.	EASTWARD.			
207. Passenger.	205. Passenger.	203. Passenger.	201. Passenger.				202. Passenger.	204. Passenger.	206. Passenger.	208. Passenger.
First Class.	First Class.	First Class.	First Class.	Miles.	STATIONS.		First Class.	First Class.	First Class.	First Class.
A 5:30 pm	A 2:30 pm	A 9:40 am	A 11:20 pm	770.2	Leave. Arrive. LAS VEGAS.	N	A 10:54 pm	A 8:45 am	A 1:55 pm	A 4:30 pm
5:40	2:40	9:50	11:30	771.2	1.0 BRIDGE STREET.		10:44	8:35	1:45	4:20
5:48	2:48	9:58	11:38	773.7	2.5 UPPER LAS VEGAS		10:36	8:27	1:37	4:12
6:00 pm	3:00 pm	10:10 am	11:50 pm	776.6	2.9 HOT SPRINGS.	T	10:24 pm	8:15 am	1:25 pm	4:00 pm
A	A	A	A		Arrive. Leave.		A	A	A	A

SANTA FE BRANCH.

Westward.			Distance from Alhambra.	TIME SCHEDULE No. 6, Dec. 26, 1883.	Telegraph Stations.	Capacity of Stages. No. Cars.	Eastward.		
307. Atlantic Express.	303. Arizona Express.	301. San Francisco Express.					302. Atlantic Express.	304. Kansas City Express.	308. Arizona Express.
First Class.	First Class.	First Class.	Miles.	STATIONS.		First Class.	First Class.	First Class.	
A 9:45 am	A 2:35 pm	A 4:45 am	835.1	Leave. Arrive. LAMY.	N	A 9:50 pm	A 9:05 am	A 2:00 pm	
10:50 am	3:35 pm	5:45 am	853.2	18.1 SANTA FE.	T	8:50 pm	8:05 am	1:00 pm	
A	A	A		Arrive. Leave.		A	A	A	

SAN PEDRO BRANCH.

West'd.	Distance from San Antonio.	TIME SCHEDULE No. 6, Dec. 26, 1883.	Telegraph Stations.	Capacity of Stages. No. Cars.	East'd
Second Class.	Miles.	STATIONS.		No. Cars.	Second Class.
A 4:15 pm		Leave. Arrive. SAN ANTONIO.	T	472	A 9:30 am
5:15 pm	8.2	8.2 CARTHAGE.	T	187	8:30 am
A		Arrive. Leave.			A

All trains and engines will come to full stop before crossing Rio Grande bridge

EL PASO BRANCH.

Westward.			Distance from Alhambra.	TIME SCHEDULE No. 6, Dec. 26, 1883.	Telegraph Stations.	Capacity of Stages. No. Cars.	Eastward.	
407. Freight.	403. Passenger.						404. Passenger.	408. Freight.
Second Class.	First Class.	Miles.	STATIONS.		No. Cars.	First Class.	Second Class.	
A 12:45 am	A 4:25 am		Leave. Arrive. RINCON.	N	167	A 8:45 pm	A 1:35 pm	
1:18	4:45	8.0	3.0 *TONUCO.		54	8:25	1:02	
1:55	5:06	16.5	8.5 *RANDALL.		80	8:03	12:26	
2:06	5:14	18.5	2.0 SELDEN.		19	7:56	12:16 pm	
2:44	5:35	27.7	9.2 *DONA ANA.		57	7:34	11:40	
3:30	5:50	33.4	5.7 LAS CRUCES.	T	70	7:20	11:15	
4:20	6:19	44.6	11.2 *MESQUITE.		66	6:51	10:02	
4:57	6:43	53.3	8.7 LYNDON.			6:27	9:26	
5:12	6:51	57.1	3.8 ANTHONY.		58	6:19	9:12	
5:50	7:13	66.0	8.9 *MONTOYA.		63	5:57	8:35	
6:35 am	7:40 am	76.8	10.3 Ar. EL PASO. Le.	T	708	5:30 pm	7:50 am	
A	A					A	A	

GENERAL REGULATIONS.

Personal to Employees.

1. All employes, whose duties are to any extent prescribed by these rules, are required to keep themselves supplied with copies of the same, which they will carefully study. They will also make themselves familiar with all special instructions which may be issued from time to time, in connection with time schedules, or otherwise. If in doubt as to the meaning of any rule or special order, application must be made at once to proper authority for an explanation. Ignorance cannot be accepted as an excuse for neglect or omission of duty. When an individual enters or remains in the service of the Company it will be considered as an expression of willingness to render obedience to these rules and fully abide by all instructions issued by proper authority.

2. No employe of the Company is allowed to trade, either directly or indirectly, either for himself or others, without special permission from the Superintendent.

3. He is strictly forbidden to receive any fee or reward from the public, under any pretence whatever.

4. He is not allowed to absent himself from his duties, or assume any other position than the one to which he has been assigned, without special permission from the Division Superintendent.

5. No employe when off duty is under pay.

6. He is especially required to be obliging in his conduct; to show civility to all passengers and others with whom he may have to communicate; to afford prompt information in answer to inquiries, and to afford every possible facility for the convenience of the public and the dispatch of business.

7. He must, when on duty, appear in a proper state of cleanliness.

8. In cases of resignation or dismissal from his situation, he shall deliver up every article which may have been supplied to him; and should such articles on examination be found to have been improperly used or damaged, sufficient deduction from wages then due will be made to cover the damages; if a tenant of the Company, he shall immediately remove from their premises.

9. He shall be liable to immediate dismissal for incompetency, disobedience of orders, negligence or misconduct.

10. The use of spirituous liquors while on duty is strictly prohibited.

11. No employe of this Company, discharged for cause from any division or department, shall be employed in any other division or department.

PRECAUTIONARY.

General Rule to ensure safety of Employees on duty.

