

THE MISSOURI PACIFIC RAILWAY COMPANY.

Leased, Operated, and Independent Lines.

CENTRAL BRANCH DIVISION AND BRANCHES.

EMPLOYEES' TIME TABLE No. 90

IN EFFECT

Sunday, June 10, 1900

AT 12:01 O'CLOCK A. M.

CENTRAL STANDARD TIME.

Superseding Time Table No. 89.

This Time Table is for the Government and Information of Employees of this Company only.

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

RUSSELL HARDING,
3rd VICE PRES. & GENERAL MANAGER,
ST. LOUIS, MO.

H. G. CLARK,
GENERAL SUPERINTENDENT,
ST. LOUIS MO.

C. M. RATHBURN,
SUPERINTENDENT,
ATCHISON KANS.

W. C. WATROUS,
SUPT. TRANSPORTATION,
ST. LOUIS, MO.

MILEAGE.

Main Line—Atchison to Lenora (including East end of C. B. U. P. and end of track at Lenora).....	298.89
Washington Branch—Greenleaf to Washington.....	7.00
Republican Valley Branch—Yuma to Pac. R'y in Neb. Conn.....	30.80
Pacific R'y in Nebraska—Pac. R'y in Neb. Conn. to Prosser.....	73.00
Burr Oak Branch—Jamestown to Burr Oak	33.40
South Solomon Branch—Downs to Rooks Co. Conn.....	23.60
Rooks County R. R.—Rooks Co. Conn. to Stockton.....	18.25
Total.....	479.44

C. M. RATHBURN,
Superintendent,
ATCHISON, KANS.

A. DeBERNARDI,
Division Superintendent,
CONCORDIA, KANS.

SPECIAL RULES.

SUPERSEDING GENERAL RULES.

DESTROY ALL TIME TABLES OF PREVIOUS DATE.

The time given in this Time Table is the leaving time, unless the arriving and leaving time are both given, except at Terminal stations.

Large figures denote meeting and passing places.

Engineers of all Irregular Trains will sound the whistle when approaching and passing around curves and approaching water tanks.

Through Freight Trains overtaking Local Freight Trains have the right to pass, and must not be delayed by them.

All Mixed Trains will carry passengers.

Mixed trains have Freight train rights only.

Passengers will be carried on Freight trains only as stated in foot notes.

When there are two or more sections of Freight Trains, which carry passengers, the first section only will be allowed to carry passengers.

No employe, except Division Superintendent and Road Master, will be allowed to ride on Freight Trains, other than those designated to carry passengers, unless provided with a special permit to do so.

Yardmasters may direct the movements of all trains and engines while in the limits of their respective stations.

Yard Limit Boards have been erected at stations where switch engines are employed.

Switch Engines must not use the main track outside of yard limits without special orders.

Switch Engines must not occupy main track on the time of a passenger or freight train without orders, or without the protection of a flagman.

Switch Engines working on the time of trains must look out for them and clear the track for them without delay.

Freight Trains must be under control when their engines pass Yard Limit Boards.

If curves or obstructions in the yard obscure the view, a flagman must be sent in advance.

Engines running backward must not exceed ten miles per hour at night, or twelve miles per hour in day time, except that helper engines running backward from helping trains up hills may run twenty miles per hour.

Brakemen on Freight Trains **must** be at their post of duty approaching Stations, Water Tanks, Railroad Crossings at grade and Descending Grades. It is the duty of Conductors to **see that this rule is strictly obeyed.**

A foot note putting the ruling train on the siding at a meeting point, is effective only at the Time Table meeting point, when trains meet on Time Table rights.

The Central Branch Division has track connections with the U. P. R'y at the crossing between Bigelow and Irving; at the crossing between Clifton and Clyde; and at Concordia and Beloit.

Also, with the F. E. & M. V. R'y at Superior and F. E. & M. V., B. & M. and St. Joe and Grand Island R'ys at Hastings; with The K. C. N. W. R. R. at Goffs; and with the A. T. & S. F. R'y at Concordia.

Be It Enacted by the State Legislature of Nebraska—

SECTION 1. All railroad trains, and locomotives without trains, shall come to a full stop at least two hundred feet, and not more than eight hundred feet, from the crossing of the other railroads, and the engineer shall sound two long blasts of the whistle before starting forward; except where said railroads maintain a semaphore and gate, with torpedo attachment, and when the signals indicate the crossing to be clear no stop need be made.

SECTION 2. When trains, or locomotives without trains, approach a crossing simultaneously, the one on the older road shall have the right to cross first, and the last train to cross shall not start until the first train has cleared the crossing and signal indicates that track is clear.

Trains going in either direction on the Central Branch Division have the right to cross ahead of The K. C. N. W. R. R. trains going in either direction at Goffs.

Trains on B. & M. R'y going south have the right to cross at Concordia ahead of trains on the Central Branch Division going in either direction. Trains going in either direction on the Central Branch Division have the right to cross ahead of the B. & M. R'y trains going north.

All B. & M. trains, and engines without trains, have the right to cross ahead of trains of the Missouri Pacific R'y Co., going in either direction, in Nebraska, and trains of the Missouri Pacific Railway Company, and engines without trains, shall not start until the first train has cleared the crossing.

All Missouri Pacific Railway Company trains, and engines without trains, have the right to cross ahead of trains of the F. E. & M. V. R. R. Company, going in either direction, and trains of the F. E. & M. V. Railroad Company, and engines without trains shall not start until the first train has cleared the crossing.

All K. C. & O. Railway Company trains, and engines without trains, have the right to cross ahead of trains of the Missouri Pacific Railway Co., going in either direction, and trains of the Missouri Pacific Railway Company, and engines without trains, shall not start until the first train has cleared the crossing.

Signal gate at B. & M. crossing, west of Juniata, will be left locked across Missouri Pacific track when not in use, and must be opened and closed by Conductors of Missouri Pacific trains.

EXPLANATION OF CHARACTERS.

D—Day Telegraph Office.
N—Day and Night Telegraph Office.
N O—Night Telegraph Office only.
s—Regular Stop.

f—Stop on Signal.
¶—Stop for Meals.
Where no Characters are shown Trains do not Stop.
‡—Track Scales.

W—Water.
C—Coal.
T—Turntable.
Y—Wye.
Conn.—Track Connection with Foreign Roads.

WESTWARD.

ATCHISON SECTION.

EASTWARD.

