THE

MISSOURI PACIFIC RAILWAY CO.

LEASED, OPERATED AND INDEPENDENT LINES.

KANSAS DIVISION.

TIME TABLE

No. 57.

IN EFFECT

SUNDAY, NOVEMBER 25th, 1894.

AT 12:01 O'CLOCK A. M.

CENTRAL STANDARD TIME.

THE MISSOURI PACIFIC RAILWAY COMPANY.

LEASED, OPERATED AND INDEPENDENT LINES.

FT. SCOTT, WICHITA & WESTERN AND DENVER, MEMPHIS & ATLANTIC DIVISIONS.

EMPLOYES' TIME TABLE No. 57,

IN EFFECT

Sunday, November 25th, 1894.

AT 12.01 O'CLOCK A. M.

CENTRAL STANDARD TIME.

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

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

W. B. DODDRIDGE,
General Manager.

H. G. CLARK,
General Superintendent.

A. H. WEBB,
Acting Superintendent.

MILEAGE KANSAS LINES.

Ft. Scott Division (Ft. Scott to El Dorado)	126.69 miles	
Fort Scott Central	.87 "	
Gilfillan Spur	2.40 "	
Kiowa Division (Eldorado to Kiowa)	117.76 "	
McPherson Branch Division (El Dorado to McPherson)	62.40 "	
Wichita and Colorado Division (Wichita to Hutchinson)	46.47 "	
Salina, Sterling and El Paso Division (Hutchinson to Geneseo)	40.10 "	
Kanopolis and Kansas Central Division (Geneseo to Kanopolis)	14.16 "	
Total	410.85	410.85

D. M. & A. EASTERN DIVISION.

Conway Springs Division (Coffeyville to Conway Springs)	135.31 miles	
Larned Division (Conway Springs to Larned)	106.50 "	
Le Roy and Caney Valley Air Line Division (Roper to Peru Junction)	51.78 "	
Kansas Southwestern Division (Olcott to Iuka)	24.91 "	
Grouse Creek Division (Dexter to Arkansas City)	25.07 "	
Total	343.57	343.57
Grand Total		754.42

A. H. WEBB, Acting Supt.,
Wichita, Kansas.

W. E. TRACY, Acting Division Supt.,
Wichita, Kansas.

SPECIAL 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.

Use the signal bell of engine to start passenger trains; one stroke of bell to start; two to stop; three to back up.

Through freight trains overtaking local freight trains have the right to pass them, and must not be delayed by them.

Engineers of all irregular trains will sound the whistle when passing around curves, as a warning for trackmen.

All mixed trains will carry passengers.

Passengers will be carried on Freight Trains only as stated in Foot Notes.

When there are two or more sections of freight trains, the last section only will be allowed to carry passengers.

No employe, except Division Superintendent, Train Master 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 will have control of, and direct the movements of all trains while in the limits of their respective stations.

Yard engines will occupy main track within yard limits of Ft. Scott, El Dorado, Wichita, Hutchinson, Conway Springs and Coffeyville, against all freight and irregular trains.

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.

ALL TRAINS will come to a FULL STOP when meeting trains of their class.

The clocks in the Telegraph Offices at El Dorado and Conway Springs are the standard time, and Conductors and Engineers will compare their watches therewith and furnish time to others employed on the road.

Yard limits at Wichita, west, W. & C. Junction, east, Gilbert Plow Works; yard limits at Hutchinson, east, Penn. Salt Plant, and west, Star Salt Works; passenger trains will not exceed ten (10) and freight trains six (6) miles per hour when within these limits.

Reduce rate of speed to eight (8) miles per hour over the trestle in Flint Hills, and Arkansas River Bridges at Wichita and Hutchinson, and Medicine River Bridge at Kiowa.

All trains will come to FULL STOP at Railroad crossings, and before crossing the switch at W. & C. Junction.

Maximum rate of speed for passenger trains thirty (30) miles per hour; freight trains seventeen (17) miles per hour.

Maximum rate of speed of Engines running backward ten (10) miles per hour in daylight, and eight (8) miles per hour in the night.

All east bound trains will run crossing of A. T. & S. F. R. R. west of Toronto unless the gate and semaphore are turned across the track of the K. & C. P. Ry. All west bound trains will make regular crossing stop for this crossing.

All west bound trains will run crossing of A. T. & S. F. R. R., 1.46 miles east of Yates Center, unless the gate and semaphore are turned across the track of the K. & C. P. Ry. All east bound trains will make full stop for this crossing.

