Atlantic & Pacific Railroad Co.

TIME SCHEDULE No. 5,

IN EFFECT

MONDAY, MAY 22, 1882,

AT 2:00 A. M.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYES ONLY.

Read Rules and Regulations Carefullv,

IMPORTANT CHANGES HAVE BEEN MADE.

Special attention is called to the change of time used, that being Albuquerque local time. See change in Special Rules, also General Rules 11, 12, 13, 14, 17, 18, 29, 56, 57.

Red Signals are used for Train Orders at Telegraph Offices.

Commonwealth Printing House, Topeka, Kansas.

Manuscripts Department
Kansas State Historical So
120 West Tenth
Topeka, KS 66612

RR 3318

FIRST DIVISION.

WESTWARD.					Distance from Albuquerque.	STATIONS.	Distance from Winslow.	EASTWARD.				
			3. Freight.	1. Arizona Express.				2. Atlantic Express.	4. Freight.			
			SECOND CLASS.	FIRST CLASS.				FIRST CLASS.	SECOND CLASS.			
			B	B		Lc. Ar.		C	B			
			6:30 am	9:30 pm		ALBUQUERQUE.	285.5	4:00 am	6:30 pm			
			7:10	10:08 *	9.6	9.6 *Isleta.	275.9	3:22 *	5:45			
			7:30	10:20	12.7	3.1 A. & P. Junction.	272.8	3:10	5:30			
			8:34	11:00 *	23.4	10.7 *Luna.	262.1	2:30 *	4:40			
			9:30	11:44	34.0	10.6 *Rio Puerco.	251.5	1:30	3:40			
			10:49	* 12:30 am	47 2	13.2 *San Jose.	238.3	12:30 lc. A. M. 12:20 ar. *	2:43			
			12:05 pm	1:28	59.8	12.6 El Rito.	225.7	11:25	1.40			
			12:55	1:52	66.0	6.2 *Laguna.	219.5	11:00	12:55 lc. 12:50 ar.			
			1:31	2:16 *	72.0	6.0 *Cubero.	213.5	10:34 *	12.20 pm			
			3:00	3:05	83.4	11.4 McCartys.	202.1	9:50	11:23			
			3:28	3:23 *	88.0	4.6 *Acoma.	197.5	9:20 *	10:50			
			4:20	3:55	96.1	8.1 Grants.	189.4	8:45	10:10			
			5:15	4:39 *	107.2	11,1 *Bluewater.	178.3	8:00 *	9:16			
			6:40 ar. 7:00 lc.	5:47	121.8	14.6 *Chaves.	163.7	7:00	8:10			
			7:48	6:21 *	130.2	8.4 *Continental Divide.	155.3	6:30 *	7:35			
			8:20 pm	7:00 am	136.1	5.9 †COOLIDGE. Ar. Lc.	149.4	6:10 pm	7:10 am			
			B	C				B	B			

SPECIAL RULES.

No. 4 will take siding for No. 3 when they meet at Laguna. No siding at Acoma and Continental Divide.

The conductors and engineers having charge of all A. & P. *Trains and Engines* on the A. & P. railroad coming east to, and west from, A. & P. Junction, will end and commence their duty at A. & P. Junction, carrying only A. & P. railroad time. A conductor and engineer with ONLY A. T. & S. F. time will be provided by Division Superintendent and Superintendent M. P. & M. to run all A. & P. *Trains and Engines* over A. T. & S. F. track between Albuquerque and A. & P. Junction. It must be thoroughly understood by all train men, dispatchers, and others concerned, that parties in charge of *trains or Engines* on A. T. & S. F. road *must carry but one time*, that of A. T. & S. F. railroad; and on A. & P. railroad *only the time of the A. & P. railroad.* No excuse will be recognized for any misunderstanding in the difference of time used over the joint track between Albuquerque and A. & P. Junction.

SECOND DIVISION.