Car Capacity of Passing Tracks, Track Capn., Location of Scales, Water, Fuel and Turning Stations	FREIGHT TRAINS.						PASS. TRS.		Distances from Atchison.	TIME TABLE No. 90. In Effect June 10, 1900.		Station Numbers.	PASS. TRS.		FREIGHT TRAINS.							
	15			13			3			1			STATIONS.	2		4		12		14		16
	Local			Through Freight			Mail and Express			Mail and Express				Mail and Express	Mail and Express		Stock Express		Stock Freight		Local	
	Lv. Daily Ex. Sunday.			Leave Daily.			Leave Daily.			Leave Daily.				Arrive Daily.	Arrive Daily.		Arrive Daily.		Arrive Daily.		Ar. Daily Ex. Sunday	
Yard Y	A. M.	A. M.	P. M.	A. M.	P. M.	.00	N	ATCHISON U. D.	84	A. M.	P. M.	A. M.	A. M.	P. M.								
Yard W C T &	7.45	2.00	10.10	9.55	11.50	0.90	N	ATCHISON 13th ST.		4.05	3.40	1.30	12.35	5.25								
Yard	7.50	2.05	10.15	9.59	11.54	1.89		C. B. JUNCTION		4.01	3.36	1.25	12.30	5.20								
32	s 8.20	f 2.35	10.40	s 10.10	f 12.05	6.50		PARNELL	160	f 3.50	s 3.25	1.08	12.05 A. M.	s 4.59								
33	s 8.55	f 2.55	11.00	s 10.24	f 12.19	12.60	D	FARMINGTON	161	f 3.37	s 3.13	12.48	f 11.43	s 4.32								
18	s 9.08	f 3.02	11.07	s 10.29	f 12.24	14.70		MONROVIA	162	f 3.31	s 3.08	12.40	f 11.36	s 4.24								
28	s 9.25	f 3.25	11.25	s 10.36	s 12.30	17.50	N	EFFINGHAM	163	s 3.25	s 3.02	12.30 A. M.	f 11.25	s 4.10								
27 W	s 10.08	f 3.49	11.52	s 10.52	s 12.46	24.70	D	MUSCOTAH	164	s 3.08	s 2.48	11.52	f 10.50	s 3.40								
31	s 10.46	f 4.10	A. M. 12.15	s 11.07	s 1.00	31.00	D	WHITING	165	s 2.54	s 2.36	11.33	f 10.22	s 3.12								
58	s 11.20	f 4.30	12.35	s 11.20	s 1.13	36.60	D	NETAWAKA	166	s 2.41	s 2.25	11.18	f 9.55	s 2.47								
39 W	s 11.54	f 4.48	12.55	s 11.33	s 1.25	42.20	D	WETMORE	167	s 2.28	s 2.13	11.01	f 9.28	s 2.13								
31	P. M. s 12.25	s 5.10	1.20	s 11.50	s 1.43	49.32	N	GOFFS	168	s 2.13	s 1.58	10.42	f 8.55	s 1.35								
Conn						49.40		K. C. N. W. CROSSING														
61 C T	s 1.05 s 1.46	f 5.40	2.00	s 12.05	s 2.00	55.20	D	CORNING	169	s 2.00	s 1.46	10.25	f 8.30	s 1.05								
19	s 2.24	f 6.02	2.32	s 12.20	s 2.15	62.40	D	CENTRALIA	170	s 1.43	s 1.30	10.00	f 7.58	s 12.20 P. M.								
38 W	s 3.00	f 6.26	2.55	s 12.36	s 2.30	69.90	D	VERMILLION	171	s 1.28	s 1.15	9.38	f 7.25	s 11.31								
48 &	s 3.20	f 6.37	3.06	s 12.43	s 2.38	73.50	D	VLEITS	A171	s 1.21	s 1.08	9.24	f 7.10	s 11.08								
37	s 4.00	f 6.52	3.21	s 12.57 s 1.17	s 2.49	78.40	N	FRANKFORT	172	s 1.10	s 12.37 12.37	9.10	f 6.48	s 10.35								
20	s 4.16	f 7.01	3.30	s 1.23	f 2.54	81.10		BARRETS	173	f 1.02	s 12.30	9.01	f 6.35	s 10.16								
23	s 4.37	f 7.12	3.41	s 1.32	f 3.01	84.90	D	BIGELOW	A173	f 12.55	s 12.22	8.50	f 6.19	s 9.52								
Conn						89.20		U. P. CROSSING														
46	s 5.11	f 7.31	4.00	s 1.47	s 3.15	91.20	D	IRVING	174	s 12.42	s 12.08 P. M.	8.33	f 5.52	s 9.10								
37 W	s 5.35	f 7.45	4.12	s 1.56	s 3.24	95.20	D	BLUE RAPIDS	175	s 12.33	s 11.59	8.21	f 5.35	s 8.45								
65	s 6.00	f 8.00	4.27	s 2.08	s 3.35	100.00	D	WATERVILLE	176	s 12.22	s 11.49	8.08	f 5.15	s 8.00								
24	s 6.40	f 8.32	4.51	s 2.25	s 3.51	107.20	D	BARNES	177	s 12.07 A. M.	s 11.33	7.47	f 4.45	s 7.25								
Yard W C T Y &	7.15 P. M.	9.00 A. M.	5.05 A. M.	2.40 P. M.	4.05 A. M.	113.00	N	GREENLEAF	178	11.55 P. M.	11.20 A. M.	7.30 P. M.	4.20 P. M.	7.00 A. M.								
	Ar. Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			113.00		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Lv. Daily Ex. Sunday								

LIST OF ADDITIONAL SIDINGS.

NAME.	Station Numbers.	Distance from Atchison	Car Capacity.
Mead's Spur.....	B173	82.71	14
Williams' Spur.....	E173	88.54	24
Plaster Mill.....	A175	97.20	128
Doubling Track.....	A176	104.33	11
Barnes Stock Yards.....	A177	107.49	16

No train will cross the Union Pacific Railway near Irving until a flagman has been sent ahead and the track is known to be clear.
 All trains will be governed by Joint Time Table, in effect between Atchison and C. B. Junction.
 All irregular trains and all regular freight trains which are over 15 minutes late, will flag carefully between Atchison and C. B. Junction.
 Passenger trains will register at Union Depot, Atchison, and will leave a Register ticket with the Operator at 13th Street, who will register for them. Freight trains will register at 13th Street, Atchison. All trains will register at Greenleaf.

Train No. 14 will take siding for Train No. 11.
 Trains 13, 14, 15 and 16 will carry passengers between Atchison and Greenleaf.
 Clock especially regulated to Standard Time is in the Dispatcher's Office, Atchison.
 Following class of Engines can be run on this Section:
 Rogers 6 wheel Switch Engine, 62.00 ton.
 Baldwin Mogul Freight Engine, 77 ton.
 Rogers 8 wheel Freight Engine, 82.5 ton.
 Missouri Pacific 8 wheel Passenger Engine, 89.00 ton.
 Bridges are safe for all classes of C. B. U. P. Engines.

WESTWARD.

GREENLEAF SECTION.

EASTWARD.

Car Capacity of Passing Trains, Track Conn., Location of Scales, Water, Fuel and Turning Stations.	FREIGHT TRAINS.					PASS. TRS.		Distances from Atchison.	TIME TABLE No. 90. In Effect June 10, 1900.	Station Numbers.	PASS. TRS.		FREIGHT TRAINS.										
	21	13	11	3	1	2	4				12	14	22	2		4		12		14		22	
														Mail and Express	Mail and Express	Stock Express	Local	Mixed	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily
	Mixed	Local	Express Freight	Mail and Express	Mail and Express	Mail and Express	Mail and Express				Stock Express	Local	Mixed	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily
Lv. Daily	Lv. Daily	Leave Daily.	Leave Daily.	Leave Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily				
Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.			
Yard W C T Y 2		A. M. 10.00	A. M. 5.35	P. M. 2.45	A. M. 4.10	113.00	N	GREENLEAF	178	P. M. 11.50	A. M. 11.15	P. M. 7.05	P. M. 2.45										
37		s 10.59	6.00	s 3.00	s 4.26	120.10	D	LINN 4.70	179	s 11.33	s 10.59	6.44	s 2.10										
45		s 11.24	6.15	s 3.10	s 4.36	124.80	D	PALMER 4.10	180	s 11.21	s 10.47	6.29	s 1.50										
24		f 11.46	6.28	s 3.20	f 4.45	128.90		DAY 4.90	181	f 11.12	s 10.36	6.15	f 1.32										
W 63 2		P. M. s 12.10	6.45	s 3.30	s 4.56	133.80	D	CLIFTON 1.60	182	s 11.01	s 10.25	6.00	s 1.13										
						135.40		C. R. I. & P. CROSSING 4.00															
Conn						139.40		U. P. CROSSING 1.00															
31 T		s 12.45	7.05	s 3.46	s 5.13	140.40	D	CLYDE 2.70	183	s 10.45	s 10.09	5.39	s 12.45										
35		s 12.57	7.15	s 3.52	s 5.19	143.10	D	AMES 6.00	184	s 10.39	s 10.04	5.30	s 12.30										
37		f 1.20	7.30	s 4.05	f 5.32	149.10		RICE 5.40	185	f 10.27	s 9.52	5.12	s 12.09 P. M.										
						154.50		A. T. & S. F. CROSSING															
						154.50		B. & M. CROSSING 0.20															
110 W C T Conn S. F. & U. P.		A. M. 9.45	7.50	s 4.20	s 5.45	154.70	N	CONCORDIA 4.90	186	s 10.15	s 9.40	4.55	s 11.50	P. M. 4.00									
59 Y		10.00 A. M.	8.07	s 4.30	s 5.56	159.60		YUMA 6.10	187	s 10.00	s 9.25	4.30	s 10.40	3.40 P. M.									
Yard Y W		s 2.57	8.30	s 4.43	s 6.10	165.70	D	JAMESTOWN 6.50	188	s 9.47	s 9.13	4.00	s 10.20										
28		s 3.30	9.00	s 5.00	s 6.24	172.20	D	SCOTTSDALE 6.80	189	s 9.34	s 9.00	3.30	s 9.50										
27		f 3.55	9.20	f 5.13	f 6.38	179.00		GILBERT 4.70	190	f 9.20	f 8.45	3.07	f 9.20										
Conn						183.70		U. P. CROSSING 0.20															
111 W		s 4.45	9.35	s 5.27	s 6.50	183.90	D	BELOIT 4.70	191	s 9.09	s 8.32	2.50	s 8.32										
27		f 5.37	9.52	s 5.37	s 7.00	188.60		SOLOMON RAPIDS 6.40	192	s 8.58	s 8.20	2.33	f 7.45										
59		s 6.17	10.15	s 5.51	s 7.13	195.00	D	GLEN ELDER 3.82	193	s 8.43	s 8.07	2.11	s 7.13										
		f 6.35		f 5.58	f 7.19	198.82		WACONDA SPRINGS 3.48		f 8.35	f 7.59		f 6.44										
40		s 6.53	10.40	s 6.07	s 7.26	202.30	D	CAWKER 5.60	194	s 8.28	s 7.52	1.48	s 6.27										
Yard W C T Y 2		7.20 P. M.	11.00 A. M.	f 6.20 P. M.	f 7.40 A. M.	207.90	D	DOWNS	195	f 8.15 P. M.	f 7.40 A. M.	1.30 P. M.	6.00 A. M.										
		Ar. Daily	Ar. Daily	Arrive Daily.	Arrive Daily.			94.90		Leave Daily.	Leave Daily.	Leave Daily.	Lv. Daily	Lv. Daily									
		Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.					Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.									