The Junction switch at West Wichita will be open for W. & C. main line.

Gate and semaphore stands locked against K. & C. P. R'y at crossing with A. T. & S. F. R. R., Arkansas City. Employes of this line will open and close said gate before and after using crossing.

EXPLANATION OF CHARACTERS.

D—Day Telegraph office.
N—Day and Night Telegraph offices.
S—Regular Stop.
W—Water.
C—Coal.
S—Scales.
f—Stop on Signal.
¶—Stop for meals.
T—Turning Stations.
Y—Wyes.
Where no characters are shown trains do not stop.

KANSAS & COLORADO PACIFIC RAILWAY---FT. SCOTT TO EL DORADO.

WESTWARD — EASTWARD

TIME TABLE
No 57.
In Effect Nov. 25, '94.

Car Capacity of Sidings, Location of Scales, Water, Fuel, Turning Stations and Wyes.	FREIGHT 457 Fast Freight. Leave Daily	FREIGHT 455 Way Freight. Leave Daily Ex. Sunday	PASSENGER 453 St. Louis Mail & Ex. Leave Daily	PASSENGER 451 Kansas City Mail & Ex. Leave Daily	Distance from Ft. Scott.	STATIONS.	Station Numbers.	PASSENGER 452 Kansas City Mail & Ex. Arrive Daily	PASSENGER 454 St. Louis Mail & Ex. Arrive Daily	FREIGHT 456 Way Freight. Arrive Daily Ex. Sunday	FREIGHT 458 Fast Freight. Arrive Daily
YARD W. C. S. T.		A. M. 7.45	A. M. 9.30		.00	N FT SCOTT	2733		P. M 6.10	P. M. 6.00	
						0.91					
					0.91	M K & T Crossing					
						5.82					
29		s 8.10	s 9.46		6.73	MARMATON	1904		s 5.53	s 5.27	
						3.14					
32		s 8.30	s 9.55		9.87	D REDFIELD	1905		s 5.44	s 5.12	
						1.33					
25			f		11.20	BANDERA	1907		f		
						3.94					
34 w.*		s 9.05	s 10.08		15.14	D UNIONTOWN	1908		s 5.32	s 4.47	
						7.32					
27		s 9.46	s 10.26		22.46	D BRONSON	1909		s 5.13	s 4.10	
						5.21					
					27.67	K C & P Crossing					
						0.23					
44		s 10.18	s 10.41		27.90	D MORAN	1910		s 5.00	s 3.42	
						7.15					
37		s **10.58**	s **10.58**		35.05	D LA HARPE	1912		s 4.43	s 3.07	
						5.73					
40 w.*		s 11.27	s 11.13		40.78	D IOLA	1913		s 4.28	s 2.38	
						0.43					
					41.21	S K Crossing					
						6.91					
63 y.		s 12.05 P. M.	s 11.32		48.12	D PIQUA	1916		s 4.09	s 2.00	
					48.12	M K & T Crossing					
						9.98					
					58.10	C K & W Crossing					
						1.46					
YARD W. C. Y.		A. M. 7.00 **1.00** 2.10	¶12.01P ¶12.25	A. M. 3.15	59.56	N YATES CENTER	1918	A. M 1.20	3.40 3.34	**1.00P 11.45**	P. M. 7.25
						0.01					
					59.57	V V I & W Crossing					
						8.11					
25		7.37 f 2.40	f 12.42	3.34	67.68	BATESVILLE	1920	1.00	f 3.17	f 11.00	6.55
						5.41					
72		8.02 s **3.05**	s 12.55	s 3.47	73.09	D TORONTO	1921	s 12.47	s **3.05**	s 10.30	6.33
						0.46					
					73.55	C K & W Crossing					
						7.31					
42 w.		8.40 s 3.52	s 1.12	s 4.05	80.86	D NEAL	1923	s 12.27	s 2.50	s 9.45	6.02
						6.23					
27		**9.10** f 4.30	f 1.25	4.20	87.09	TONOVAY	1925	12.12 A. M.	f 2.36	f **9.10**	5.37
						3.83					
					90.92	A T & S F Crossing					
						2.86					
57		9.40 s **5.12**	s 1.40	s 4.34	93.78	N EUREKA	1927	s 11.55	s 2.22	s 8.40	**5.12**
						9.85					
75 w.		10.30 s 6.05	s **2.00**	s 4.57	103.63	D REECE	1929	s 11.30	s **2.00**	s 7.56	4.35
						7.64					
30		11.30 7.05	f 2.20	5.16	111.27	SUMMIT	1931	11.10	f 1.42	7.20	4.00
						3.16					
18		11.43 s 7.20	s 2.29	s 5.22	114.43	D ROSALIA	1932	s 11.02	s 1.34	s 7.05	3.46
						5.32					
37		12.05 P. M. s 7.43	s 2.43	f 5.35	119.75	PONTIAC	1933	f 10.46	s 1.21	s 6.40	3.27
						6.64					
YARD W. C. S. T.		**12.30** P. M. 8.10 P. M.	**3.00** P. M.	5.50 A. M.	126.39	N EAST EL DORADO	1935	10.30 P. M.	**1.05** P. M.	6.15 A. M.	**3.00** P. M.
						126.39					
		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily

Trains 455 and 456 will carry passengers between Ft. Scott and East El Dorado. All trains will Register at Ft. Scott, Yates Center and East El Dorado.
*W. Between Uniontown and Bronson. *W. Between Iola and Piqua. Engines of 77 tons capacity can be run on this section.

WESTWARD. **KANSAS & COLORADO PACIFIC RAILWAY---EL DORADO TO KIOWA.** EASTWARD.

Capacity of Sidings, Location of Scales, Water, Fuel Turning Stations, and Wyes.	FREIGHT. 465 Mixed. Leave Daily Ex. Sunday	FREIGHT. 457 Fast Freight. Leave Daily	PASSENGER. 453 St. Louis Mail and Ex Leave Daily	PASSENGER. 451 Kansas City Mail and Ex Leave Daily	Distance from Ft. Scott.	TIME TABLE No. 57. In Effect Nov. 25, '94. STATIONS.	Station Numbers.	PASSENGER. 452 Kansas City Mail and Ex Arrive Daily	PASSENGER. 454 St. Louis Mail and Ex Arrive Daily	FREIGHT. 458 Fast Freight. Arrive Daily	FREIGHT. 466 Mixed. Arrive Daily Ex. Sunday
YARD W. C. S. T.	P M. 3.05	P. M. **12.30**	P. M. **3.00**	A. M. 5.50	126.39	N EAST EL DORADO	1935	P M. 10.30	P. M. **1.05**	P. M. **3.00**	P. M. **12.30**
YARD	s 3.15	**1.50**	s 3.05	s 5.55	126.95	0.56 EL DORADO	1935	s 10.25	s 1.00	**1.50**	s 12.27
					127.02	0.07 A T & S F Crossing					
	3.17 P. M.				127.49	0.47 McPHERSON BCH. JCT.					12.25 P. M.
48 w.*		2.27	s 3.28	f 6.18	135.90	8.41 D TOWANDA	1938	f 10.03	s 12.39	1.25	
81		2.50	s 3.42	f 6.33	141.78	5.88 D BENTON	1939	f 9.49	s 12.25	12.51	
36		3.10	s 3.55	f 6.45	146.98	5.20 D GREENWICH	1940	f 9.36	s 12.13	12.30	
18		3.28	f 4.06	f 6.57	151.64	4.66 TOLERVILLE	1941	f 9.25	f 12.02 P. M.	12.11 P. M.	
					154.88	3.24 K Md Crossing					
					155.15	0.27 C R I & P Crossing					
					155.63	0.48 A T & S F Crossing					
YARD S.		3.50	s 4.19	s 7.09	156.64	1.01 N 12TH ST. DEPOT		s 9.11	s **11.50**	**11.50**	
YARD W. C.		**4.25** 4.45	**4.25** P. M.	¶ 7.15 7.30	157.64	1.00 D WICHITA	1943	9.05 8.50	11.45 A. M.	11.05	
149		s 4.50		s 7.33	158.27	0.63 D WEST WICHITA	1944	s 8.47		s 11.00	Leave Daily Ex. Sunday
Y.					158.54	0.27 W & C JUNCTION					
					159.42	0.88 W & W Crossing					
54		s 5.12		s 7.45	163.68	4.26 D OATVILLE	1945	s 8.32		s 10.39	
42		s 5.35		s 7.58	169.19	5.51 D BAYNEVILLE	1946	s 8.16		s 10.16	
100 w.		s 5.55		s 8.10	173.98	4.79 D CLEARWATER	1947	s 8.03		s 9.56	
					174.35	0.37 C K & W Crossing					
46		s 6.18		s 8.25	179.52	5.17 D MILLERTON	1948	s 7.47		s 9.32	
					185.21	5.69 D M & A JUNCTION					
YARD W.C.S.T.Y.		6.45 **7.10**		**8.40** 8.45	185.44	0.23 N CONWAY SPRINGS	1950	¶ 7.30 **7.10**		9.05 **8.40**	
36		f 7.26		f 8.57	190.08	4.64 EWELL	1952	f 6.58		f 8.25	
63		s 7.50		s 9.14	196.80	6.72 D ARGONIA	1954	s 6.43		s 8.01	
					197.02	0.22 S K Crossing					
58 w.		s 8.18		s 9.32	203.40	6.38 D FREEPORT	1957	s 6.27		s 7.38	
T.		9.00 P. M.		10.00 10.10	214.01	10.61 D ANTHONY	1959	6.00 5.55		7.00 A. M.	
					214.38	0.37 St L & S F Crossing					
					214 47	0.09 H & S Crossing					
6				f 10.32	221.01	6.54 GOSS	1960	f 5.32			
35				f 10.43	224.40	3.39 RUELLA	1961	f 5.22			
44 w.*				s 11.02	231.16	6.76 D CORWIN	1962	s 5.02			
37				s 11.19	236.41	5.25 D HAZELTON	1963	s 4.47			
YARD *W. T.				11.40 A. M.	243.41	7.00 D KIOWA	1965	4.25 P. M.			
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		117.02		Leave Daily	Leave Daily	Leave Daily	

