

# Missouri, Kansas & Texas Railway.

WILLIAM BOND, GENERAL MANAGER.

No. 47.

## TIME TABLE.

No. 47.

FOR THE INFORMATION OF EMPLOYEES ONLY.

To take effect Sunday, May 12th, 1878, at 12 o'clock, Noon.

### CHEROKEE AND CHOCTAW DIVISIONS.

GOING SOUTH.						GOING NORTH.						
STATIONS.	9	7	5	3	1	STATIONS.	2	4	6	8	10	STATIONS.
	2d Class.	1st Class.	1st Class.	1st Class.	1st Class.		1st Class.	1st Class.	1st Class.	1st Class.	1st Class.	
CHICAGO				10.54 <sup>am</sup>	10.00 <sup>pm</sup>	CHICAGO	6.55 <sup>am</sup>	7.45 <sup>pm</sup>				CHICAGO
HANNIBAL				10.30 <sup>am</sup>	10.15 <sup>pm</sup>	HANNIBAL	4.40 <sup>am</sup>	5.12 <sup>pm</sup>				HANNIBAL
Moberly				2.05 <sup>pm</sup>	1.45 <sup>pm</sup>	Moberly	1.25 <sup>pm</sup>	1.55 <sup>pm</sup>				Moberly
Higbee				2.37 <sup>pm</sup>	2.17 <sup>pm</sup>	Higbee	12.33 <sup>pm</sup>	1.13 <sup>pm</sup>				Higbee
Boonville				4.07 <sup>pm</sup>	3.40 <sup>pm</sup>	Boonville	11.00 <sup>am</sup>	11.40 <sup>am</sup>				Boonville
St. Louis				6.07 <sup>pm</sup>	6.17 <sup>pm</sup>	St. Louis	6.07 <sup>pm</sup>	6.42 <sup>pm</sup>				St. Louis
Sedalia				6.30 <sup>pm</sup>	6.10 <sup>pm</sup>	Sedalia	6.40 <sup>pm</sup>	9.30 <sup>pm</sup>				Sedalia
Fort Scott				12.20 <sup>pm</sup>	11.40 <sup>pm</sup>	Fort Scott	2.55 <sup>pm</sup>	3.40 <sup>pm</sup>				Fort Scott
PARSONS	7.30 <sup>am</sup>	Meet	11.30 <sup>am</sup>	2.45 <sup>pm</sup>	2.10 <sup>pm</sup>	301.1	12.25 <sup>pm</sup>	12.50 <sup>pm</sup>	6.30 <sup>pm</sup>	7.30 <sup>am</sup>	Meet	PARSONS
Labette	8.18		12.22 <sup>pm</sup>	3.11	2.38	309.9	11.58 <sup>pm</sup>	12.22 <sup>pm</sup>	5.47	6.45		Labette
OSWEGO	8.46		12.51	3.26	2.54	316.3	11.43	12.06 <sup>pm</sup>	5.21	6.17		OSWEGO
Chetopa	9.35		1.42	3.48	3.20	324.8	11.18	11.43 <sup>am</sup>	4.37	5.30		Chetopa
Russell Creek	10.10		2.16	4.05	3.38	330.0	11.02	11.25	4.05	4.57		Russell Creek
Blue Jacket	11.01	Meet	3.10	Meet	4.30	341.1	10.38	11.01	Meet	4.05	Meet	Blue Jacket
VINITA	12.07 <sup>pm</sup>		5.00	5.20	4.38	353.4	10.05	10.30	1.55	2.48		VINITA
Big Cabin	12.48	Meet	6.00	6.40	4.59	361.4	9.46	10.09	12.48	Meet	2.02	Big Cabin
Adair	1.32		6.38	6.00	5.18	366.7	9.27	9.50	12.00 <sup>pm</sup>	1.16		Adair