12. All persons entering into or remaining in the service of this Company are warned that the business is hazardous, and that in accepting or retaining employment they must assume the ordinary risks attending it. Each employe is expected and required to look after and be responsible for his own safety, as well as to exercise the utmost caution to avoid injury to his fellows, especially in the switching of cars and in all movements of trains. Stepping upon the front of approaching engines, jumping on or off trains or engines moving at high speed, getting between cars in motion to uncouple them, coupling by hand instead of using a stick or pin for guiding the link, and all similar imprudences are dangerous, and in violation of duty, and are strictly prohibited. Employes are warned that if they commit them it will be at their own peril and risk. Employes of every rank and grade are warned to see for themselves before using them that the machinery or tools which they are expected to use, are in a proper condition for the service required, and if not, put them in proper condition, or see that they are so put, before using. All will be held responsible accordingly. The Company does not wish or expect its employes to incur any risks whatsoever, from which, by the exercise of their judgment and by personal care, they can protect themselves, but enjoins upon them to take time in all cases to do their duty in safety, whether they may be at the time acting under the orders of their superiors or otherwise.

The regular compensation of employes covers all risks or liability to accident. Should any employe be disabled by sickness or any other cause, the right to claim compensation is not recognized. Allowances, if granted in such cases, will be as a gift, justified by the circumstances of the case and the previous good conduct of the party.

TRAIN SIGNALS.

Red Signals.

13. A red flag by day, and a red (or white) lantern swung across the track by night, or a torpedo on the track, or any object waved violently on the track, are signals of danger, and no train must be run past any signal of danger without stopping and ascertaining reason of the signal beyond doubt before proceeding. Engineers, upon seeing a danger signal in the hands of a flagman warning them to stop, must answer the signal by a single short blast of the whistle, and a flagman failing to receive such answer to his signal will use other means to attract the attention of the Engineer.

Red Lanterns on Trains.

14. Two red lanterns will be exhibited on the rear car of each passenger train, and four on the rear car of emigrant, freight, or other trains, and one on the rear of tender if engine is alone, when running after sunset.

Whistle Signal.

15. One short sound of the whistle is the signal to apply the brakes; two sounds is the signal to let off the brakes; three is the signal to back, and four is the signal for switch or to call in flagman. One long and one short sound is the signal that the train has parted; one long and two short sounds is the signal for road crossing. A succession of rapid sounds denotes that cattle are on the track.

Conductor's Bell.

16. One stroke of the Conductor's bell signifies stop; two, go ahead; three, back up. The engine will answer the first signal by giving two short blasts of the whistle. Engineers, when applying the air-brakes, must not use the full pressure of the air, except in cases of emergency. For ordinary stops, the air must be applied slowly, and at a sufficient distance from the stopping place to enable them to stop without discomfort to passengers, sliding the wheels, or injury to the machinery of the train. Conductors must report defects in the air-brakes, specifying the number of the car or engine on which it occurs. They will invariably require their air-brakes to be tested, cylinders and connections examined, and also engine signal-bell to be rung from the rear coach of the train, before leaving each division station. Bell cords must not be disconnected until the train has come to a full stop.

Testing Air-Brakes and Bell Signals.

17. The signal for starting an engine or train will be given by ringing the bell, which must always be done before starting engine.

Bell Cords.

18. A lantern swung across the track is the signal to stop. A lantern raised and lowered is to go ahead. A lantern swung in a circle is a signal for backing.

Starting Signal.

19. When a red flag or the word *slow* is placed on the side of the track, the speed of all trains must be reduced to four miles per hour until the obstruction is passed. If the red flag or light is placed between the rails, it indicates that the track is impassable, and all trains must come to a full stop and ascertain the cause before proceeding.

Lantern Signal.

20. A red flag by day or a red lantern by night, carried on the front of an engine, indicates that another train or engine is following, which has the same rights as the train which bears the signal. One section following another under signal as above prescribed, must always be taken and considered to be a part of and have all the time schedule rights of the leading train and no more, and Conductors of all other trains must so regard it. In moving trains of two or more sections, by special orders, each section or engine shall be taken and considered as a separate and distinct train, and shall receive and run only under special orders addressed to its own Conductor and Engineer.

Red Signals on Track.

21. When one or more engines or trains follow another under a red flag, all but the last one must carry a red flag or red lantern on the front of the engine; they will keep at least ten (10) min-

Red Signal on Engine.

Trains running under Flag.

Trains running under Flag.

utes apart, except at meeting points, when they will carefully close up. When trains are run in sections, Conductors will exercise the greatest watchfulness, being particular to see they are flagged by the leading sections. A train or engine carrying red signals for a following train or engine to a station at which there is no agent or operator, the train or engine carrying such signals must notify trains met that red signals were carried, naming the station, name of Conductor and Engineer of the flagged train.

Green Signals. 22. Green signals will be used at telegraph offices to stop trains for orders, the most conspicuous place being selected for this purpose.

Signals should be kept on hand. 23. Every Conductor, Engineer, train hand, station agent, telegraph operator, section foreman and watchman, or other employé of this Company, having to make signals, is required to provide himself with them, and keep them on hand in good order and in readiness for immediate use.

Torpedoes. 24. At night, when other signals cannot be relied on, Conductors will, in addition to the ordinary precautions, have two torpedoes fifty (50) feet apart, placed on the track in rear of train, not nearer than the fifteenth telegraph pole. On their engines exploding a torpedo, Engineers will ascertain the reason for the use of such a signal before proceeding. A torpedo will be considered a signal of danger and not of caution merely. Conductors of trains will procure six torpedoes, which they will keep in a safe, dry place, and will, in all cases of using them, report the same and make good their supply at the end of their run. Exposure to rain or wet for thirty minutes destroys or impairs the explosive qualities of torpedoes, and in such cases too much reliance should not be placed on them. The use of torpedoes is to be *in addition* to the regular day and night danger signals, which must in all cases also be exhibited and used.

STANDARD OF TIME.