LIST OF ADDITIONAL STINGS.

Put in line

Put in line

Station Numbers.	Car Capacity.
184.51	15
189.56	26
A182	
B182	
Vining.....	
Storage Track.....	

Clock especially regulated to standard time is in the Dispatcher's office at Concordia.
 Trains cannot pass at Waconda Springs.
 All trains will register at Greenleaf, Clyde, Concordia, Yuma, Jamestown and Downs.
 Trains 13 and 14 will carry passengers between Greenleaf and Downs.
 Train No. 14 will take siding for Train No. 11.

Following class of Engines can be run on this Section :
 Baldwin Mogul Engines, 77.00 ton.
 Rhode Island 8 wheel Passenger Engine, 84.6 ton.
 Rogers 8 wheel Passenger Engine, 85.5 ton.
 Hinckley 8 wheel Passenger Engine, 89.4 ton.
 Bridges are safe for all classes of C. B. U. P. Engines.

WESTWARD.

DOWN'S SECTION.

EASTWARD.

Car Capacity of Passing Tracks, Track Conn., Location of Scales, Water, Fuel and Turning Stations.	FREIGHT TRAINS.			PASS. TRS.	Distances from Atchison.	TIME TABLE		Station Numbers.	PASS. TRS.	FREIGHT TRAINS.			
			11			1	No. 90. In Effect June 10, 1900.		STATIONS.	2		12	
			Local			Mail and Express				Mail and Express		Stock Express	
			Lv. Daily Ex. Sunday.			Leave Daily.				Arrive Daily.		Ar. Daily Ex. Sunday.	
Yard W C T Y &		P. M. 1.00		A. M. 8.00	207.90	D	DOWN'S 9.20	195	P. M. 7.55		P. M. 1.00		
23		s 1.41		s 8.20	217.10	D	PORTIS 5.10	196	s 7.33		s 12.30		
36 W		s 2.01		s 8.34	222.20		HARLAN 4.90	197	s 7.21		s 12.08 P. M.		
33		s 2.24		s 8.46	227.10	D	GAYLORD 5.20	198	s 7.08		s 11.47		
20		s 2.45		s 8.59	232.30	D	CEDAR 4.85	199	s 6.57		s 11.25		
27		f 3.05		f 9.10	237.15		CLAUDELL 4.95	N199	f 6.45		f 11.00		
58 W		s 3.27		s 9.23	242.10	D	KIRWIN 7.10	200	s 6.32		s 10.36		
5		f 3.52		f 9.39	249.20		COWLEY 3.80	A200	f 6.16		f 10.03		
28		s 4.15		s 9.48	253.00	D	MARVIN 6.30	201	s 6.07		s 9.48		
17		s 4.45		s 10.04	259.30		BIG BEND 8.70	202	s 5.52		s 9.20		
37 W		s 5.30		s 10.25	268.00	D	LOGAN 10.00	203	s 5.30		s 8.48		
15		s 6.16		s 10.50	278.00		DENSMORE 4.30	204	s 5.03		s 8.08		
24		s 6.33		s 11.02	282.30	D	EDMOND 10.40	205	s 4.52		s 7.45		
Yard W C T		7.15 P. M.		11.30 A. M.	292.70	D	LENORA 0.68	207	4.25 P. M.		7.00 A. M.		
					293.38		END OF TRACK						
		Ar. Daily Ex. Sunday.		Arrive Daily.			85.48		Leave Daily.		Lv. Daily Ex. Sunday.		

Following class of Engines can be run on this Section :
 Baldwin Mogul Engines, 77.00 ton.
 Rhode Island 8 wheel Passenger Engine, 84.6 ton.
 Rogers 8 wheel Passenger Engine, 85.5 ton.
 Hinckley 8 wheel Passenger Engine, 89.4 ton.
 Bridges are safe for all classes of C. B. U. P. Engines.
 All Trains will register at Downs and Lenora.
 Trains 11 and 12 will carry passengers.
 Trains cannot pass at Claudell and Cowley.

WESTWARD.

South Solomon Branch and Rooks Co. R. R.

EASTWARD.

Car Capacity of Passing Tracks, Track Conn., Location of Scales, Water, Fuel and Turning Stations.	FREIGHT TRAINS.			PASS. TRS.	Distances from Atchison.	TIME TABLE		Station Numbers.	PASS. TRS.	FREIGHT TRAINS.			
			11			3	No. 90. In Effect June 10, 1900.		STATIONS.	4		12	
			Local			Mail and Express				Mail and Express		Stock Express	
			Lv. Daily Ex. Sunday.			Leave Daily.				Arrive Daily.		Ar. Daily Ex. Sunday.	
Yard W C T Y &		P. M. 2.00		P. M. 6.40	207.90	D	DOWN'S 9.83	195	P. M. 7.20		P. M. 12.05 P. M.		
38		s 2.47		s 7.02	217.73	D	OSBORNE 5.22	E 1	s 6.57		s 11.15		
16		s 3.15		s 7.15	222.95		BLOOMINGTON 8.25	E 2	s 6.45		s 10.40		
44 W		s 3.58		s 7.33	231.20	D	ALTON 0.30	E 3	s 6.25		s 10.05		
					231.50		Rooks Co. R. R. 8.00						
26		s 4.40		s 7.53	239.50	D	WOODSTON 10.00	E 5	s 6.07		s 9.27		
Yard W C Y		5.30 P. M.		8.15 P. M.	249.50	D	STOCKTON 0.25	E 7	5.45 A. M.		8.40 A. M.		
		Ar. Daily Ex. Sunday.		Arrive Daily.	249.75		END OF TRACK 41.85		Leave Daily.		Lv. Daily Ex. Sunday.		

Following class of Engines can be run on S. S.
 Branch and Rooks Co. R. R.
 Baldwin Mogul Engines, 77.00 ton.
 Rhode Island 8 wheel Passenger Engine, 84.6 ton.
 Rogers 8 wheel Passenger Engine, 85.5 ton.
 Hinckley 8 wheel Passenger Engine, 89.4 ton.
 Bridges are safe for all classes of C. B. U. P. Engines.
 All trains will register at Downs and Stockton.
 Trains 11 and 12 will carry passengers.

WESTWARD.

Republican Valley Branch and Pac. R'y in Neb.

EASTWARD.