Pryor Creek	2.23		6.24	Pass	5.43	378.1	9.05	9.38	11.24 <sup>am</sup>	12.23 <sup>am</sup>		Pryor Creek
Chouteau	3.15		7.10	6.46	6.08	386.6	8.40	9.05	11.30 <sup>pm</sup>	11.30 <sup>pm</sup>		Chouteau
Lolaetta	4.18		8.10	7.10	6.37	398.2	8.10	8.33	10.21	10.21		Lolaetta
Cibson	5.21		9.20	7.45	7.05	408.0	7.45	8.09	9.20	9.20		Cibson
MUSKOCÉE	6.15 <sup>pm</sup>		10.15 <sup>pm</sup>	8.10 <sup>pm</sup>	7.30 <sup>pm</sup>	418.0	7.20 <sup>pm</sup>	7.45 <sup>pm</sup>	8.00 <sup>pm</sup>	8.30 <sup>pm</sup>		MUSKOCÉE
MUSKOCÉE	7.00 <sup>pm</sup>	Meet	11.15 <sup>pm</sup>	8.20 <sup>pm</sup>	7.50 <sup>pm</sup>	418.0	7.00 <sup>pm</sup>	7.25 <sup>pm</sup>	7.15 <sup>am</sup>	8.00 <sup>pm</sup>	Meet	MUSKOCÉE
Summit	7.30		11.48	8.38	8.00	425.0	6.43	7.00	6.45	7.30		Summit
Oak-ta-ha	8.03		12.38 <sup>pm</sup>	9.00	8.25	431.7	6.28	6.50	6.00	6.50		Oak-ta-ha
Chicotah	8.30		1.00	9.21	8.46	430.1	6.08	6.31	5.30	6.08	Let 2 pass	Chicotah
Eufaula	9.42		2.34	10.00	9.18	452.5	5.35	5.57	4.10	4.51		Eufaula
South Canadian	10.27	Let 2 pass	3.15	10.27	9.43	462.5	5.13	5.33	3.15	4.00		South Canadian
Reams	11.12 <sup>pm</sup>		4.00	10.51	10.04	469.7	4.52	5.12	2.30	3.00		Reams
McAllister	12.01 <sup>pm</sup>		4.50	11.18	10.27	478.0	4.30	4.50	1.45	2.18		McAllister
Savanna	12.54	Meet	5.35	11.47	10.57	483.7	4.00	4.22	1.25	1.92		Savanna
Kiowa	1.33		6.12	12.12 <sup>pm</sup>	11.21	497.1	3.37	3.58	12.12 <sup>pm</sup>	12.30 <sup>pm</sup>		Kiowa
Limestone Cap	2.15		6.54	12.40	11.48	505.0	3.12	3.38	11.37 <sup>pm</sup>	11.45 <sup>pm</sup>	Meet	Limestone Cap
Stringtown	3.06	Meet	7.45	1.15	12.21 <sup>pm</sup>	517.0	2.40	3.06	10.37	10.51		Stringtown
A-to-ka	3.51		8.20	1.38	12.45 <sup>pm</sup>	524.0	2.20	2.47	9.48	10.15		A-to-ka
Caney	5.06		9.15	2.15	1.05	535.5	1.45	2.15	8.45	9.15	Meet	Caney
Caddo	6.00		10.05	2.38	2.08	544.0	1.21	1.53	8.00	8.25	Meet	Caddo
Durant	7.03	Meet	11.08	3.08	2.30	555.0	12.40	1.23	6.38	7.03	Meet	Durant
Colbert	8.04		12.15 <sup>pm</sup>	3.38	3.08	567.5	12.15 <sup>pm</sup>	12.51	5.30	6.00		Colbert
DENISON	8.45 <sup>am</sup>		1.00 <sup>pm</sup>	4.00 <sup>pm</sup>	3.30 <sup>pm</sup>	578.0	11.55 <sup>am</sup>	12.30 <sup>am</sup>	5.00 <sup>pm</sup>	5.30 <sup>pm</sup>		DENISON