East bound trains will come to full stop before passing McPherson Branch Junction.

W. & C. Division trains of the same class have equal rights with Kiowa Division trains between Wichita and W. & C. Junction.

All trains will come to full stop at W. & C. Junction.

Train 451 mixed between Anthony and Kiowa; 452 mixed between Kiowa and Anthony, and Conway Springs and Wichita.

All trains will register at East El Dorado, 12th Street Wichita, Conway Springs, Anthony and Kiowa.

457 and 458 mixed between Wichita and Anthony.

*W. Between Towanda and Benton. *W. Between Ruella and Corwin. *W. Between Hazelton and Kiowa. Engines of 77 ton capacity can be run on this section.

WESTWARD — KANSAS & COLORADO PACIFIC R'Y.--EL DORADO TO McPHERSON. — EASTWARD

Car Capacity of Sidings, Location of Scales, Water, Fuel, Turning Stations, and Wyes.	PASSENGER. 465 Mixed. Leave Daily Ex. Sunday	Distance from ElDorado.	TIME TABLE No. 57. In Effect Nov. 25, '94. STATIONS.	Station Numbers.	PASSENGER. 466 Mixed. Arrive Daily Ex. Sunday
	P. M. 3.17	0.54	McPHERSON BRCH. JCT.		P. M. 12.25
			7.26		
4	f	7.80	HOPKINS	2052	f
			4.89		
56	s 4.00	12.69	D POTWIN	2053	s 11.45
			4.41		
53	s 4.16	17.10	D BRAINERD	2054	s 11.30
			3.01		
38	s 4.27	20.11	D WHITEWATER	2054½	s 11.20
			0.16		
		20.27	C R I & P Crossing		
			2.68		
38 w.	s 4.37	22.95	ANNELLY	2055	s 11.10
			2.83		
16	s 4.47	25.78	McLAINS	2056	s 11.00
			6.51		
74	s 5.10	32.29	D NEWTON	2057	s 10.37
			0.16		
		32.45	A T & S F Crossing		
			8.03		
47	s 5.40	40.48	D HESSTON	2059	s 10.09
			6.56		
90 s. w.	6.05 6.15	47.04	D MOUND RIDGE	2061	9.45 9.35
			8.35		
48	s 6.41	55.39	ELYRIA	2063	s 9.05
			4.91		
		60.30	C R I & P Crossing		
			1.30		
YARD W. C. T.	7.00 P. M.	61.60	D McPHERSON	2065	8.45 A. M.
	Arrive Daily Ex. Sunday		61.60		Leave Daily Ex. Sunday

List of Additional Sidings—K. & C. P. R'y.