Standard Time. 25. The standard of time for the road is the clock in the Train Dispatcher's office at Topeka. The watches of all Conductors, Engineers and other employés of the Company must be regulated by this standard. No excuse will be taken for any variation of watches. The time will be telegraphed from Topeka to all telegraph stations at ten (10) o'clock, "Central time," every morning. This will be nine (9) o'clock "Mountain time," and will be so understood at points west of Dodge.

RIGHT OF TRACK.

26. *The strictest care is enjoined. In case of doubt take the safe side.*

27. The regular trains are entitled to the track as per time table, and in accordance with the two following rules.

Terminal Stations. 28. Trains leaving and arriving at terminal stations will be governed by Rules 31 and 32. Atchison, Leavenworth, Meriden Junction, Kansas City, Argentine, Holliday, Cedar Junction, Pleasant Hill, Topeka, Emporia, Howard, Florence, Douglas, Ellinwood, Newton, Sedgwick City, Wichita, Mulvane, Caldwell, Arkansas City, Halstead, Nickerson, Dodge, Coolidge, La Junta, Pueblo, Rockvale, Trinidad, Raton, Las Vegas, Hot Springs, Lamy, Santa Fé, Wallace, Albuquerque, A. & P. Junction, Socorro, San Antonio, Carthage, San Marcial, Rincon, El Paso and Deming will be considered terminal stations whenever they are initial or terminal points of any train. All trains will register at terminal stations.

Registering. 29. No train will, on any account, leave a station before the time specified in this schedule, nor be run faster than is necessary to reach a station and start from it again at the proper time.

Do not leave Stations until time specified.
Allow five minutes. 30. No train having the right to the road must leave any station or meeting place where, by the time table, it should meet trains of *same class* till five minutes after its time, per time schedule, and this five minutes, allowed for variation of watches, must be observed at every succeeding station till it shall have met the expected train; and this five minutes should also be allowed when instructed by telegraph to leave a station at a specified time against an expected train.

Classification and Rights of Trains. 31. THE TRAINS ARE CLASSED AS TO PRIORITY OF RIGHT TO THE ROAD AS FOLLOWS: PASSENGER TRAINS WILL BE KNOWN AS FIRST-

CLASS TRAINS; EMIGRANT, STOCK AND THROUGH FREIGHT TRAINS AS SECOND-CLASS TRAINS; ALL OTHERS AS THIRD-CLASS TRAINS. TRAINS OF AN INFERIOR CLASS WILL WAIT INDEFINITELY FOR TRAINS OF A SUPERIOR CLASS, AND WILL BE KEPT ENTIRELY OUT OF THEIR WAY. FREIGHT TRAINS MUST IN ALL CASES KEEP FIVE MINUTES OUT OF THE WAY OF PASSENGER TRAINS. WILD TRAINS WILL BE KEPT OUT OF THE WAY OF REGULAR TRAINS, AND MUST BE ON SIDE TRACK AT LEAST TEN MINUTES BEFORE PASSENGER, EMIGRANT, THROUGH FREIGHT AND STOCK TRAINS ARE DUE.

Rating Trains.

32. East-bound trains have absolute right of track over west-bound trains of the same class, and will wait only five minutes at appointed place of meeting for an expected train, and then proceed, keeping the five minutes behind leaving time at each succeeding station, until the delayed train is met and passed. Trains not having the right to the track will keep entirely out of the way of trains of the same or superior class moving in the opposite direction, unless moved by Train Dispatcher. The five minutes allowed for variation of watches must not be used for running by any train. When a regular train is more than twelve hours late it thereby loses all rights to the track, and can only afterwards move as an irregular train, under signals or upon telegraphic orders from the dispatcher of the division.

Regulation for Train when 12 hours late.

Trains on the rights of other Trains.

33. No train will assume the rights of any other train, unless by a special order; but should a train be held by another between telegraph stations, the Conductor may send a man by and require the first train passing him, bound in the same direction, to flag him to the next telegraph station. The man must be left off at the entrance switch, to hold any trains that may be at such station, and the Conductor carrying such flag shall at once report to the Train Dispatcher, stating from what station he flagged the train.

Extras not to run without Orders.

Cannot leave Station ahead of time.

General Rule.

Extra on time of Regular Train.

34. No extra engine, with or without train, will pass over any portion of the road except in company with a regular train, or on written order of Division Superintendent. No train will be allowed to leave a station before the time specified in the time table. GREAT CARE AT ALL TIMES IS EARNESTLY ENJOINED. IN ALL CASES OF DOUBT TAKE THE SAFE SIDE, HOLDING AND PROTECTING YOUR TRAIN UNTIL ALL DOUBT IS REMOVED.

35. When it becomes necessary to send an extra engine over the road on the time of a passenger train, the extra engine must be run as first section of such train.

TRAIN REGULATIONS.

Conductors.

36. All Conductors will be at their trains at terminal stations thirty minutes in advance of their leaving time, per schedule, and by their personal attention insure leaving on time. Before leaving the end of their Division they will report at the telegraph office and inquire if there are any orders for them.

Train Men, General Rule.

37. Conductors will have the general direction and government of their trains from the time of receiving passengers or freight until their arrival at destination. They will be held responsible for their safety, and for the proper conduct of all men employed thereon. Train men are required to yield willing obedience to their orders, except when such orders conflict with these rules or involve any risk or hazard, in which case all persons participating will be held responsible. Conductors, Baggage men and Brake men of all passenger trains are required to wear badges, and must never appear on duty without them.

Badges.

Rule on leaving Terminal Stations.

Comparing time.

Meeting and Passing Trains.

Switches.

Trains taking Side Tracks.

38. Every Conductor will inspect the bulletin board before the departure of his train from terminal stations, and will also compare time with his Engineer. Conductors and Engineers will compare time with other Conductors and Engineers, when meeting on the road, if practicable to do so.

39. Conductors and Engineers of all trains will ascertain to a certainty what trains are met or passed at any stations before proceeding from those stations.