WESTWARD.			EASTWARD.								
			7. Freight.	5. Arizona Express.	Distance from Albuquerque.	STATIONS.	Distance from Winslow.	6. Atlantic Express.	8. Freight.		
			SECOND CLASS.	FIRST CLASS.				FIRST CLASS.	SECOND CLASS.		
			B	C		Le. Ar.		B	B		
			7:40 am	7:30 am	136.1	†COOLIDGE.	149.4	5:40 pm	9:20 pm		
			8:30	8:10	146.2	10.1 Wingate.	139.3	5:00	8:30		
			9:10	8:56	157.7	11.5 Gallup.	127.8	4:20	7:20		
			10:40	9:27 *	165.6	7.9 *Defiance.	119.9	3:47 *	6:30		
			11:20	10:01	174.0	8.4 †Manuelito.	111.5	3:14	5:45		
			12:24 pm	10:52	186.9	12.9 *Allantown.	98.6	2:23	4:30		
			1:18 ar. **1:32** le.	11:43	199.7	12.8 *Sanders.	85.8	**1:32**	3:30		
			2:30	**12:35 pm**	212.7	13.0 Navajo Springs.	72·8	12:40 le. P. M. **12:35** ar.	**2:30**		
			3:40	**1:25**	225.3	12.6 *Billings.	60.2	11:45	**1:25** le. P. M. 1:05 ar.		
			4:40	2:16 *	238.1	12.8 *Carrizo.	47.4	10:55 *	11:38		
			5:50 ar. 6:10 le.	3:15	252.8	14.7 †Holbrook.	34.6	**9:55**	**9:55** le. 9:35 ar.		
			7:00	3:56	263.1	10.3 St. Joseph.	22.4	9:14	8:55		
			7:55	4:42	274.5	11.4 *Hardy.	8.5	8:30	8:00		
			8:50 pm B	5:26 pm C	285.5	11.0 †WINSLOW. Ar. Le.		7:50 am B	7:00 am B		

SPECIAL RULES.

Trainmen will keep sharp lookout from a point six miles east of Gallup to Defiance Station. for trains and engines that may be lying at coaling stations. Also between Navajo Springs and Billings, and Hardy and Winslow, for trains and engines lying at water stations.

No siding at Defiance.

THIRD DIVISION.

WESTWARD.					Distance from Albuquerque.	STATIONS.		EASTWARD.				
			11 Freight.	9 Passenger and Mail.				10 Passenger and Mail.	12 Freight.			
			SECOND CLASS.	FIRST CLASS.				FIRST CLASS.	SECOND CLASS.			
			B	A		Lc. Ar.		A	B			
			7:30 am	6:00 pm	285.5	† WINSLOW.		7:20 am	5:30 pm			
			8:30	7:03	298.1	12.6 Dennison.		6:40	4:40			
			9:50 am	8:10	311.6	13.5 Canon Diablo.		5:40	3:40			
			10:50	9:10	322.2	10.6 Angell.		4:50	2:40			
			11:50	10:20	333.0	10.8 Cosnino.		4:10	1:50			
			12:50 pm	11:20	343.6	10.6 †Flagstaff.		3:20	**12:50** 12:40 pm			
			2:00	12:30 am	355.8	12.2 Volunteer.		2:40	11:20			
			3:00	**1:40**	367.5	11.7 Chalender.		**1:40** 1:35	10:00			
			4:20 pm	2:40 am	377.6	10.1 † WILLIAMS. Ar. Lc.		12:30 am	9:00 am			
			B	A				A	B			

SPECIAL RULES.

All trains and engines must reduce speed to four miles per hour while crossing Bridges at Canon Diablo and Canon Padre.

GENERAL REGULATIONS.

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

TRAIN SIGNALS.

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

3. Two red lanterns must be exhibited on the rear of all trains on the road after sunset.

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

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

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

7. Two red flags by day *and in addition* two red lights at night, displayed upon the front of an engine, indicate that an engine or train is following the red signals which *has precisely the same rights to the road as the leading section, and no more.* Great care must be taken on the part of all sections to see that each train is properly flagged by all sections which preceed it. No train of the same or inferior class, going in the same direction, will come in between red signals and the train or engine for which signals were carried.