### NEOSHO DIVISION.

GOING NORTH.			GOING SOUTH.		
19	17	STATIONS.	18	20	STATIONS.
2d Class.	1st Class.		1st Class.	2d Class.	
7.00 <sup>am</sup>	2.55 <sup>pm</sup>	PARSONS	11.30 <sup>pm</sup>	6.45 <sup>pm</sup>	PARSONS
7.27	3.12	Ladore	11.13	6.15	Ladore
7.55	3.28	Calesburg	10.54	5.45	Calesburg
8.27	3.46	Urbana	10.33	5.10	Urbana
9.15	4.15	CHANUTE	10.01	4.15	CHANUTE
4.18	96.7	L. L. & C. Crossing	327.8	9.58	
10.12	4.44	Humboldt	338	9.30	Humboldt
11.50 <sup>am</sup>	5.30	Neosho Falls	350.0	8.39	Neosho Falls
12.15 <sup>pm</sup>	6.00	Le Roy	356.0	8.20	Le Roy
1.48	6.46	Burlington	368.4	7.39	Burlington
2.35	7.10	Strawn	376.4	7.10	Strawn
3.12	7.33	Hartford	383.3	6.50	Hartford
3.35	7.46	Neosho Rapids	387.5	6.35	Neosho Rapids
6.13	8.13	Emporia Junction	410.1	5.45	Emporia Junction
4.20	8.14	EMPORIA	396.3	5.43	EMPORIA
5.15	8.43	Americus	404.9	5.15	Americus
6.00	9.06	Dunlap	412.5	4.50	Dunlap
6.50	9.33	Council Grove	421.1	4.35	Council Grove
7.35	9.57	Downing	428.1	4.04	Downing
8.10	10.14	Parkerville	433.8	3.45	Parkerville
8.38	10.28	White City	438.4	3.30	White City
9.15	10.48	Skiddy	444.8	3.10	Skiddy
10.30 <sup>am</sup>	11.30 <sup>pm</sup>	JUNCTN CITY	457.6	2.30 <sup>pm</sup>	JUNCTN CITY

### OSAGE DIVISION.

GOING WEST.			GOING EAST.		
15	16	STATIONS.	15	16	STATIONS.
1st Class.	1st Class.		1st Class.	1st Class.	
8.00 <sup>am</sup>	0	HOLDEN	53.8	7.00 <sup>pm</sup>	HOLDEN
8.45	11	Cunn City	42.6	6.15	Cunn City
9.05	15.5	East Lynn	36.3	5.53	East Lynn
9.35	21.7	Harrisonville	32.1	5.15	Harrisonville
10.10	30.7	Freeman	23.1	4.35	Freeman
10.35	36.3	West Line	18.6	4.10	West Line
11.00	40.5	Louisburg	13.3	3.40	Louisburg
11.35	46	Sunset	7.8	3.10	Sunset
11.55 <sup>am</sup>	53.8	PAOLA	0	2.40 <sup>pm</sup>	PAOLA

A—Leave Daily. B—Leave Daily except Sunday.

#### RULES GOVERNING THE RIGHTS OF ALL TRAINS ON OSAGE DIVISION.

- Trains going west have the absolute right to the road against trains of the same class going east.
- Trains going east will keep entirely out of the way of trains of the same class going west.
- Five minutes more than the time specified must always be allowed at meeting places for possible variation of watches, and never be used by either train. This five minutes must not be made up until the opposing train is met. Whenever any train is twelve hours or more behind its own time, per table, it thereby loses all its rights to the road against all trains, and can afterward proceed only by order of Train Dispatcher, or under signals carried by another train.

A—Leave Daily. B—Leave Daily, except Sunday. FULL-FACED FIGURES denote meeting and passing places, and Trains will in all cases make FULL STOP. † Trains will stop only when signalled, and to leave Passengers.

STUDY THIS TIME TABLE CAREFULLY. IMPORTANT CHANGES HAVE BEEN MADE.

L. F. SHELDON,

E. HARDING,

F. W. COOMBS,

A. MITCHELL,

Superintendent Cherokee and Neosho Divisions.

Superintendent Choctaw Division.

Superintendent Osage Division.

GENERAL SUPERINTENDENT.

# RULES AND REGULATIONS.

## RULES GOVERNING THE RIGHTS OF ALL TRAINS ON MISSOURI, SEDALLA, FORT SCOTT, CHEROKEE AND CHOTEAU DIVISIONS.

1. Trains bound north have the absolute right to the road against trains of the same class going south. Trains going south will keep entirely out of the way of trains of the same class going north.

2. Five minutes more than the time specified must always be allowed at meeting places for possible variation of watches, and never be used by either train. This five minutes must not be made up until the opposing train is met. Whenever any train is twelve hours or more behind its own time, per table, it thereby loses all its rights to the road against all trains, and can afterward proceed only by order of Train Dispatcher, or under signals carried by another train.