Car Capacity of Passing Tracks, Track Conn., Location of Scales, Water, Fuel and Turning Stations.	FREIGHT TRAINS.			PASS. TRS.	Distances from Atchison.	TIME TABLE No. 90. In Effect June 10, 1900.			Station Numbers.	PASS. TRS.	FREIGHT TRAINS.			LIST OF ADDITIONAL SIDINGS.	
	21					STATIONS.					22				Car Capacity.
	Mixed.										Mixed.				
		Lv. Daily Ex. Sunday.								Ar. Daily Ex. Sunday.			Station Numbers.	NAME.	
Yard Y		A. M. 10.00			159.60	YUMA	187			P. M. 3.40					
					161.50	A. T. & S. F. CROSSING									
24		s 10.35			166.90	D NORWAY	C 0			s 3.00					
					173.40	C. R. I. & P. CROSSING									
31 W		s 11.20			174.10	D SCANDIA	C 1			s 2.18					
24		s 11.45			178.30	SHERDAHL	C 1½			s 1.55					
25		P. M. s 12.10			182.90	D REPUBLIC CITY	C 2			s 1.30					
22		s 12.50			190.19	D WARWICK, KANS.	C 3			s 12.50				7 28	
					190.40	PAC. R'Y IN NEB.									
					197.98	F. E. & M. V. CROSSING									
34 W Conn F E & M V		s 1.20			198.88	D SUPERIOR, NEB.	C 5			s 12.15 P. M.				160.35 198.34	
					199.44	B. & M. CROSSING									
37		s 1.50			207.29	ABDAL	C 7			s 11.40					
33 W		s 2.20			215.71	D MT. CLARE	C 9			s 11.05					
					224.64	B. & M. CROSSING									
28		s 2.50			224.80	D LAWRENCE	C 12			s 10.30					
35		s 3.30			236.39	D PAULINE	C 16			s 9.45					
					236.53	K. C. & O. CROSSING									
22					242.94	ELEVATOR SPUR									
75 Conn F E & M V G I & B & M		s 4.10			248.77	D HASTINGS	C 20			s 8.55					
					249.75	B. & M. CROSSING									
36		s 4.32			254.77	D JUNIATA	C 22			s 8.30					
					254.92	B. & M. CROSSING									
Yard W C T		5.00 P. M.			262.58	D PROSSER	C 25			8.00 A. M.					
					263.40	END OF TRACK									
		Ar. Daily Ex. Sunday.				103.80				Lv. Daily Ex. Sunday.					

All trains will register at Yuma and Prosser.
Water tank at mile post 237.
See Nebraska State Law in Special Instructions governing rights of trains at Railroad Crossings.

Following class of Engines can be run on R. V. Branch and Pac. R'y in Neb.:
Baldwin Mogul Engines, 77.00 ton.
Rhode Island 8 wheel Passenger Engine, 84.6 ton.
Rogers 8 wheel Passenger Engine, 85.5 ton.
Hinckley 8 wheel Passenger Engine, 89.4.
Bridges are safe for all classes of C. B. U. P. Engines.

WESTWARD.

BURR OAK BRANCH.

EASTWARD.

Car Capacity of Passing Tracks, Track Conn., Location of Scales, Water, Fuel and Turning Stations.	FREIGHT TRAINS.				PASS. TRS.		Distances from Atchison.	TIME TABLE No. 90. In Effect June 10, 1900.	STATIONS.	Station Numbers.	PASS. TRS.		FREIGHT TRAINS.				
			11 Mixed		3 Mail and Express						4 Mail and Express		12 Mixed				
			Lv. Daily Ex. Sunday.	Lv. Daily Ex. Sunday.	Lv. Daily Ex. Sunday.	Lv. Daily Ex. Sunday.					Ar. Daily Ex. Sunday.	Ar. Daily Ex. Sunday.					
Yard W Y		A. M. 9.30		P. M. 4.45		165.70	D	JAMESTOWN 10.30	188	A. M. 8.25		P. M. 3.40					
24		s 10.20		s 5.15		176.00	D	RANDALL 6.20	D 0	s 7.55		s 2.50					
28		s 10.50		s 5.32		182.20	D	JEWELL CITY 8.60	D 1	s 7.37		s 2.22					
24		s 11.30		s 5.57		190.80	D	MANKATO 8.30	D 2	s 7.13		s 1.40					
Yard T C		P. M. 12.10 P. M.		6.20 P. M.		199.10	D	BURR OAK	D 3	6.50 A. M.		1.00 P. M.					
		Ar. Daily Ex. Sunday.		Ar. Daily Ex. Sunday.				33.40		Lv. Daily Ex. Sunday.		Lv. Daily Ex. Sunday.					

All trains will register at Jamestown and Burr Oak.
Water tank 350 yards west of mile post 189.
All west bound regular trains will run to Burr Oak regardless of east bound trains.

Following class of Engines can be run on Burr Oak Branch:
Baldwin Mogul Engines, 77.00 ton.
Rhode Island 8 wheel Passenger Engine, 84.6 ton.
Rogers 8 wheel Passenger Engine, 85.5 ton.
Hinckley 8 wheel Passenger Engine, 89.4 ton.
Bridges are safe for all classes of C. B. U. P. Engines.

WESTWARD.

WASHINGTON BRANCH.

EASTWARD.

Car Capacity of Passing Tracks, Track Conn., Location of Scales, Water, Fuel and Turning Stations.	FREIGHT TRAINS.				PASS. TRS.		Distances from Atchison.	TIME TABLE No. 90. In Effect June 10, 1900.	STATIONS.	Station Numbers.	PASS. TRS.		FREIGHT TRAINS.					
			13 Mixed		11 Mixed						3 Mail and Express		4 Mail and Express		12 Mixed		14 Mixed	
			Lv. Daily Ex. Sunday.	Lv. Daily Ex. Sunday.	Lv. Daily Ex. Sunday.	Lv. Daily Ex. Sunday.					Leave Daily.	Ar. Daily Ex. Sunday.	Ar. Daily Ex. Sunday.	Ar. Daily Ex. Sunday.	Ar. Daily Ex. Sunday.	Ar. Daily Ex. Sunday.	Ar. Daily Ex. Sunday.	Ar. Daily Ex. Sunday.
Yard W C T Y		P. M. 12.10	A. M. 8.00			P. M. 3.05	113.00	N	GREENLEAF 7.00	178	A. M. 9.00		P. M. 1.15	P. M. 4.10				
Yard		12.40 P. M.	8.30 A. M.			3.35 P. M.	120.00	D	WASHINGTON	B 1	8.35 A. M.		12.45 P. M.	3.40 P. M.				
		Ar. Daily Ex. Sunday.	Ar. Daily Ex. Sunday.			Arrive Daily.			7.00		Lv. Daily Ex. Sunday.		Lv. Daily Ex. Sunday.	Leave Daily.				

All Trains will register at Greenleaf and Washington.
All West bound regular trains will run to Washington regardless of East bound trains.

Following class of Engines can be run on Washington Branch:
Baldwin Mogul Engines, 77.00 ton.
Rhode Island 8 wheel Passenger Engine, 84.6 ton.
Rogers 8 wheel Passenger Engine, 85.5 ton.
Hinckley 8 wheel Passenger Engine, 89.4 ton.
Bridges are safe for all classes of C. B. U. P. Engines.

8. Four *long* blasts of the whistle is a signal to call in flagman. (Thus _____).

9. Four *short* blasts of the whistle is the engineer's call for signals from Switchmen, Watchmen and Trainmen. (Thus _____).

10. Two *long* followed by two *short* blasts of the whistle is a signal for approaching Road Crossings at grade. (Thus _____).

11. Five *short* blasts of the whistle is a signal to the Flagman to go back and protect rear of his train. (Thus _____).

12. A succession of *short* blasts of the whistle is an alarm for persons or cattle on the track, and calls the attention of the trainmen to danger ahead.

BELL CORD SIGNALS.

1. One tap of the Signal Bell, when the train is *standing*, is a notice to start.

2. Two taps of the Signal Bell, when the train is *running*, is a notice to stop at once.

3. Two taps of the Signal Bell, when the train is *standing*, is a notice to call in the Flagman.

4. Three taps of the Signal Bell, when the train is *running*, is a notice to stop at the next Station.

5. Three taps of the Signal Bell, when the train is *standing*, is a notice to back the train.

6. Four taps of the Signal Bell, when the train is *running*, is a notice to reduce speed.

LAMP SIGNALS.

1. A lamp swung across the track is a signal to stop.

2. A lamp raised and lowered vertically is a signal to move ahead.

3. A lamp swung vertically in a circle across the track, when the train is *standing*, is a signal to move back.

4. A lamp swung vertically in a circle across the track, when the train is *running*, is a signal that the train has parted.

5. A *flag*, or the *hand*, moved in any of the directions given above will indicate the same signal as given by the lamp.

FUSEE SIGNALS.

1. Fusee signals will be supplied to the conductors of all main line passenger trains as an important safeguard to the use of red signals and torpedoes, during the night time, and in stormy or foggy weather.

2. These fusees should be lighted and placed on the track. To light fusees, remove cap from the wood-covered end, and rub end of fusee thus uncovered with back of cap. If cap is lost light with ordinary match.

3. Their special uses are to insure safe distances between sections of any trains that are following each other in the night, and also for any instant and reliable danger signal in any case of sudden emergency.

4. These signals must not be used except to avoid accident or in cases of special emergency. Train conductors must see personally that they are not wasted by their trainmen.

5. They should be dropped on the track from leading trains when the train is losing time running at night, or in stormy or foggy weather and on crooked portions of the road, or when necessary on long sections of the road between night telegraph offices.