40. Conductors will be held responsible for the proper position of switches after having used them. Flying switches will not be allowed.

41. Freight trains shall, when practicable, take side track for passenger trains. A train at a meeting point will enter the side

track at the end nearest to it, if side track is connected at both ends. In no case pass by switch and back in from the direction of an approaching train, or occupy main track on time of a train which has the right to the track, without sending out danger signals to a proper distance, to warn the approaching train. Whenever two trains meet, the speed of the passing train, if a passenger train, must be reduced to twelve miles per hour, and if a freight train, to six miles per hour.

Meeting points.

42. West-bound trains should arrive first at meeting points and take side track, unless otherwise ordered.

Approaching Stations and Tanks, See Rule 55.

43. Conductors and Engineers of all trains and engines are specially directed to move at all times cautiously when approaching stations and water tanks. When stopping at stations and water tanks, Conductors must see that their trains are fully protected by flags, lanterns or torpedoes, as may be required.

Broken Trains.

44. Conductors, Enginemen and Brakemen must be watchful to notice any indications that their train has parted. When this occurs the forward portion of the train must be kept moving until the Engineer is satisfied that the rear portion is stopped. Before halting the forward portion of the train he must fully consider the grades and all circumstances, and act with great caution. As soon as he finds that the train is broken, the Engineer will sound the alarm by whistle, as provided in Rule No. 15. Should the forward Brakeman discover the parting of the train, it is his duty to notify the Engineer. The Conductor and Brakemen, as well as the enginemen, must be exceedingly careful to notice anything that may indicate that the train is parted. As soon as the men on the rear portion of the train discover that the train is broken, they will *immediately* stop their portion thereof without waiting for any signal from the engine. When both portions of the train are brought to a stop neither portion must be moved in the direction of the other without being fully protected by a flag at least *one thousand yards* in advance of the moving portion, and at a rate of speed not exceeding four miles per hour. Before coming to a stop the Engineer will, if possible, decide upon the course to be adopted by him, and will instruct the forward Brakeman accordingly. If he decides to back up he will first give his flagman ample time to get back, post his Fireman on rear car to serve as signalman and Brakeman, and never start until he is sure that the rear portion is not following, in ignorance of parting. Should he decide to stand still, his flagman must immediately be sent back, with proper signals, to protect and show position. In any case, if at night, a red or white light must be shown by the Engineer from the hind end of rear car of his portion of train. An exception to the above rule shall be where the whole occurrence is in plain sight, no curves or other obstructions intervening, and where signals can be plainly seen from both portions of train; in which case the recoupling may be made in such manner as may appear safe to the Conductor and Engineer, who are required to use the greatest caution. Where a train breaks in three or more pieces, or in any case not provided for above, the utmost care and good judgment must be used to prevent accident. No train, whether passenger, freight or extra, shall come between the two portions of a broken train, but a train coming up to rear portion may (should it appear judicious) shove it forward, under protection of a flagman, as required herein, and at the speed prescribed in this rule, using special caution to guard against the possibility of finding a middle portion of train unprotected. When rear part moves forward a competent man must always be stationed at extreme forward end to watch for signals, and to stop the train when necessary.

Yard Masters.

45. Yard Masters will have control of and direct the movement of trains while at their stations. They will also see that all trains are made up in time to be ready to leave as per time schedule.

Brakemen on Passenger Trains.

46. A Brakeman must be stationed on the rear car of every passenger train in motion, and the brakes of that car ascertained to be in good order. Bell cord and signal lights must not be taken in until the train has come to a full stop at the end of the run.

47. Conductors of freight trains will report promptly to the Division Superintendent any lack of attention on the part of Agents or other persons, whose duty it is to aid in the passage of

trains. Promptness in doing work at stations is enjoined upon all, in order to let freight trains use as much of their time as possible running between stations. While freight trains are in motion, one Brakeman must be kept upon the front end, three or four cars from the engine; the other upon the rear end of the train, where he may see the signal of the one forward. Conductors must see that the doors of all freight cars, both loaded and empty, are closed and securely fastened before leaving any station with their train. Potter bumper drawheads must be connected with the two outside links, or one centre link; but the outside links must never be used to couple with a single drawhead. Conductors and yardmen will be held responsible for proper couplings being made.

Brakemen on Freight Trains.

Potter Bumper Drawheads.

Working and Construction Trains.

48. All Conductors of working and construction trains must make a written statement each morning of where they intend working, and their probable movements during the day, which must be sent to Train Dispatcher of the division, who will give them their working orders. No work trains will be allowed to occupy the main track between 7 p. m. and 6 a. m., unless under special orders of Train Dispatcher of division. The daily order given working and construction trains will, unless some stated time be mentioned in the order, be considered as good from 6 a. m. until 7 p. m. of that day only, but if a subsequent order to go to other parts of the road is received, the original order expires, and must not be used again. *Working trains occupying main track, at obscure places, must keep up signals, to warn all irregular trains.*

Speed of Trains.

49. The speed of freight trains must not exceed one mile in four minutes, unless by order of division superintendent or train master. Construction trains may run 25 miles per hour when absolutely necessary.

Railroad crossings.

50. Trains and engines must be brought to a *full stop* not less than two hundred (200) feet before crossing the track of any railroad, and it must be seen that all is clear before starting to cross. No train or engine must be stopped on the crossing of any railroad, unless well protected in both directions.

Duty of Brakemen on Passenger Trains.

51. Brakemen on passenger trains will assist the Conductor in seating the passengers, and report any disorderly conduct in the cars. They will be expected to be courteous in their speech and bearing, and must render prompt assistance to the Baggage-men when called upon. It will be their duty to see that the lights and stoves are in order, and that they are kept clean. They must give their attention to the ventilators, and see that they are properly turned. They must be outside the platforms when the train stops, and see that there is no crowding on the platforms.

Duty of Baggage-men.