## RULES GOVERNING THE RIGHTS OF ALL TRAINS ON NEGOSHO DIVISION.

3. Trains bound south have the absolute right to the road against trains of the same class going north.

4. Trains going north will keep entirely out of the way of trains of the same class going south.

5. Five minutes more than the time specified must always be allowed at meeting places for possible variation of watches, and never be used by either train. This five minutes must not be made up until the opposing train is met. Whenever any train is twelve hours or more behind its own time, per table, it thereby loses all its rights to the road against all trains, and can afterward proceed only by order of Train Dispatcher, or under signals carried by another train.

## CONDUCTORS.

6. Conductors will compare time with Conductors and Engineers of construction trains daily.

7. All trains will be under the control of the Conductor and will, under no circumstances, leave a station earlier than the card time, except on special order.

8. Conductors of freight trains will be held responsible for the faithful performance of duty on the Brakemen on their trains. They will require the doors of all freight cars in these trains to be closed, and will in all cases when ascending or descending grades, station themselves on the rear side of the train and see that their Brakemen are part of the train and see that their cars be left on at their posts. In no case must a car be left on a side track without the brake being set or the wheels blocked.

9. The Conductors of freight trains must not take loaded cars without a proper way-bill, nor way-bills without the proper cars. Whenever, under any cause, a loaded car is left upon any siding short of its destination, the conductor will be held liable for the same as regular station.

10. Conductors will report in writing, on blank 174, to the Division Superintendent, all injuries to persons caused by their train, giving number of train and engine; the names of all employees on the train; also, the names of the witnesses; the nature of the accident, and all other information that may be available, as a matter of record, and, whenever practicable, get the signatures of employees and other witnesses to the report, after reading the same to them. In case of accident resulting in injury to passengers or employees, or damage to rolling stock or contents of cars, the Conductor (if Conductor is contents of cars, the Senior Brakeman) will immediately notify the Division Superintendent by telegraph or otherwise, and a man to nearest telegraph office with the dispatch. The Division Superintendent on receiving such information will immediately notify the General Superintendent, and the latter will transmit the same by telegraph to the Division Superintendent. Disputed cases left at stations must be reported to the Division Superintendent.

11. Conductors will see that names of stations are announced in all their cars. Conductors will see that switches, after being used, are left turned to the main track. Any employee leaving a switch turned from the main track, or unlocked, or left open, will be dismissed from the service of the Railway.

12. In cases where trains are delayed, from any cause, endangering their safety from approaching trains, the Conductor or Engineer must send out a man in either direction nine hundred yards, (sixteen telegraph poles) with danger signals, to signal the approaching train, using torpedoes in all cases.

13. While waiting at stations, Conductors will do such switching as may be required by the Station Agent. Trains on this account will be good excuse for not making time. Conductors will always take freight into their caboose cars when there is no other place for it. They must see that streets or public road crossings are not obstructed by their trains while running after sunset must carry two red lights on the rear car by day, and two red lights by night.

14. Passenger train becomes more than fifteen (15) minutes, or a freight train more than thirty (30) minutes behind its time at a station, the Conductor must report the fact to the Division Superintendent from the first telegraph station he reaches and state the cause of delay.

15. A Brakeman must always be stationed upon the rear car, and not leave his position without permission from his Conductor, except to flag following trains; in such case the Conductor or another Brakeman must immediately take his place. The rear Brakeman will examine brakes on rear car before leaving terminal station, and if not found in running order will report the same to Conductor.

17. All accidents, such as breakages, getting off the track, uncoupling of trains, killing of stock, injury to persons or property, or failure in any way

of engines, or in the supply of fuel or water, and defective places in the road or bridges, must be fully reported in writing by the Conductor to the Division Superintendent, on blank 174.

## ENGINEERS.

18. Although the Conductor has charge of the train, the Engineer will not be considered blameless if he runs any unnecessary risk on the road, without all the prescribed precautions being observed which are necessary to perfect safety. Never will he be relieved from all blame if he proceeds in violation of instructions or orders, even should the Conductor, from negligence or misapprehension, direct him so to do.