6. The engineer of a following train seeing this signal will slow his train or stop, until the signal is burned out, thereby keeping a space of full ten (10) minutes between the two sections of a train.

7. Passenger Train Flagmen, when going out to flag and stop following or other trains at night, and in stormy or foggy weather, must have at least two (2) fusee signals with their red light and torpedoes, to be used in case the red light is broken or goes out, or if the engineer should fail to see the signal in time, or if the flagman does not get far enough back from his train in time.

8. When flagging following or approaching trains, either night or day, on any section of the road, there are always two points of danger. First—That the flagman will not be sent back or ahead quick enough, and to a safe distance, to protect their own or other trains. Second—That he may be called in before a following or approaching train is notified that the track, is or has been obstructed.

9. The object of using these signals is to avoid any possibility of accident for want of proper signals being made in ample time, and at a sufficient distance from any obstruction of the track by trains or otherwise.

RULES GOVERNING THE USE OF SIGNALS.

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

2. The unnecessary use of the whistle is prohibited; when switching at Stations and in Yards, the engine bell should be rung, using the whistle only when required by law, or when absolutely necessary to prevent accident.

3. The whistle must not be sounded while passing a Passenger train, except in cases of emergency, danger, or when required by the rules.

4. When a Danger Signal is displayed to stop a train, it must be acknowledged as per rule No. 4, of Whistle Signals.

5. The engine bell must be rung before starting a train, when meeting or passing trains, and when running through tunnels and the streets of towns and cities.

6. The engine bell must be rung for a quarter of a mile before reaching every Road Crossing at grade; and until it is passed; and the whistle must be sounded a quarter of a mile before reaching every Road Crossing at grade, and one-half of a mile before reaching Stations, Junctions, or other regular stopping places, as per rules Nos. 1 and 10, Whistle Signals.

7. Torpedoes must not be placed near stations or road crossings where persons are liable to be injured by them.

8. Agents will use white flag by day and white lamp by night to stop trains at flag stations for passengers or freight.

9. All Signals must be used strictly in accordance with the Rules, and Trainmen must keep a constant lookout for Signals.

RIGHTS OF TRAINS.

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

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

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

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

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

6. *Regular* trains are those represented on the Time Table, and are designated by their number.

Irregular trains are those not represented on the Time Table, and are designated by the number of their engine.

Irregular Passenger trains are called "SPECIALS."

Irregular Freight trains are called "EXTRAS."

Irregular trains engaged in construction or maintenance of track or roadway, are called "WORK TRAINS."

Engines which help trains up grades, are called "HELPERS."

An engine on the road without cars, is considered a train.

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

8. Trains in the same direction must keep at least ten minutes apart, except approaching meeting points, when they will run very carefully and with trains under control.

No train or engine must follow a Passenger train from any station or siding until ten minutes after the Passenger train has gone.

9. When necessary to run a Special or Extra train over the road, *white* signals will be carried for them by some preceding train or engine, when practicable to do so. Trains or engines following *white* signals will keep entirely out of the way of all *Regular* trains, but will have the right to the track against all Work trains, Helpers, and Irregular trains not running under the protection of signals. An engine or train following *white* signal, or running "avoiding regular trains," when meeting a Regular or Irregular train or engine carrying *white* signals, will not pass the station where such train or engine is met until the train or engine following such *white* signals has arrived, unless authorized to do so by special order. When two or more trains or engines are to

GENERAL RULES.

REVISED JUNE 10th, 1900.

GENERAL NOTICE.

The Rules and Regulations hereby set forth apply to and govern all Officers and Employes of THE MISSOURI PACIFIC RAILWAY and its leased and operated lines.

In addition to these Rules and Regulations, the Time Tables of the different Divisions will contain such *special instructions* as may be found necessary.

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

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

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

TIME TABLES.

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

New Time Tables will be sent to all Conductors and Engineers a day or two before it is to take effect, and they are required to examine it carefully, and familiarize themselves with any changes that may be made in either the *rules* or the time of arrival and departure of trains at stations.

2. The Train Dispatchers on their respective divisions will see that every conductor and engineer has a copy of a new Time Table before it takes effect, or before they occupy main track with train or engine *after* it has taken effect, by sending an order of inquiry to conductors and engineers of all trains and engines at points convenient and certain to reach them all in time, such order to be sent some time before the Time Table is to take effect, and to stand until all conductors and engineers have answered and to read as follows: "Have you received Time Table No. —, to take effect at — M, _____ (date)?" and their answer to read: "We have received Time Table No. —, to take effect at — M, _____ (date)."

STANDARD TIME.

1. Standard time governing the movements of all trains will be wired to all telegraph stations at 10 o'clock A. M. daily.

2. The location of clocks specially regulated to standard time, will be indicated on the Time Tables of the respective Divisions.

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

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

STANDARD SIGNALS.

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

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

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

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

5. A GREEN signal is to be carried on front of an engine of an irregular train, to distinguish it from a regular train.

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

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

An engineer, on seeing a *danger* signal, will answer it by two short blasts of the whistle, and use all proper means to stop his train as soon as possible.

A flagman failing to receive such answer, will use other means to attract the attention of the engineer.

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

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

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

TRAIN SIGNALS.

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

2. Every passenger train will have a bell-cord attached to the bell in cab of engine, passing through the entire train,

and secured to the hand rail on the rear platform of the last car; and will have a red bull's-eye light on rear platform of rear car, between sunset and sunrise, and two red and green side lights for markers at night, and two green side flags for markers in day time. All other trains will have a red and green light on each side, and one on top of the rear car, or in the caboose cupola at night, and a green flag on each side of the rear or caboose car in day time. All red lights to show to the rear.

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

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

5. *Green Signals* carried on front of an engine indicate that it is an irregular train or engine.

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

7. All trains and engines will come to a FULL STOP within a distance of FOUR HUNDRED FEET of all railroad crossings at grade, not interlocked or gated. Before starting, the engineer will give two long blasts of the whistle, see that the crossing is clear and instruct the fireman to watch with him and get his answer that he will do so. The engineer and fireman must make it their duty to look out for danger until they have passed over the crossing.

WHISTLE SIGNALS.

1. One *long* blast of the whistle is a signal for approaching Stations, Railroad Crossings and Junctions. (Thus _____).

2. One *short* blast of the whistle is a signal to apply the brakes—stop. (Thus _____).

3. Two *long* blasts of the whistle is a signal to throw off the brakes. (Thus _____).

4. Two *short* blasts of the whistle is the answer to any signal except train parted. (Thus _____).

5. Three *long* blasts of the whistle is a signal that the train has parted. (Thus _____). To be repeated until answered, as per rule 1 or 2 "Lamp Signals."

6. Three *short* blasts of the whistle when the train is *standing*, is a signal that the train will back. (Thus _____), to be repeated until answered as per rule 3, "Lamp Signals."

7. Three *short* blasts of the whistle, when the train is *running*, is a signal to be given by trains when displaying signals for a following train, to call the attention of trains they meet or pass to the signals; trains carrying signals when standing on sidings, will notify passing trains in the same manner. (Thus _____). This will be answered as per rule No. 4.

follow white signals, each one but the last will carry white signals. All Irregular trains will carry green signals to distinguish them from Regular trains.

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

11. All engines carrying signals will call the attention of all engines they meet or pass by *three short blasts of the whistle*, and all such engines will answer by *two short blasts of the whistle*. If they do not answer, the engine carrying the signals will stop, and the engineer notify engineers of such engines, and report the fact at the first telegraph station he stops at. Conductors of trains or engines carrying signals will be particular to call attention of all conductors they meet, to the same. At terminal stations they will notify yard men, and at stations where Train Registers are kept, will record their signals, giving the kind in every instance.

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

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

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

DUTIES OF CONDUCTORS, ENGINEERS AND TRAINMEN.

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

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

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

and Freight 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.

4. Conductors will be held responsible for the proper adjustment of the switches used by them and their trainmen, except where switch tenders are stationed.

Whoever opens a switch shall remain at it until it is closed, unless relieved by some other competent employe, and the person in charge of the switch must be at least thirty feet from the switch target while trains are passing.

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

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

7. No train must leave a station without a signal from its Conductor.

Engineers of Freight trains must get "go-ahead" signal from rear end of train before passing any station or siding designated in station column of Time Table.

Brakemen must not give "go-ahead" signal without authority from the Conductor.

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

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

10. Engineers will not allow any person except officers of the road, train men connected with their train, and telegraph line men on duty to ride on their engines without permission from the proper authority.