52. Baggage-men will handle baggage carefully, and keep all records required by the General Baggage Agent, and will assist at the brakes when necessary. They will allow no person to ride in their car (except Mail Agent and Express Messenger in their respective departments) without permission from the Division Superintendent.

Train Reports.

53. Conductors of all trains must make daily train reports to the Superintendent of the Division on which their trains are run.

Flagging Trains.

54. No train or engine will be allowed to carry a flag for any other train or engine, unless ordered to do so by the Division Superintendent or Train Dispatchers, except in case of a train losing its rights to the road, in which case the Conductor of such train may require the first passing train to carry a flag for him to the nearest telegraph station, but no further.

ENGINEERS.

Whistle on approaching Stations.

55. In approaching a station the engine whistle shall be sounded a half mile (or as indicated by whistling posts) before reaching a station, and the train shall be brought under control before passing the first switch. When moving about the stations or in the yards the bell must be rung.

Bell at Stations.

Strangers on Engines.

56. Engineers will not allow any one not connected with their trains to ride upon their engines, except by permission of the officers of the road. Engineers carrying flags must call the attention of all enginemen they meet or pass by *five short whistles.*

Notice of Flag. This does not relieve the Conductor from the responsibility of calling attention to Conductors of all trains met or passed that he is carrying such signals; at terminal stations *they* must notify Yard Master.

Under orders of Conductors. 57. Engineers, when on the road, will be subject to the orders of the Conductor. In the absence of the Conductor they will be held responsible for the safety of the train. They must cause the bell to be rung at least 80 rods before arriving at any road crossing, and to be kept ringing until the road shall have been passed. They must use care in approaching all stations, expecting to find a train out of place, and must pass all switches at reduced speed. They must know, personally, that their locomotives are supplied with the required tools, and the necessary implements for use in case of accidents. Frequent occurrences of killing *stock* by the same engineer will be considered evidence of carelessness. All animals killed must be reported by the Engineer to the Conductor of their train. A report of these cases must also be made in triplicate, on blanks which will be furnished; one copy being sent to the Claim Agent, one to the Round House Foreman at the end of the division, and one to the Division Superintendent. Engineers of irregular trains will run carefully around curves where the view is obstructed, and sound the whistle for section men and bridge men.

Headlights. 58. Head lamps on engines must be kept in good order, and always lighted when running after sunset.

Headlights on Sidings. 59. Headlights will in all cases be darkened when engines are on side track. This rule will not be understood to apply until all parts of the train to which the engine is attached are clear of main track. Headlights of engines on main track will in *no* case be darkened.

STATION AGENTS.

Duty of Station Agents. 60. Station Agents will be held responsible for proper position and security of switches; also for proper care and safety of all property in and about their stations. They will see that all cars are secured against the possibility of being blown out; that the main track is clear for passage of trains, and allow no cars to be loaded or unloaded on main track without authority of Division Superintendent, and in no case allow a car to stand on side track without brake being properly applied. They will not check or mark any baggage unless passenger present tickets or pass. It is expected they will see that passengers are all supplied with tickets. They will not sell tickets to stations where trains do not stop. All baggage checks must be kept under lock and key with same care as passenger tickets. In all cases where freight Conductors fail to take cars offered by Agents, he will state to Agent his reason for leaving such cars, who must report the same on his car report for the day, giving name of Conductor, number of engine and number of cars in train.

ACCIDENTS AND DELAYS.

Reports. 61. All accidents involving loss of life or damage to person or property, whether employes or others, must be reported by telegraph, and as soon as possible afterwards, again in writing, to the Division Superintendent, by the person having in charge the train or gang in connection with which they occur, everything being noted which may be required as reference or evidence.

Signals. 62. Conductors on each division will report to the Division Superintendent's office by telegraph, at first opportunity, all casualties occurring to their trains, such as getting off the track, uncoupling of trains, killing of stock, failure in any way of engines, etc., etc., giving in each case number of Engine and name of Engineer. In case of accident or detention the first care must be to send a man each way at least one hundred rods, with a red flag by day or a red lantern by night, to warn all trains that may be approaching. On grades and curves the men should be sent out at least 200 rods.

General Rule. 63. In case of accident Conductors may command the services of any train and every person in the vicinity, in the employ of the Company, required to assist if called upon. When cars leave the track every effort must be made to replace them without

injury; they must then be taken to the nearest side track and the line cleared as speedily as possible.

TRACKMEN AND BRIDGEMEN.

Section Foremen. 64. Section foremen must pass over and examine their sections daily, and ascertain that the track, slopes, cuts and bridges are safe. This should be done in the morning, if possible, before the passage of any train.

Piling Material. 65. They must see that no lumber, wood, stone, materials or tools are placed at any time within six feet of the rail.

Removal of Rail. 66. Before a rail or frog is taken out, or any obstruction is caused to the main track, or when any break or obstruction is discovered the signal of danger must be sent out in both directions, at least half a mile from the point of danger, and a faithful man must remain and keep it displayed until he is called by the foreman, which must not be done until the track is known to be safe.

Obstruction, &c. 67. In stormy weather they must be out with their men (day or night), with proper signals, and watch those places most liable to wash or to be disturbed.

Stormy Weather. 68. It is also the duty of trackmen to put out fires set by engines, and to guard the property of others as well as that of the Railroad Company, exposed to such fires, whether responsibility attaches to the Company or not.

Fires set by Engines. 69. Trackmen will pay particular attention to the telegraph line. In case the wires are found broken or on the ground, crossed, or in any way obstructed, they must be repaired in a temporary manner *immediately*, and where such repairs are impracticable, notice must be given to the nearest telegraph office by messenger or the earliest means practicable.

Telegraph Line. 70. At all times when work is going on which renders the track unsafe for trains to pass at their usual rate of speed, a red flag must be set at least six hundred yards from the spot, in each direction, as a caution to approaching trains to run slowly. After severe rains or a thaw, a hand car must be sent over the road before the passage of regular trains.

Use of Red Flag; examination of Track. 71. A red light, when used as a danger signal, must never be out of the hands of a reliable man.