19. No person will be allowed to ride on the engine, except the Superintendent of Track, Road Masters and Engineers of Bridges and Builders, unless they have the permission of the General Superintendent, Division Superintendent or Master Mechanic, or, in case of storm or accident, when the engine has no cars attached.

20. Engineers must know personally that their engines are properly equipped with all requisite tools and the necessary implements for use in case of accidents, and no excuse will be allowed for neglect of this precaution; they must use every possible care to avoid killing stock—come to a full stop if necessary. Frequent occurrences of killing stock by the same Engineer will be considered evidence of carelessness, and will be followed by a dismissal from the service of the Railway.

21. When approaching a station where another train is expected, do so with great care—having the train under such control as to perfectly certain of being able to stop before passing the turnout.

22. Approach all stations slowly; pass all stations carefully, and be sure the switches, by their levers, are seen to be right.

23. Passenger trains will reduce their speed to ten (10) miles per hour, and freight trains to six (6) and high grades, in passing over switches, bridges and high trestles.

24. Engineers and Firemen are particularly directed not to throw any fuel from the tender while in motion. If any fuel is found unburnt in use it should be thrown off at Round House yard at the end of the next station, and not be used in such a manner or quantity as to be liable to fall off.

25. Engineers or Firemen should look back frequently to see that all is right; and in case the train has broken apart, great care must be taken to keep the forward end of the train off the detached part. In all cases the Engineer should give ample time on the detached part to be brought to a stop before backing up, and if on a down grade the forward part of the train will keep moving, even to the next station. Every precaution, certainly of avoiding a collision. Every precaution must be used to prevent accidents. *Take no chances.* See Rule No. 12.

26. Engineers, when running special trains or empty engines, will blow their whistle in obscure places to warn Section Men; night trains, when behind time, will also take the same precaution after daylight. Trains running in a fog or snow storm, behind time, will also warn Section Men of their approach in like manner.

27. Engineers must sound the whistle when within one half mile of a station, and give three blasts of the whistle when within eighty rods of a highway crossing.

28. Dampers of ash-pans must be closed in passing over bridges and trestle works, through wood yards and by station buildings.

## ENGINEERS AND CONDUCTORS.

29. Engineers and Conductors, before leaving terminal stations, will ascertain if all trains affecting their rights have arrived and departed.

30. Conductors, Engineers, Baggagemen and Brakemen will be at their trains at least thirty (30) minutes before starting time, and see that their cars are in order.

31. If freight trains are at any time obliged to keep the main track at a station where they are to meet a passenger train, a man with a red flag by day, or a red lantern by night, must always be sent to a sufficient distance in the direction of the approaching train to give suitable warning for it to approach carefully.

32. Construction trains will in all cases keep five (5) minutes out of the way of passenger and freight trains, excepting when a regular freight train is thirty (30) minutes late, when construction trains may take the main track and work until the arrival of the delayed freight train by placing competent men, with proper signals, far enough distant in both directions to insure perfect safety.

33. Engineers and Conductors noticing indications of danger in bridges or trestle works, will stop and notify first gang section or bridge-men, who will go at once to repair the damage.

34. Passenger trains must not arrive at stations ahead of their time.

35. Conductors and Engineers must consult bulletin boards daily.

36. When trains of same class are to meet, train first arriving will take side track when they can do so with safety. In an case when they run by to back in without protecting themselves with proper signals. All trains will approach meeting places with great caution.

37. When the Engineer shuts off steam at stations where the train is to stop, the Brakeman must apply their brakes, and, using judgment, endeavor to stop at the station without the necessity of the Engineer sounding his whistle—no much sounding of the whistle impairs its value as a signal of danger. Brakemen must not slip the wheels, and it is the duty of the Conductor, and a very important one, to see to this matter.

38. When it is necessary to back a train, a Brakeman must be stationed on the rear of the

train, where he can have a full view of the track, and have a brake under his control; and the Engineer and Fireman must station themselves so as to see any signal given to stop. Back up slow and have train under control.

39. Any train following a passenger or other train, will proceed with great caution, keeping at least ten (10) minutes in rear; when an extra train is to follow another, notice must be given the forward train, and the Conductor of that train must notify the Station Agents and all the Conductors whom he meets, besides carrying the proper signals, and the extra train must approach all stations, water and fuel places with great care, expecting to find a train there. Special care must also be taken in case a train gets behind time and liable to be overtaken by a following train, to guard against accident.