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

12. Engineers must personally run and handle engines in their charge at all times, while on the road, about the shops, or in station yards; excepting that experienced firemen may be allowed to handle engines about the stations and yards when they are competent to do so.

13. All trains and engines must approach stations and water tanks under control, expecting to find another train occupying main track. This applies also to sidings where the view is obstructed and another train is or may be expected. Engineers will run very carefully by all switches, and see that they are set right. They will guard against accidents likely to occur from stock being on the track, and when stock is killed or seriously injured, report the fact to the Stock

Agent or Division Superintendent at the end of the trip, giving kind of stock and locality, as nearly as possible. Adjustable pilot couplers must be raised while not in use.

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

15. No train must be stopped on the main track, except the regular stops of passenger trains, without a flagman being sent back at once. With freight trains, the rear *brakeman* must not be permitted to wait until the train comes to a stop before he gets off and starts back.

Under no circumstances will Conductors allow their Brakemen to deviate from this rule.

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

17. All trains will run slow during, or immediately after, a heavy storm, and not attempt to make time, keeping a close lookout for places in the track that are liable to obstruction from land-slides, falling rocks, or trees, or dangerous from sliding embankments, or washouts.

Under no circumstances will passenger trains run to exceed speed of 20 miles an hour, or freight trains at speed to exceed 10 miles an hour, when passing such locations, and slower speed must be made, if, in the judgment of train men, such slower rate of speed is necessary to insure absolute safety.

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

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

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

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

22. Running switches must not be made when they can possibly be avoided. When necessary, they must always be carefully made, Train Conductor or Yard Foreman first seeing that the tracks are clear and the switches all right and that the hand brakes on the cars are in good order.

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

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

25. All persons are strictly forbidden to board engines or cars while they are in too rapid motion. *Under no circumstances must they stand on track and board engines or cars when same are approaching them.*

26. No train will be allowed to obstruct any public or road crossing, to exceed five minutes at one time. When more time is required, trains must be cut, and separated to allow the free use of the crossing.

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

MOVEMENT OF TRAINS BY TELEGRAPH.

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

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

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

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

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

5. Conductors and Engineers of all night trains must be sure to see that the *telegraph signal lamp is burning at all night offices*, which are designated on face of Time Table by the letter "N," and in case it is *not*, trains will stop and ascertain whether or not any orders for them. Every night telegraph office on line of the road is required to have a *Red* and a *White light* burning constantly from dark until daylight; when *no orders* for trains, the *White light* will be kept

in some fixed place in full view of trains in either direction; and when there are *orders* for trains, the *Red light* will take the place of the *White light*.

6. When an operator receives an order for a train or engine, and before he acknowledges receipt of the order, he will display his Red signal, and keep it displayed until such train or engine has arrived, and the order is signed by and delivered to the Conductor and Engineer. If, in the meantime, other trains or engines should arrive for which there are no orders, the Operator will give them an *order clearance*, made out on blanks provided for that purpose. The signal *must not be taken in* to let trains by for which there are no orders; they must *stop and get an order clearance*.

Orders must not be delivered to or accepted by Conductors and Engineers until they are signed, repeated back to dispatching office and O K, with correct time and name of operator receiving put on them. Conductors and Engineers in person are required to read aloud and sign all orders addressed to them, in presence of the Operator.

Conductors must read all orders to rear Brakemen, and Engineers to Firemen, before leaving station.

7. Orders addressed to trains or engines at more than one station, will be sent to all at the same time. An order to a train or engine is a *holding order* for that train or engine, and on receipt of which, the operator on duty will immediately set his Red signal, and *then* acknowledge receipt of the order. Operators must not acknowledge receipt of orders until Red signal is set and trains or engines addressed are positively known to be held. If a train is at the station when an order for it is received, the Operator will set his Red signal, and then get signature of the Conductor and Engineer to the order, after which he will acknowledge receipt of the order.

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

Order No. 100—For "A" to C. and E. No. 1—"A."

For "B" to C. and E. 1st and 2d, No. 2—"B."

For "C" to C. and E. Extra Eng. 50—"C."

No. 1 will take siding and meet 1st No. 2 at M—, meet 2d No. 2 at N—, and meet Extra Eng. 50 at O—.

Operators will then acknowledge receipt as follows:

Order No. 100 to C. and E. No. 1, O K (name of operator) "A."

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

Order No. 100 to C. and E. Extra Eng. 50, O K (name of operator) "C."

In giving "O K," the dispatcher will say: "Order No. 100 O K," (giving correct time), and sign the initials of Superintendent or Division Superintendent.

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

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

11. "Meeting orders" are in the following forms: "No. — (or Eng.) will take siding and meet No. — (or Eng.) at —." "Eng. — following white signal on No. — (or Eng.) will take siding and meet Eng. — following white signal on No. — (or Eng.) at —."

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

(SCHEDULE.)

The train named in this order will not pass any station where time is given ahead of the time stated in the order, and will not wait for a possible variation in watches.

Other trains receiving this order, will be required to run with respect to the time given in the order, the same as before required to run with respect to the regular time table schedule of the train named, with the addition that all trains of inferior rights having this order, must clear the time stated in the order not less than five (5) minutes.

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

13. A "regardless order" is in the following form: "No. — will run to — regardless of No. —." On this order, the train *first* named will run to the station named precisely as if the train *last* named did not exist, and from *there* it will run as per Time Table rules, unless otherwise ordered.

The train *last* named in the order will use its Time Table rights up to the station named and there take siding at the nearest switch, as the train *first* named has the right to main track at station named. This order does not prevent the train *last* named in the order from running to any other station beyond the one named in the order, PROVIDED it can make such station and take siding five minutes before the train *first* named in the order is due there by its Time Table time.

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

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

16. Telegraph Operators will set Red signal immediately after the departure of a train, and keep it set for ten minutes, in order to preserve the time between trains. Should a following section, or a train of any kind arrive before the ten minutes have expired, the Operator will hold them until that time is up, and then give them an order clearance.

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

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

DUTIES OF BRIDGE AND TRACKMEN.

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

2. Great watchfulness must be exercised in the use of hand cars and truck cars. Where, by reason of fog, sharp curves, or the like, risk is involved, they must be protected by flagman. This is particularly necessary in case of loaded truck cars.

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

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

5. Whenever a rail or frog is to be taken out, or the main track in any manner obstructed or rendered unsafe, and when at any time the main track is found to be unsafe, a flagman must be sent out in each direction at least half a mile, whether any train is expected or not, to flag trains in accordance with Rule No. 8, "Standard Signals."

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

7. Employes only, when on duty, may be permitted to ride on hand cars.

CONCERNING AIR BRAKE AND TRAIN HOSE.

1. Trains are to be handled with automatic air brakes, and all engineers and trainmen must familiarize themselves with it.

2. Conductors and engineers will be held equally responsible for knowing by personal examination that the brakes upon their train are in good working order at any and all times.

3. Air brakes must be tested by applying and releasing brakes from engine before starting from terminal stations, and at all other places where engine or cars have been detached, or hose coupling separated.

4. After all couplings have been made on a passenger train, the engineer will be instructed to apply brakes; the brakeman or car inspector will then pass to the rear of the train, noticing that the brakes are properly applied to each car. Four taps of the signal bell, or a like number of blasts of the air whistle signal will be given from the rear platform, as notice to the engineer to release brakes; the brakeman or car inspector will then pass to the engine, noticing brakes to see if they properly release. If so, he will notify the engineer that the brakes are working all right. Should the brakes on any car fail to work properly, immediate steps must be taken to put them in order before starting the train. Conductors must personally know that the above test has been made at all terminal stations, as well as at any station where hose coupling has been separated.

As an extra precaution, engineers must apply the air brakes by the "service" application of from ten (10) to fifteen (15) pounds reduction in train pipe, while working steam on loco-

otive, within three hundred (300) yards of the starting point, after leaving a terminal station or any other place where the engine or cars have been detached or hose coupling separated; also at least one (1) mile before reaching end of double track, junctions, railroad crossings at grade; draw bridges, regular stops, and before descending heavy grades.

5. Engineers must use the brakes carefully to avoid injury to passengers or freight. They must not use the emergency application unless it is really necessary, and must be especially careful to apply brakes moderately when train is moving slowly.

6. The conductor's valve must never be used except in case of emergency, and when it is used, should be held open until it is certain that the engineer has noticed the application of the brakes and put his valve on "lap."

7. No train will leave a station without sufficient brakes, air or hand, to handle it with safety to the next stopping point.