Red Signals. 72. Hand cars or any other property belonging to the Company, must not be used except for the business of the Company.

Hand Cars. 73. Care must be taken that the fences on each side of the road and at crossings are in good order, and that cattle guards are kept in repair.

Fences and Cattle Guards. 74. Trackmen must, at all times, hold themselves in readiness to aid the passage of trains, and in case of accident, must obey the orders of the Conductor of the delayed train.

Accidents. 75. Foremen of repair gangs will be held responsible for the strict observance of the above rules. It is their duty to see that their gangs are always supplied with the proper signal flags and lanterns.

Foremen. 76. Every man at work on the track must bear in mind that in operating the road under telegraph orders a train may pass at any moment.

Extra Trains. 77. The greatest care and watchfulness must be exercised in sending and receiving orders in regard to running trains.

Green Signals. 78. A green flag by day and a green light by night are signals used at telegraph stations, and when displayed trains will stop for orders.

Looking out for Signals. 79. Engineers and Conductors *ON ALL* trains will keep a sharp lookout for signals at *ALL* telegraph stations, and when green signals are displayed, must not pass until ordered to do so by Train Dispatcher; or, if signal is not for their train, will not proceed until released by operator giving Conductor copy of order for which signal is displayed. Conductors on night trains will report in person at every night telegraph office, and ask the operator if there are any orders for them; but this in no way excuses night operators from showing all proper signals, and promptly delivering orders and other messages.

Duty of Operators.

80. Operators must, at all times, have the green signal ready to stop trains, and must place them in a conspicuous place, where they may be readily seen by approaching trains. Operators must not trust the delivery of train orders to other persons, but must deliver them in person. When an operator receives an order to hold a train, he must first put out his green signal and then reply that such a train is held. He will be careful to observe that the signal is not disturbed or hidden, and will notify promptly all other trains that the signal is not for them. This green signal must not be relied upon exclusively to hold trains. Operators are expected to watch closely for the expected train, using all necessary means to stop it. In case the train, or any part of it, has already passed the telegraph office, although still at the station, operator's 13 must not be sent back until the Engineer or Conductor has been shown the order, and understands that he is held. The Conductor must in all cases read the order, and so avoid danger of misunderstanding it.

Holding Trains.

81. When an agent or operator receives an order to hold any train for any purpose, they must carry out the order strictly. Conductors and enginemen will respect such orders, and comply with the same in all cases.

Train orders.

82. All special orders by telegraph for the movement of trains will be numbered, commencing with No. 1 at first of each month, and will be given in writing, addressed to Conductor and Engineer. The Conductor will sign his name to the original order, as written by operator receiving it, who will repeat it back to the office sending the order, commencing with number of order, then I, 13, always following signature of Conductor with number of train he is running. When order is corrected by Train Dispatcher the correct time will be given, which time will be entered on order. The operator will make two copies of the order, adding to them the reply Correct, which will be delivered to the Conductor, who will see that they are exact copies of the order he has signed. Both copies will be signed by the operator. The Conductor will retain one copy of the order and give the other to his Engineer personally, who will invariably read it before starting. In case there is more than one engine on a train, each Engineer must have a copy of such orders. All orders relative to the movement of trains must be written in full and no abbreviations used except telegraph abbreviations: 12—How do you understand? 13—I, or we, understand. Alterations, interlineations and erasures must not appear on orders delivered to train men. Should it be necessary to make any change in first copy, the Dispatcher must repeat the entire order, and new copy be made by receiving operator.

Failure of Telegraph Line.

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

Making Orders Void.

84. After an agent or operator has received an order and it has been repeated to Train Dispatcher and his correct given, such order must only be filed by a regular order to agent or operator making it void, his 13 received, and dispatcher's "O. K.," given.

O. K. indorsed on Special Order.

85. Conductors must not leave a station, when directed to run by special order, without having the same in their possession, properly signed and indorsed "O. K."

How Special Orders are to be used.

86. Special orders are to be used by the train to which they are addressed, and no other train will be allowed to use them. They are to be used against such trains as are only expressly named therein, and all other trains must be run against strictly as per time table.

Meeting Orders for Trains.

87. In giving an order for two trains to meet at a station the Train Dispatcher must not depend entirely upon the green signal displayed at meeting point, but will send the order to both trains before arriving there. When it becomes necessary to change such a meeting point both trains interested will be notified, when practicable, in same manner. In case the telegraph line is not in working order, or Dispatcher is unable to reach one of the trains, the meeting arrangement may be made by sending the order to the meeting point for the train that cannot be reached, but the other train must receive the order before arriving there. In giving orders against passenger trains, Dispatcher will get the understanding from Conductor of train having the right to the road, according to Rule 82, before moving any train against them.

Dispatcher's duty.

88. When a work train receives an order to work under signals against any trains, the Dispatcher must send the order to all the trains affected by it before allowing them to run upon the limits of the work train, and the Conductor of work train must have his flagman out the proper distance, according to Rule 62.

Orders against Passenger Trains.

89. An order making a definite "meeting point" is of the following form: "Train No.—, Conductor—, and Train No.—, Conductor—, will meet at —." Upon an order of this form, the train arriving first at the point named therein, will wait until the other train arrives, unless the Conductor receives another order changing the meeting point.

Order to Work Under Signals.

90. A time order giving another train the right to the road against another to a certain point, until a certain time, is of the following form: "Train No.—, Conductor—, has until — to run to — against Train No.—, Conductor—." Upon this order the train first named runs to the station designated before the given time, if it can, and from there it will run as per time card against the expected train, if the latter has not arrived. Should the former train fail to reach the station designated, within the time allowed it, it will run as per time card against the other train. The train last named in the order will not leave the station designated until five minutes after the time allowed for the other train to come in, after which time it will run as per time card. Train Dispatcher must send the order to last named train, when practicable, before arriving at station designated therein.

Order for a definite Meeting Point.