40. Trains may proceed on time of trains of same speed going in same direction unless arrested by special order, but will protect themselves by the usual precautions. Trains held by superior trains going in the same direction at stations where there are no telegraph offices, or at telegraph stations where the line is interrupted, after waiting thirty minutes beyond time of such superior train, may proceed, but must have a man with danger signals to notify the following superior train.

41. It will be the duty of all Conductors and Engineers when they see a signal, or find a car broken, to report the fact to the Division Superintendent, on arriving at first telegraph station.

42. Flying switches must not be made if they can be avoided.

43. All trains will run with great care after rains, and slacken their speed when the track is in order.

44. Engineers and Conductors will not allow the bell-cord to be disconnected from signal bell till the train shall be brought to a full stop.

45. Trains must be run at such speed as to enable mails to be exchanged, at all places where there is a post office where trains do not stop.

46. Carefulness to be exercised to prevent accidents when taking fuel and water in obscure places. A man with a red flag by day, or a red light by night, must be stationed a sufficient distance in the rear to warn approaching trains, which may always be expected.

47. Passenger trains stopping for meals will keep the main track open.

48. Engineers will not run on a flag, placed in accordance with Rule 65, and Conductors when their trains have passed, will replace the flag in the same position as found.

49. When running in the same direction none but first class trains are allowed to come in between an engine carrying signals and the following section of the same signals. Trains coming in between sections and carrying such signals must not proceed beyond the first telegraph office without orders from the Dispatcher.

## RULES GOVERNING THE RUNNING OF TRAINS BY TELEGRAPH.

50. Not more than one person shall be permitted to move trains, by special orders, at the same time. The Division Superintendent and such other person as may be designated on "Train Dispatch" card shall be authorized to move trains by telegraph, or otherwise. Train Dispatchers will be given watch all trains, both on and off of time, and anticipate their wants, that no time may be lost at telegraph stations waiting for orders.

51. All orders for the movement of trains by telegraph will be communicated in writing, and will be addressed to the Conductor and Engineer. The Operator receiving orders will write the Conductor's understanding of the order; the Conductor will read carefully, sign it, if correct, and it must then be sent back to the person giving it, who will, if the order is correctly understood, give the "O. K." Two copies of the order, when properly endorsed "O. K." must be delivered to the Conductor by the Operator, and the Conductor must give one copy to the Engineer, who will invariably read the same before starting. As Engineers are accountable with Conductors, as will hold the train until they understand special orders for the movements of their respective trains, Conductors will act accordingly. All orders and messages in regard to the movement of trains must be written in full, and no abbreviations shall be used except 12 (How do you understand?) 13 (I understand). Operators will not suffer an order to leave their possession, until they shall have received and endorsed upon the same, "O. K." in answer to the 13 message of the Conductor. No special engine or train will be allowed to run on verbal orders under any circumstances on the main track outside of terminal or other yards. Such orders must be in writing, understanding taken, and "O. K." given in same manner as provided for telegraphic orders.

52. Should the line, from any cause, fall to work before the Operator has received the "O. K." he will not deliver such order, but will hold the train until they can proceed with absolute safety.

53. Conductors of gravel and construction trains will notify the dispatching office, the night previous, of the limits within which they desire to work the following day, and get their orders.

54. Conductors and Engineers of all trains, when running under telegraphic orders, must stop at meeting places, but will hold the train not more than one specified in the order.

55. Conductors of all trains, immediately before starting out on their runs, will go in person to the telegraph office to inquire if any special orders are there for them, and report to Train Dispatcher the name or number of engine, and number of cars in their train. This same report will also be made together with their time of arrival, when arriving at the end of their runs.

56. When an order is sent by telegraph to a train that is carrying a flag or light for an extra train or engine, in no case will the extra train or engine be allowed to avail itself of the forward train's order,

without an order to that effect. When a train is directed by a Dispatcher to carry a flag for a following train or engine, the following train or engine must, before starting, obtain an order from the Dispatcher to follow.