8. When one or more engines or trains follow another under a red flag, all but the last one must carry red flags or red lanterns on the front of the engine; they will keep at least five (5) minutes apart, except at meeting points, when they will carefully close up. When trains are run in sections, Conductors will exercise the greatest watchfulness being particular to see they are flagged by the leading sections. A train or engine carrying red signals for a following train or engine to a station at which there is no agent or operator, the train or engine carrying such signals **must** notify trains met that red signals were carried, naming the station, name of Conductor and Engineer of the flagged train. Two white flags by day, *and in addition* two white lights by night, displayed on the front of an engine, indicate that a wild engine or train is following, *which will keep out of the way of all regular trains*, but will have the right over all *working trains* using track wild, and over all other wild trains, within the limits the white signals were carried. Should two trains meet, *each carrying white signals*, the wild engine or train *bound east* will have the right of the road against the wild engine or train bound west, *under the protection of white signals*, and the *latter* must keep out of the way until the eastward bound wild train has passed.

9. Red signals will be used at telegraph offices to stop trains for orders, the most conspicuous place being selected for this purpose. At flag stations, a white flag by day and two white lights one above the other by night, will be used for stopping trains for passengers or freight. In *no* case must red signals be used for this purpose.

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

RIGHT OF TRACK.

11. **Regular trains are entitled to the track as per time table, and in accordance with Rules 12, 13, 14, 15, 16, 17 and 18.**

12. **East bound trains have absolute right of track over west bound trains of same class, and will wait five minutes at appointed place of meeting for an expected train, and then proceed, keeping the five minutes behind leaving time at each succeeding station until the delayed train is met and passed. Trains not having the right to the track will keep entirely out of the way of trains of the same or superior class moving in the opposite direction, unless moved by the Train Dispatcher. The five minutes allowed for variation of watches must not be used for running by any train.**

13. **Trains leaving and arriving at terminal stations will be governed by Rules 12, 13, 14, 15, 16, 17 and 18. A. & P. Junction, Coolidge, Winslow and Williams will be considered terminal stations whenever they are initial or terminal points for any trains.**

14. **The trains are classed as to priority of right to the road as follows: Passenger trains will be known as first-class trains; Freight trains as second-class trains. Trains of an inferior class will wait indefinitely for trains of a superior class, and will be kept entirely out of their way. Freight trains must in all cases keep 10 minutes out of the way of Passenger trains. Wild trains will be kept out of the way of regular trains, and must be on side track at least 20 minutes before Passenger, and 10 minutes before Freight trains are due.**

NOTE.—In explanation to above rule, regular trains are known by their numbers, as shown on the schedule. Trains following under cover of red signals are *sections*. For instance, No. —— second section, No. —— third section, and so on. Irregular passenger, private or pay trains running wild are special trains. Irregular freight trains, engines or work trains are wild trains.

15. When a regular train is more than 24 hours late, it thereby loses all rights to the track, and can only afterwards move as an irregular train under signals or upon telegraphic orders from the dispatcher of the division.

16. No train will run upon the time of any other train, unless by a special order, *except at non-telegraph stations, or when the telegraph line cannot be operated, a train which has fallen back on to the time of a succeeding train of the same class going in the same direction may proceed, keeping its rear fully protected in the event of falling behind the time of the succeeding train. This exception also to apply in the case of any train which has fallen back on to the time of a regular second class train, at a station where no telegraphic communication can be had with the Train Dispatcher. No train or engine will assume the rights of any other train unless upon special order from the Dispatcher.*

17. No engine, with or without train, will pass over any portion of the road, except in company with a regular train, or on written order of Division Superintendent. No train will be allowed to leave a station before the time specified in the time table. **Great care at all times is earnestly enjoined. In all cases of doubt take the safe side, holding and protecting your train until all doubt is removed.**

18. When but one time is given upon the schedule for a train at any station, *that* will be regarded as both the arriving and leaving time. When more than one time is given, the earliest (placed in its proper position) will be the time of arrival, and the *latest* the time of departure.

Conductors and Engineers must examine the bulletin boards at Albuquerque, A. & P. Junction, Coolidge, Winslow and Williams.

CONDUCTORS.

19. Conductors and Engineers of all trains will ascertain to a certainty what trains are met or passed at any stations before proceeding from those stations. And if at night, must stop and notify the watchman of all construction trains, *in writing*, what train they are, and if any signals or not. If signals, red or white, where from and to, name of conductor and number of engine signals are for.