91. An order giving one train the right to the road against another train indefinitely, is of the following form: "Train No.—, Conductor—, will run to — regardless of Train No.—, Conductor—." Upon this order the train first named will run upon or as near as possible (but not ahead of) its schedule time, until the station named therein is reached. The train last named in the order must keep entirely clear of the main track, after five minutes previous to the schedule time of the former train, until it arrives. The last named train will always take the siding, when practicable, and when not so must be fully protected by a flagman in the direction of the approaching train. Train Dispatcher must give the last named train the order before arriving at the station named therein.

Time Order giving Train right of Road.

92. A running order for a wild train is of the following form: "Extra or special train —, Conductor —, will run wild to —." Upon this order the train named will run to the point designated, keeping out of the way of all schedule and signaled trains, according to Rule 20.

Order giving one Train right of Road indefinitely against another Train.

93. An order giving a train a wild working order within certain limits, is of the following form: "Work train Conductor — will work wild to-day between — and —." Upon this order the train named may work, according to Rule 48, between the points designated, keeping out of the way of all schedule and signaled trains, according to Rule 20.

Wild Train running order.

94. An order giving a schedule train the right to run ahead of time from one station to another, is of the following form: "Train No.—, Conductor —, may run from — to — ahead of time." Upon this form of order the train named therein may leave the first named station and run to the last named station ahead of its schedule time, keeping out of the way of all schedule and signaled trains, according to Rule 20, and not exceeding the speed regulated by Rule 49.

Wild working order.

95. A time order giving a freight train the right to run ahead of and on a passenger train's time, is of the following form: "Train No.—, Conductor —, can use — minutes on the time of Train No.—, Conductor —, to run from — to —." Upon this form of order the first named train can use the time of the second named train as indicated, in order to make the designated or any intermediate station, ahead of the second named train, but not ahead of its own schedule time. The second named train will run not less than five minutes more behind its schedule time than time specified in the order.

Ahead of schedule time orders.

96. The above rules are not calculated to interfere with any

Time Order to run ahead of Passenger Trains.

96. The above rules are not calculated to interfere with any

Train Dispatcher's
Call and Signals.

rules on the time table, but are special rules for moving trains by telegraph.

97. The Train Dispatcher's office call will be D. S., which must be used only for Conductors and Engineers asking for or responding to orders. The operator using the signal D. S., will be entitled to circuit at any moment, excepting against the signals 9, 19, 29, 97 and 98. Conductors of all trains, before leaving terminal stations, must go in person to the telegraph office and inquire if any special orders are there for them, and leave a written report, giving the number of cars in train, name of Engineer, engine, etc.

Persons authorized
to move Trains by
Special Orders.

98. The Division Superintendent or Train Dispatchers are the only persons authorized to move trains by special orders, and but one person on the same circuit shall be permitted to move trains by special orders at the same time.

Release Tickets.

99. Main line trains must procure release ticket (blank No. 902) from Dispatcher at Topeka before leaving in any direction, at Nickerson and Emporia before leaving westward, Las Vegas and San Marcial before leaving in either direction, and at La Junta before leaving in any direction. Branch trains must procure release tickets at Newton before leaving westward.

INSTRUCTIONS FOR USE OF AUTOMATIC BRAKES.

Conductors, Brakemen and Car Inspectors.

When a train is in order, all the hose are coupled and stop-cocks opened, (handle down), except at rear end of train, there the hose is hung up and the stop-cock closed, (handle up).

All the handles on stop-cock of triple valves are set *alike*, horizontal for Automatic brake, vertical for Straight Air, and oblique to cut out or stop the action of the brake on a single car, when its brake is out of order.

The release-cock on brake cylinder or on car reservoir is closed, but may be opened to release brakes, and then closed again.

Always shut stop-cock *before* uncoupling hose and open it *after* coupling hose.

Car examiners will unscrew the cap at bottom of tripple one-half a turn to drain water out in mild winter weather, and oil the cylinders often enough to ensure them releasing promptly.

Engineers.

When using the Automatic brake remember, that it is quicker both in applying and also in releasing, and therefore *use less air*, also as the car reservoir is three times the capacity of the brake cylinder under the car, one pound out of the train pipe is three pounds in the brake cylinder, twenty pounds reduction in the brake or train pipe would be sixty pounds in the cylinder, so that since twenty pounds sets the brake with sixty pounds or equalizes pressure in cylinder and reservoir, it is a waste of air to empty the pipe under any circumstances, and also a loss of time in refilling when you want to release brakes.

Five pounds reduction is about right to *check* speed of train when approaching a station and then, when near where you want to stop, reduce a little more as required.

The best stop is always made with the least air, and (where the grade will allow), throw the brake off the last turn of the wheels, this prevents jerking the coaches when the train is coming to a stop.

If using the old three way-cock, when you throw the brake off, *keep it off at least five seconds*, before applying brake again. This will allow the car reservoirs to refill from the engine reservoir; when running be sure your three-way is not at lap, because all the ports in it being then closed, no air can pass from engine to cars.

If you suspect a brake sticking while running, bring your three-way to lap and run up your pressure five or ten pounds, this will be sufficient to throw the brake off, because you then have that much more pressure in pipe than in car reservoir.

Should you wish to take on cars in the middle of your train, the rear is left (say with seventy pounds), while the pressure in front end is increasing, (say to eighty pounds), and when the train is coupled all the brakes will go on, because the empty cars will bleed the full ones, and *and also the engine reservoir*; and you may not have enough pressure left to take the front brakes (with eighty pounds) off, *but* by carrying your three-way at lap after cutting the train, the pressure in the front cars can not increase, while it will in your engine reservoir, and therefore, you will probably have enough to charge the empty cars.

Should, however, in such a case some of the brakes stick, reduce the pressure in main pipe twenty pounds, this will sett the brakes full and bleed the car reservoirs, you may then throw all brakes off from the engine.