57. To avoid, as far as possible, all unnecessary delay at stations where telegraphic orders are awaiting an expected train, the Operator will display at the station, as a signal, a green flag by day, or a green light by night. When this signal is shown, the approaching train will, in all cases, come to a full stop, the Conductor will go immediately to the telegraph office, to receive and respond to such orders as may be awaiting him. In case the orders are not for his train, he will not proceed without written notice from the Operator that there are no orders for him at that Station. Operators must not fail to take in the signal at once, after the departure of the train for which it was shown.

58. Should a train be held at a telegraph station, where there is no night Operator, the Conductor may call the day Operator into the office, to get orders for him. Should a train be held by another telegraph station, the Conductor of the train so held may put his own Flagman on the line to hold opposing trains, and the flag his train to the next telegraph office. The Conductor carrying such Flagman shall report to Train Dispatcher, stating from what station he flagged the train.

59. When a train has orders to run, regardless of a special train, it gives the train under such orders no rights over any other train.

60. Conductors will report in person to every telegraph office. This rule does not excuse the Operator from showing all proper signals to stop trains, or neglect in the prompt delivery of messages, but it is an additional duty, to be performed exclusively.

61. Conductors of all trains will leave at telegraph stations, with the Agent or Operator, a written statement, giving the number of train, number and kind of cars, and time of departure.

62. When an Operator receives an order to hold a train, he must first put out the green signal, and then reply that such train is held. A written copy of such order for holding the train must be made and delivered to the Conductor, who will show the same to the Engineer. He will be careful to observe that the signal is held opposite to the train, and that the 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 one train or any part of it is held, the telegraph office, although still at the station, Operator is not to be sent back until the Engineer or Conductor has been shown the order, and understands that he is held.

63. The five minute rule allowing for possible differences of watches will apply and must be observed at meeting points of trains under telegraphic orders.

64. Every rule for the movement of trains by telegraph is important and must be fully observed; and as forgetfulness, or a want of correct apprehension, involves risk, Conductors and Engineers should set rely on their memories, but, as a matter of safety, refer to their orders in approaching all sidings, until the trains affected by their orders are passed.

## DIRECTIONS CONCERNING SIGNALS AND FLAGS.

65. A red flag by day, or a red light by night, or an explosion of a torpedo on the track, or any unusual demonstration, is a signal of danger. A red flag placed outside the rails signifies that the track is out of order, and speed of train or engine must be reduced to six (6) miles per hour. A red flag placed between the rails, signifies that the track is impassable, and trains must come to a full stop. A green flag by day, or a green light by night, displayed at a station, denotes that a telegraphic train order is waiting, and the train must be brought to a stop. See Rule 62.

66. One sound of the whistle is the signal to apply the brakes. Two sounds of the whistle is the signal to let go the brakes. Three sounds of the whistle is the signal to back. Four sounds of the whistle is the signal to call in a Flagman. Five sounds of the whistle is to call attention to signals carried by the engine. Several short sounds of the whistle is the signal of danger. One stroke of the cab bell signifies stop. The cab bell must not be used to start trains. Engineers, on being signalled from the train, or from the track ahead, or from any source, must immediately reply by giving two short blasts of the whistle.

67. Night Signal.—A light swung over the head is a signal to go ahead; when swung across at right angles with the track, is a signal to back up, and when moved up and down is a signal to stop.

68. A red flag by day, or a red light by night, displayed on the front of an engine, shows that another train or engine is following, which has previously the same rights as the engine or train carrying the signal, except as in Rule 56.

69. Engineers of all engines bearing signals, when approaching other trains on sidings, will call attention to such signals by five short blasts of the whistle, and Conductors will explain to Conductors, Station Agents and all concerned, the meaning of such signals.

70. Conductors and Engineers of both flagging and flagged engine or train, must understand distinctly how far such flagged engine or train is to follow.

## TRACKMEN.

71. Trains must be expected at all times.

72. Section or hand-cars must not be left standing on sidings or main track, and must not be used except in the prosecution of the work.

73. In all cases, either by day or night, when repairing the track, so as to obstruct or endanger the passing of a train, a red flag or lantern, must be stationed to two torpedoes, as the case may be, must be placed on the track at least one-half mile (sixteen telegraph poles), and a greater distance when neces-

sary, each way from the place of danger. Trains must not proceed until Conductors know that the track is safe.