8. When all cars in a Freight train are not equipped with the automatic air brake, those cars that are so equipped must be switched together and placed ahead next to the engine.

9. The Superintendents of each Division shall determine the minimum number of cars equipped with air brake necessary for the engineer to have to properly handle the train on each freight division.

10. When there are sufficient air brake cars in service in a Freight train to properly handle it, the engineer will be held responsible for "service" stops, but trainmen must be ready to assist in stopping train if called upon. This will not relieve trainmen from being in their assigned positions on train, as required by the Rules and Regulations.

11. When an engine has been coupled on to a Freight train, and the gauge shows a sufficient pressure in train pipe, the trainman or inspector making the test will request the engineer to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last air car is reached, if the brakes are set properly, he will give a signal to the engineer to release the brakes, and the person making the test will then examine each car to see that the brake releases, and on arriving at the engine, will report to the engineer the number of brakes in good working order. If any brakes will not release, or have leaks, or broken rods, or other defects which render it necessary, they must be cut out by closing stop-cock in branch pipe, and then bled, to insure that they will not stick. Opening the stop-cock at rear car is not a reliable test of the brakes, and is strictly forbidden.

12. In testing air brakes on Freight train, the signal to apply the brakes will be the hand or a lamp elevated above the head; the signal to release the brakes will be the regular "stop" signal.

13. Brakemen of Freight trains will be expected to couple air-hose in making up trains at terminal points, and have train in readiness to test air when engine reaches train. They will begin invariably at the rear end of train and see that stop-cock in train pipe at rear of last air car is closed, and all other stop-cocks in train pipe at the end of cars are open; that the hose are all coupled; that the stop-cock in branch pipe of each car is open, the handle of pressure retaining valve on each car is turned down, and all hand-brakes released, unless they are needed to hold the cars while making up train.

14. Engineers on taking their engines at terminals must start the air pump in time to have a full pressure of air in main reservoir on reaching train, so that they may charge

train promptly and test brakes, as outlined above, without delaying the departure of the train.

15. To provide against breaking in two and running together, all air cars in train must be coupled up and working. The non-air piped cars should be scattered through the train, and not bunched together in any one place. If the air reaches through to caboose, the caboose brake must be coupled up and working. Any defect in caboose brake must be promptly reported. When the train is cut between the air cars, or breaks in two, or additional cars are put in between the engine and the last air car, the brakes must be tested from the engine, as directed above, before proceeding.

16. If air brakes are found to be inoperative, the cause should be ascertained immediately, and no further dependence placed on them to make stops, until proved to be efficient by a test, as outlined above, that they are working.

17. Trainmen must watch carefully for any indication that brakes are not working on all air cars.

18. With Freight trains partially equipped with air brakes, the engineer after shutting off steam, must first allow the slack of train to run in against the engine, and then apply the brakes gradually by a five (5) pounds 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 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.

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

20. 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.

21. When brakes are cut out, conductors will so advise engineers.

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

23. The air should be fully released on cars set out from trains on sidings and hand brakes securely set.

24. When uncoupling cars or engines, the brakes must be first released, both angle-cocks closed and the couplings parted by hand.

25. Engineers must have extra hose and couplings on engine. Trainmen must have extra hose and couplings in caboose and baggage cars.

26. Conductors must report to inspectors any car not in working order.

27. Conductors and Engineers handling trains equipped with air whistle signals, will be responsible for knowing that the device is in proper working order. Trains equipped with air whistle signal must be tested by applying the same from the rear car of train before leaving a terminal station, and at every other station where engine or cars have been detached, or hose couplings separated.

The purpose of this test is to ascertain if air whistle hose between rear car and through train to engine is properly coupled and in working order.

This test must be made at the time the air brakes are tested.

Conductors will report by wire to Division Superintendent the numbers and initials of cars equipped with air whistle signals that are found to be out of order.

In using the air whistle signal, the valve should be held open about one second and remain closed about two seconds between each two sounds. The signals to be used in operating air whistle will be the same as govern bell cord signals.

Air-brake hose on freight car equipment, when not in use, should be allowed to hang down.

Air-brake hose, air-whistle hose and steam hose on passenger equipment, when cars are not in service or hose coupled up, should be hung up in dummy hooks.

CONCERNING BAKER HEATERS.

To insure satisfactory results in the use of the heaters, the following instructions must be strictly observed:

1. The heater should be kept half full of coal at all times. The coal should never be allowed to get below top of worm. This will give about fifteen inches of fire.

2. The inside safety lid should never be opened except to build the fire or put in coal. (Never force the fire by opening inside safety lid.)

3. To increase the heat, open inside lower damper and close upper damper.

4. 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 air will not be too warm at any time, and by proper working of the lower and the upper dampers, and watching the indicator, the car can be kept at any temperature desired.

5. 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 and creates gases, which are liable to explode.

6. It will be readily understood that 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 be necessarily slow, and that a forced fire will do no good, but will only cause the effect mentioned above.

7. 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 the drum and pour in water until it runs freely from same. The water should always stand at the height of com-

bination 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 car.

REGULATIONS CONCERNING THE HANDLING OF UNITED STATES MAILS.

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

1. The handling of United States mails will take preference over express and baggage.

2. Mails must not be allowed to remain on cranes, trucks or platforms unguarded, or where they will be liable to depredation, or to damage by elements; and they must be dispatched to the Postoffice, when such service is performed by the railroad company, or placed aboard the proper trains, without delay.

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

4. All persons through whose hands a miscarried mail bag passes must make a written report to the Superintendent, giving full particulars. This rule must be strictly observed. Report must also be made when postal clerks make improper dispatch of mail resulting in damage to mail bag or contents by reason of bag being thrown into water alongside of track, under trains, etc. In making reports concerning mishandling, failures, etc., be careful to distinguish between locked pouches and tie-sacks.

5. Station agents will be required to notify the postmasters at offices which receive mail at their respective stations, of any change in the time of trains which carry mails; the notice to be given immediately upon the receipt of the timetables which cover such changes. Section foremen will give this notification to postmasters at postoffices on their sections where the railroad company has no station agent.

6. Where any mail train goes in upon siding to meet an opposing train and misses the mail at station or on mail crane, the conductor will see that porter or brakeman gets the mail from station or mail crane and places it in postal car and also assists in taking the mail from postal car and placing it upon depot platform.

7. Do not deliver pouches to mail car until Mail Clerk has finished his delivery. In case of non-delivery of pouches to a mail car do not throw the pouch to any railway employe or on the platforms of cars, but hold for next regular mail train and report facts by wire to Superintendent. Do not receive pouches unless properly locked and correctly labeled.

8. Pouches or sacks must be carried or trucked. Dragging on platforms or cinder paths will not be allowed under any circumstances.

9. Where Mail Messenger service between postoffices and stations is performed by Postoffice Department, the Government Messenger is required to deliver the mails on board the trains (except when R. R. employe makes night exchanges in accordance with Section 1024 of Postal Laws and Regulations), but when trains are so late that messenger would miss other mails by remaining to make exchanges himself, the Railway Agent should take charge of mails and deliver to trains and receive incoming mails and hold until called for by Government Messenger.

10. The handling of return mails, viz: Transfer mails from one train to another devolves upon the Railway Company and not on the Government Messenger, who performs carrier service between postoffice and station, and at points where this mail is due to be handled R. R. employes must be on the lookout for same and make inquiries if not received.

11. At stations where the mail is craned it is the duty of the agent, or person in charge, to guard the mail while on crane and observe if the bag is caught, so that in case of failure the pouch can be at once taken care of and not left unprotected. This is especially necessary where the catching is done at night.

12. When the crane is out of position or in bad order, wire your Superintendent, who will have repairs promptly made.

13. HANGING THE POUCH.—Always hang the bottom of the pouch on the upper iron of the crane, so that the lock be down (it is dangerous to a postal clerk to hang the pouch with the lock up), and, after the pouch is hung, tie the upper ring of the pouch to the iron on which it is hung with one thickness of thin twine. Then tie the bottom ring to the lower iron of the crane in the same manner. It is of the greatest importance that the pouch should be *always* tied at both ends to the irons of the crane with not more than one thickness of twine. The object of this is to prevent the pouch from being blown from the crane by high winds, or by the current of the train. It is also important that no mail be left in the center of the pouch.

14. NIGHT SERVICE.—When the service is performed at night, there should be a light attached to the crane, or near the crane, for the guidance of the clerks.