Seventy pounds is the proper amount of pressure on the engine, and all Engineers should carry alike, for if one leaves his train charged with eighty or ninety pounds, and another engine takes it with seventy pounds, as soon as the hose is coupled the train brakes will all sett, because the air in train pipe will empty back into the engine reservoir, and the pressure in it will have to be pumped up, or else, *all the car reservoirs* bled, before the brakes will come off.

If using the new brake valve, throw it to the *extreme left to release brakes*, and then back to notch to feed reservoirs, while running. This will ensure you more pressure in main reservoir than in the train pipe and car reservoirs, and probably, enough to release brakes in all cases. When applying brakes, after reducing pressure in main pipe, come back to lap (position of three-way when all its parts are closed), *as slow as possible*, this allows time for the air in the main pipe to equalize, and all the brakes will apply together.

All Trainmen.

All trainmen are directed to make themselves familiar with the method of releasing the Automatic brake, by the opening cocks under the vehicles, to avoid unnecessary delay from the unexpected stoppage of the train by the bursting of a hose or pipe. It is important that the following rules should be observed:

The Engineer should immediately, on feeling the brakes applied, turn the handle of the engineer's brake valve so as to maintain the pressure in the main reservoir, which is all important. He should observe his guage, and if he sees that all of the air has escaped, he will know that a pipe has burst, or that the Conductor's Valve has been opened and held open. If the pressure is only reduced sufficiently to apply the brakes, and the reduction then ceases, he will know that the Conductor's Valve has been opened long enough to cause the stoppage of the train, and has then been closed. In this case he can easily release the brakes in the usual way upon receiving the proper signal from the conductor.

The engineer should warn the trainmen, when the brakes have been applied in such a manner that they cannot be released from the engine, by giving a succession of short double whistles (or any other signal to be agreed upon.)

The Rear Brakeman must, upon the stoppage of the train, immediately proceed back the proper distance to protect the rear of the train, *without attempting to release any brakes*.

The Conductor shall proceed to the rear of the train to see that the rear brakeman has protected the train, and shall release as many brakes, beginning at the rear, as he can.

The Fireman shall release as many as he can, beginning at the tender.

The Middle Brakeman will begin about one-third of the distance from the engine, and release the brakes towards the rear, until he meets the conductor.

As soon as the brakes are released the train should proceed, depending upon the hand brakes, until a station is reached where the damages can be ascertained, and repaired without danger to the train.

All of the brakes on a long train can be released in about one minute, if each of the employes attends to the duties designated above.

SPECIAL INSTRUCTIONS.

Trains and engines approaching Second Street Junction switch, Topeka, will come to a full stop at the STOP BOARD, remaining there until switch is thrown and signal given to proceed.

Trains and engines will come to a full stop within 200 feet of the railroad crossings, and then proceed with great caution. At the Pueblo crossing of the D. & R. G. R. R. trains will not proceed until the fireman is sent forward to crossing with flag, and signal is given by him that the track is clear. In addition to the usual stop at North Topeka, trains and engines going south will send fireman ahead with flag, and must know that the Kansas Pacific track is clear before crossing. Yard engines will also be governed by this rule.

The speed of engines and trains must not exceed six (6) miles per hour while running through the corporate limits at Atchison, Topeka and Emporia, and the engine bell must be rung constantly until without the limits.

Engines of local freight trains will have the right to occupy the main track as an extra train between Emporia Junction and Emporia.

The speed of engines and trains must not, at any time, exceed four (4) miles per hour while crossing over the Kaw River bridge and trestle.

All engines and trains must be brought to a full stop before entering upon the joint track at Valley Falls, and it must be known that tracks are clear before they are allowed to proceed.

Train No. 21 will be made up at 8 a. m. and No. 23 at 9 p. m., and back down to union depot; approaching Topeka from Kansas City Junction to depot, will reduce speed to four (4) miles per hour.

Between Kansas City and Argentine all time schedule and wild trains will use *south main track* in both directions. The *north main track*, now designated as *transfer track*, can only be used by special order from Train Dispatcher, and such order must distinctly state that *north main track* is to be used.

Trains No. 2, 4 and 8, approaching Topeka, will reduce speed to four (4) miles per hour from Tenth street, continuing at reduced speed until platform is reached. Passenger Trains will reduce speed to ten (10) and Freight Trains to six (6) miles per hour, in running through Osage City yard, between switches Nos. 3 and 4.

A. A. ROBINSON,

General Superintendent,
Topeka, Kansas.

Chief Dispatcher Eastern Division:

B. McMURTRIE,
Topeka, Kansas.

Chief Dispatchers Middle Division:

W. BENNETT,
Emporia, Kansas.

ROY CLEMENTS,
Newton, Kansas

C. E. E. QUICK,
Nickerson, Kansas.

Chief Dispatcher Western Division:

CHAS. WRAY,
La Junta, Colorado

Chief Dispatchers Southern Division:

F. M. RAIN,
Las Vegas, N. M.

G. J. GARVIN,
San Marcial, N. M.

Superintendent Eastern Division:

D. J. CHASE,
Topeka, Kansas.

C. M. RATHBURN,
Assistant Superintendent, Topeka, Kansas.

Superintendent Middle Division:

H. R. NICKERSON,
Nickerson, Kansas.

Superintendent Western Division:

D. H. RHODES,
La Junta, Colorado.

Superintendent Southern Division:

GEO. L. SANDS,
Las Vegas, New Mexico.

A. E. TOUZALIN,

Vice Pres't and General Manager, Topeka, Kansas.

Train Master Eastern Division,

C. L. NICHOLS,
Topeka, Kansas.

Train Masters Middle Division:

F. A. BURGESS,
Emporia, Kansas.

J. N. WOODS,
Nickerson, Kansas.

Train Master Western Division:

EVERY TURNER,

Assistant Train Master,
M. P. DOOLEY,
La Junta, Colorado.

Train Masters Southern Division:

CHAS. DYER,
Las Vegas, N. M.

J. B. FRALEY,
San Marcial, N. M.