74. When the track is in bad order, and it is desired to have trains run slowly, place the signal about two feet outside the rail, being careful to have the signal where it can be distinctly seen from the approaching train.

75. Track and bridge foremen must report to Roadmaster and Bridge Superintendent every instance where trestles, bridges, signals, and Roadmasters and Bridge Superintendents will immediately report the same to Division Superintendent.

76. No wood, ties, or other articles must be piled within six feet of the track.

77. All Foremen of Repairs, and men under their direction, must at all times hold themselves in readiness to do, all in their power, the passage of trains, and assist, in case of accident, by conveying intelligence when required to do so by the Conductor, or by giving a prompt and willing obedience to his orders.

78. Trackmen are instructed to render assistance, when required, in repairing the telegraph line, re-setting or raising poles, and when the proper materials are not at hand for repairing a break, they must connect the wire, clear of the ground, until through repairs can be made and give notice to the nearest office or repairer of any injury to the line.

79. Any freight or other property that has fallen from cars must be sent to the nearest station, and Division Superintendent notified.

80. Hand-cars will not be used on Sunday, except in the service of the Railway.

81. Road Masters will see that Section Men are on hand during stormy weather, and in time of floods, to temporarily guard the track and bridges from water and slides.

## AGENTS.

82. To save time and delay, Agents will be out on the platform on the arrival of every train, when practicable, and tell the Conductors of freight trains, soon as they arrive, what cars there are to go, and what work there is to do. This is important, and the attention of Agents is particularly called to this.

83. Station Agents will be held responsible for the proper security and position of the switches, and must in no case allow them to be removed from the main track, except when a train is to leave or enter a turnout.

84. Station Agents are required to see that the doors of all cars on the side tracks are securely fastened and that the brakes are set and the cars far enough from the main track not to endanger passing trains, and that the wheels of all cars on side tracks are properly secured and blocked, and cars must never be allowed to stand on the main track, but must be placed on a siding.

85. All property found on the road must be forwarded to the Division Superintendent, or notice given him of being found.

## GENERAL RULES.

86. Regular trains are classified as follows: Express, Passenger and Mixed Trains, ..... 1st Class Stock and Freight Trains, ..... 24 "

87. Time given in this card is leaving time from Stations, except when the arriving and leaving time are both given. When necessary, where no arriving time is given, freight trains may run fifteen (15) minutes or more behind time at stations, to arrive sufficiently ahead of time to do the local work.

88. When trains are behind time, speed may be quickened under favorable circumstances; but passenger trains must not, under any circumstances, run faster than thirty (30) miles per hour, nor freight trains faster than fifteen (15) miles per hour. Train Dispatchers are not authorized to increase this speed, except upon the direct order of the Division Superintendent. Approach all stations slowly, having the train under perfect control. Observe signals carefully.

89. All trains must come to a full stop at Railroad crossings, and know that the track is clear before proceeding.

90. The standard time for the road is the clock in the Division Superintendent's office in Sedalla. The watches of all Conductors and Engineers, and other employees of the Railway, must be regulated by this standard. The time will be telegraphed from Sedalla to all telegraph offices at ten o'clock every morning.

91. No person employed on trains, or at stations, will leave his place or change with another without permission from the Division Superintendent. His pay while absent will be stopped.

92. Conductors, Baggagemen and Agents at stations conveying passengers, and Agents at stations are required to wear badges as prescribed by law.

93. The use of intoxicating liquors as a beverage will be followed by immediate dismissal from the service of the Railway.

94. In case of uncertainty always take the safe side; let every man protect his own train and engine, and each Section Man and Station Agent his track and switches, and accidents from carelessness will never occur.

95. Every rule in this table is to be observed literally, and no person has any authority to omit or vary a single rule or requirement. Such employees as feel that they cannot conform to these rules are requested to tender their resignation.

96. Division Superintendents will see that all rules and regulations are strictly enforced.

97. All trains or engines without trains, UNDER ALL CIRCUMSTANCES must come to a FULL STOP before reaching the Bridge at Beardsville, and WILL NOT PROCEED until the proper signal for advancing has been given by the Bridge Watchman. ENGINEERS MUST USE FOUR (4) MINUTES IN CROSSING THIS BRIDGE.

A. MITCHELL,  
General Superintendent