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

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

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

23. Conductors of freight trains will report promptly to the Division Superintendent any lack of attention on the part of Agents or other persons whose duty it is to aid in the passage of trains. Promptness in doing work at stations is enjoined upon all. In order to let freight trains use as much of their time as possible running between stations. While freight trains are in motion, one Brakeman must be kept upon the front end, three or four cars from the engine; the other upon the rear end of the train, where he may see the signal of the one forward. Conductors must see that the doors of all freight cars, both loaded and empty, are closed and securely fastened before leaving any station with their train.

24. All Conductors of working and construction trains must make a written statement each evening of where they intend working and their probable movements during the following day, which must be sent to Train Dispatcher of the division, who will give them their working orders. No work trains will be allowed to occupy the main track between 7 p. m. and 6 a. m. unless under special orders of Train Dispatcher of division.

25. Conductors of all trains must make daily train reports to the Division Superintendent.

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

ENGINEERS.

27. Engineers will not allow any one not connected with their trains to ride upon their engines, except by permission of the officers of the road. Engineers carrying flags must call the attention of all trains, section men, etc., that they meet or pass by *five short whistles*. This does not relieve the Conductor from the responsibility of calling attention to Conductors of all trains met or passed that he is carrying such signals; at terminal stations *they* must notify Yard Master.

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

29. Head lamps on engines must be kept in good order, and always lighted when running after sunset. When practicable to do so, Engineers must close the dampers when crossing all bridges, and while passing all stations; also avoid cleaning ash pan near enough any station or platform to cause destruction by fire.

ACCIDENTS AND DELAYS.

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

31. In case of accident, Conductors may command the services of any train and every person in the vicinity, in the employ of the Company will be required to assist if called upon. When cars leave the track every effort must be made to replace them without injury; they must then be taken to the nearest side track and the line cleared as speedily as possible. Conductor of any train leaving a terminal station 5 minutes or more late, or losing 20 minutes or more on the road, must send a report by telegraph from next office to Chief Dispatcher giving cause of delay. If any trouble with engine, give number.

TRACKMEN AND BRIDGEMEN.

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

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

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

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

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

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

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

39. A red light, when used as a danger signal, must never be out of the hands of a reliable man.

40. Hand cars or any other property belonging to the Company must not be used except for the business of the Company.

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

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

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

SPECIAL RULES REGARDING MOVEMENT OF TRAINS BY TELEGRAPH.

44. *The greatest care and watchfulness must be exercised in sending and receiving orders in regard to running trains.*

45. A red flag by day and a red light by night are signals used at telegraph stations and when displayed trains will stop for orders.

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

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

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

49. All special orders by telegraph for the movement of trains will be numbered, commencing with No. 1 at first of each month, and will be given in writing, addressed to Conductor and Engineer. The Conductor and Engineer will EACH sign their names to the original order, as written by operator receiving it, who will repeat it back to the office sending the order, commencing with number of order, then "we 13" always following signatures of Conductor and Engineer. The operator will make two copies of the order, and when so instructed by the Dispatcher will add to them the reply 'O K," which will be delivered to the Conductor, who will see that they are exact copies of the order signed by the Conductor and Engineer The Conductor will retain one copy of the order and give the other to his Engineer, who will invariably read it before starting.

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

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

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

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

54. An order giving one train the right to the road against another to a certain point, until a certain time, is of the following form: "No.— can have until —— to —— against No.—." Upon this order the train first named runs to the station designated before the given time, if it can, and from there it will *run as per time card* against the expected train, if the latter has not arrived. Should the former train fail to reach the station designated within the time allowed it, it will run as per time card against the other train. The train last named in the order will not leave the station designated until five minutes after the time allowed for the other train to come in, after which time it will run asper time card.

55. An order giving one train the right to the road against another train *indefinitely* is of the following form: "No.—— will run to —— regardless of No. ——." Upon this order, the train first named will run upon or as near as possible (but not ahead of) its card time, precisely as if the other train did not exist, until the station named therein is reached From there, unless otherwise ordered, it will run as per time card. The train last named in the order must keep entirely clear of the main track, after five minutes previous to the schedule time of the former train, until it arrives. The last named train will always take the siding when practicable, and when not so, must be fully protected by a flagman in the direction of the approaching train. A train running upon this order has a right to the main track at the station named in the order over the other train and the train last named in the order must keep the main track clear or be fully protected in the direction of the approaching train, after five minutes previous to its card time.