15. Proper care of all pouches and sacks with prompt and correct handling is enjoined upon all employes of this Company.

16. Division Superintendents and Superintendent Locomotive and Car Department will wire the General Superintendent in advance of any mail apartment car withdrawn from the service for repairs, or for any other cause, giving car number and reason for withdrawal.

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

SECTION 1023. ARRIVAL OF MAIL AT LATE HOURS OF NIGHT.—Whenever the mail on any railroad route arrives at a late hour of the night, the railroad company must retain custody thereof by placing the same in a secure and safe room or apartment of the depot or station until the following morning, when it must be delivered at the Postoffice, or to the mail messenger employed by the department, at as early an hour as the necessities of the office may require.

SECTION 1024. When a train departs from a railroad station in the night time later than nine o'clock, and it is deemed necessary to have the mail dispatched by such train, the Division Superintendent (of Railway Mail Service) may authorize the mail messenger or carrier to take the mail to the railroad station at such times as will best serve the interests of the mail service, and deliver it to the agent or other representative of the railroad company, who will be required to keep it in some secure place until the train arrives, and then see that it is properly dispatched.

SECTION 5474. REVISED STATUTES.—Any person who shall have taken charge of the mail and shall voluntarily quit or desert the same before he has delivered it into the Postoffice at the termination of the route, or to some known mail carrier, messenger, agent, or other employe of the Postoffice Department, authorized to receive the same, shall be punishable by a fine of not more than five hundred dollars and by imprisonment for not less than three months nor more than one year.

RUSSELL HARDING,
3rd Vice Prest. and General Manager,
ST. LOUIS, MO.

H. G. CLARK,
General Superintendent,
ST. LOUIS, MO.

C. M. RATHBURN,
Superintendent,
ATCHISON, KANS.

W. C. WATROUS,
Supt. Transportation,
ST. LOUIS, MO.

HOSPITAL DEPARTMENT.

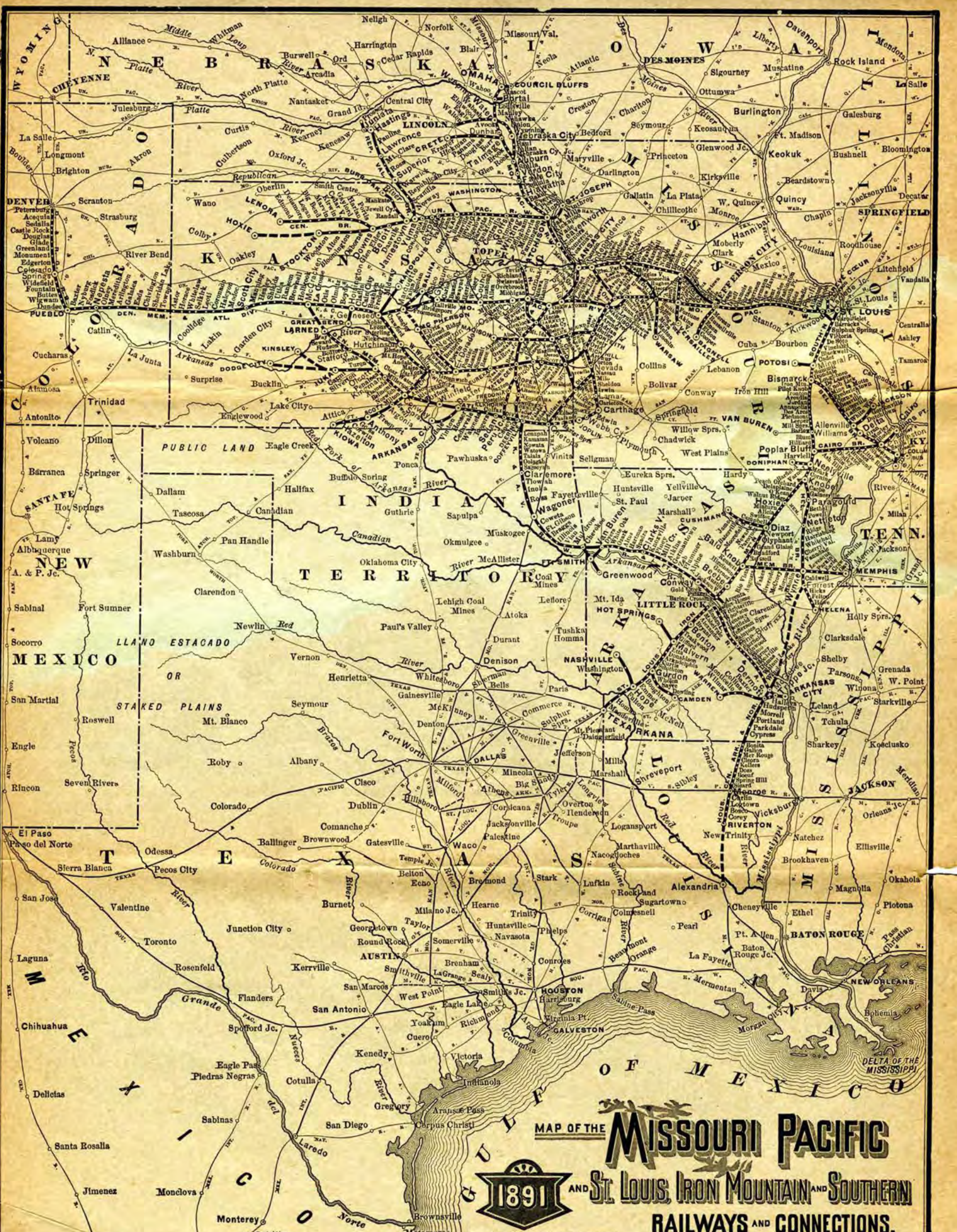
LOCATION OF HOSPITAL, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS.

CENTRAL BRANCH DIVISION AND BRANCHES.

NAME	LOCATION	OFFICE	RESIDENCE
EMERGENCY STATION	Atchison	The Home Private Hospital	817 S. 6th St.
Dr. W. H. Bogle, Div. Surgeon	Atchison	500 Commercial St	721 N. Fifth St.
Dr. C. C. Finney	Atchison	500 Commercial St.	508 N. Second St.
Dr. S. M. Riggs	Muscotah	Main St.	
Dr. J. C. Maxson	Goffs	4th and Stoll St.	
Dr. A. J. Best	Centralia	City Drug Store	5th and Nemaha Sts.
Dr. M. A. Brawley	Frankfort	S. E. cor. 3rd and Kansas Ave.	S. E. cor. 3rd and Kansas Ave.
Dr. H. Humfreville	Waterville	12 W. Commercial	4 W. Main St.
Dr. D. W. Humfreville	Waterville	15 Commercial St.	
Dr. E. Armstrong	Greenleaf	Ideal Pharmacy.	
Dr. C. F. Leslie	Clyde	Washington Street	West Campbell Ave.
Dr. W. R. Priest	Concordia	118 W. 6th St.	

NAME	LOCATION	OFFICE	RESIDENCE
Dr. F. M. Daily	Beloit	N. Y. Store Block, Rooms 1-2	503 E. 2d St.
Dr. Wm. Hunter	Blue Rapids	29 S. W. cor. Pub Sq.	East Ave. and 7th St.
Dr. O. F. Shearer	Downs	West Blunt St.	West Blunt St.
Dr. C. J. Holmes	Gaylord	1 door E. Drug Store.	
Dr. F. E. Richmond	Logan, Kan.	Main St., Opp. Baker Hotel.	
Dr. L. R. White	Scandia	4th and Cloud St.	4th and Cloud St.
Dr. F. E. McKeeby	Superior	Back of 1st Nat. Bank.	Back of 1st Nat. Bank
Dr. W. H. Linn	Hastings	Over Ger. Nat'l Bk.	511 4th. St.
Dr. J. E. Hawley	Burr Oak	City Drug Store.	
Dr. M. F. Hudson	Osborne	East St.	East St.
Dr. W. B. Callender	Stockton	Over Smyth's Bank.	
Dr. C. H. Fortner	Lenora	Main St., near Commercial Hotel.	

DR. W. B. OUTTEN, Chief Surgeon,
ST. LOUIS, MO.



MAP OF THE **MISSOURI PACIFIC**
AND **ST. LOUIS, IRON MOUNTAIN AND SOUTHERN**
RAILWAYS AND CONNECTIONS.



RAND, McNALLY & CO., ENGRAVERS, CHICAGO.

Missouri Pacific R'y.

**CENTRAL BRANCH DIVISION
AND BRANCHES.**

**EMPLOYEES'
TIME TABLE**

NO. 90.

IN EFFECT

June 10, 1900