NOTE.—By the direction in Rules Nos. 54 and 55, and in telegraph orders to "Run as per card," is to be understood that the train will run in accordance with Rules 11, 12, 13 and 14 on this time card, governing the rights of trains.

56. A regular train running by special order ahead of time will run wild, clearing the time of all regular trains at least ten minutes. When it reaches the point designated in the order, or falls back on its schedule time, it will resume its schedule rights. A train following white signals would possess the right to the road over a regular train while it was ahead of time.

57. Any train or engine, having an order to work under signals against a certain train or engine, will protect themselves by sending out a flagman a safe distance until the expected train or engine arrives, and will then return to nearest side track and let the said train or engine pass without delay. It must be understood that the train or engine working under signals must not send his flagman to any point holding the said train, unless the train or engine thus flagging can follow a safe distance behind to avoid delay.

58. The above rules are not calculated to interfere with any rules on the time table, but are special rules for moving trains by telegraph.

59. The Train Dispatcher's office call will be D. S., which must be used only for Conductors and Engineers asking for or responding to orders. The operator using signal D. S. will be entitled to the circuit at any moment, excepting against the signal 29. Conductors of all trains, before leaving terminal stations, must go in person to the telegraph office and inquire if any special orders are there for them. If no orders, they must procure from the operator a *written* notice to that effect, and will leave a written report, giving the number of cars in train, name of Engineer, engine, etc.

60. The Chief Train Dispatcher and his assistants are the only persons authorized to move trains by special orders, and but one person on the same circuit shall be permitted to move trains by special orders at the same time.

SPECIAL INSTRUCTIONS.

The speed of engines and trains must not exceed six (6) miles per hour approaching Albuquerque, A. & P. Junction, Coolidge, Winslow and Williams, and all switches at these points are supposed to be wrong unless seen to be right. Engine bell must be rung constantly while passing through all yards and by all stations.

The following maximum speed must not be exceeded by any one, except upon orders to do so from the General Superintendent, Division Superintendent or the Chief Dispatcher. Maximum speed for passenger or special trains, 25 miles per hour; for freight and wild trains, 15 miles per hour, the latter to include light engines or work trains.

All trains and engines running between Albuquerque and A. & P. Junction will be governed by rules and regulations of A. T. & S. F. Time Schedule, and will be controlled by A. T. & S. F. Trainmaster.

No train or engine will run between Albuquerque and A. & P. Junction, without copy of A. T. & S. F. Time Schedule, in effect at the time, in possession.

All trains and engines going on or off main line A. & P. R. R. at A. & P. Junction, must protect themselves by sending danger signals both east and west on main line A. T. & S. F. R. R., while aproaching the switch.

All switches must be left locked right for the main line. Whoever changes a switch from the main line must himself change it back, unless some regular switchman o other authorized employe is at the switch to take charge of it. Station Agents, before the passage of every train must see that the switches are locked right for the main line.

The standard of time for the road is the clock in the Chief Train Dispatcher's office at Albuquerque. The watches of all Conductors and Engineers and other employes of the company must be regulated by this standard. No excuse will be taken for any variation of watches. The time will be telegraphed from Albuquerque to all telegraph stations at ten (10) o'clock. every morning. Station agents, road masters and foremen will get their time daily from Conductors.

It addition to the above rule in regard to standard time, the following will be observed: At 9:57 every morning, all business on the railroad wire must be stopped for time, and the line cut through over all circuits of this line; and every operator on duty must give his attention to time until 10 o'clock is announced. The Dispatcher in Chief Dishatcher's office, Albuquerque, will consume from 9.57 to 9:59 in calling time, time, time, then beginning first second of 60th minute and make dots in rapid succession for thirty seconds, then long dashes for fifteen seconds, and conclude with one dot at each succeeding second, making an X at 10 o'clock, at the same time saying ten o'clock. Every telegraph office on the line will be required to respond to insure that time is properly understood.

Full Face Figures denote meeting and passing points.

"A." Daily.
"B." Daily except Sunday.
"C." Daily except Monday.
* Flag Stations.
† Meal Stations.

PREVIOUS TIME SCHEDULES ARE VOID.

B. W. ANGELL,
Division Superintendent.

D. HARDY,
Sup't Telegraph and Chief Train Dispatcher.

F. W. SMITH,
General Superintendent.