Mile Post	STATIONS.	Station No.
3	DOUBLING SWITCH	1902
6	GILFILLAN'S NO. 1	1903
11	GILFILLAN'S NO. 2	1906
11	BANDERA QUARRY	1907
41	S K TRANSFER	1914
42	RIVER SWITCH	1915
93	A T & S F TRANSFER	1926
98	LANDERGIN SPUR A	1927
125	ELDERS QUARRY	1934
133	McLAIN'S QUARRY	1936
154	GILBERT PLOW WORKS	1942
155	C K & N TRANSFER	1943
155	DOLD'S PACKING HOUSE	1943
155	UNION STOCK YARDS	1943
156	A T & S F TRANSFER	1943
197	S K TRANSFER	1955
198	SAND PIT	1956
227	LANDER'S SPUR A	1961
241	BRAKEY'S SPUR	1964
	McPherson Branch.	
37	TRUESDALE'S GR'N TR'K	2058
61	UNION PACIFIC JCT	
	Wichita & Colorado.	
5	YORK	2100
65	A T & S F TRANSFER	2171

Gate and semaphore stands locked against K. & C. P. R'y at crossing with A. T. & S. F. R. R., at Newton. Employes of this line will open and close said gate before and after using crossing.

All trains will Register at McPherson. Engines of 77 ton capacity can be run on this section.

WESTWARD — KANOPOLIS & KANSAS CENTRAL R'Y.--GENESEO TO KANOPOLIS. — EASTWARD

Car Capacity of Sidings, Location of Scales, Water, Fuel, Turning Stations and Wyes.	PASSENGER. 463 Mixed. Leave Daily Ex. Sunday	Distance from Geneseo.	TIME TABLE No. 57. In Effect Nov. 25, '94. STATIONS.	Station Numbers.	PASSENGER. 464 Mixed. Arrive Daily Ex. Sunday
YARD W. C. Y.	P. M. 2.00	0	N GENESEO	2413	A. M. 7.05
			0.33		
		0.33	C K & W Crossing		
			0.03		
		0.36	K & K C JUNCTION		
			3.43		
9	f 2.17	3.79	BURTON	2125	f 6.52
			3.87		
23 w.*	f 2.34	7.66	MIDWAY	2126	f 6.40
			6.63		
YARD T.	3.00 P. M.	14.29	D KANOPOLIS	2128	6.20 A. M.
	Arrive Daily Ex. Sunday		14.29		Leave Daily Ex. Sunday

*W. Between Midway and Kanopolis. All trains will Register at Geneseo and Kanopolis. Engines of 77 ton capacity can be run on this section.

WESTWARD — KANSAS & COLORADO PACIFIC R'Y.—WICHITA TO GENESEO. — EASTWARD

Car Capacity of Sidings, Location of Scales, Water, Fuel, Turning Stations and Wyes.	FREIGHT. 463 Way Freight. Leave Daily Ex. Sunday	PASSENGER. 453 Colorado Mail and Express. Leave Daily	Distance from Wichita.	TIME TABLE No. 57. In Effect Nov. 25, '94. STATIONS.	Station Numbers.	PASSENGER. 454 St. Louis Mail and Express. Arrive Daily	FREIGHT. 464 Way Freight. Arrive Daily Ex. Sunday
YARD W. C.	A. M. 7.25	P. M. 5.45	.0	D WICHITA	1943	A. M. 10.50	P. M. 6.45
				0.63			
149	s 7.30	s 5.48	0.63	D WEST WICHITA	1944	s 10.47	s 6.40
				0.27			
Y.			0.90	W & C JUNCTION			
				4.13			
3	f	f	5.03	YORK	2100	f	f
				4.93			
34	s 8.05	s **6.08**	9.96	D MAIZE	2101	s 10.39	s **6.08**
				4.72			
41	s 8.22	s 6.16	14.68	D COLWICH	2102	s 10.19	s 5.40
				4.48			
42 w.	s 8.44	s 6.29	19.16	D ANDALE	2103	s 10.07	s 5.14
				5.75			
35	s 9.08	s 6.42	24.91	D MT. HOPE	2104	s 9.54	s 4.43
				6.96			
41	s **9.38**	s 6.57	31.87	D HAVEN	2106	s **9.38**	s 4.14
				5.20			
4	f	f	37.07	YODER	2107	f	f
				3.87			
46 w.	s 10.14	s 7.17	40.94	ELMER	2108	s 9.18	s 3.30
				4.09			
62			45.03	SOUTH HUTCHINSON	2109		
				2.16			
YARD S.	10.40 **11.00**	s 7.32	47.19	D HUTCHINSON	2110	s 9.03	3.00P **11.00**
				0.67			
			47.86	C R I & P Crossing			
				0.40			
			48.26	C K & W Crossing			
				9.86			
58 w.	s 11.38	s 7.57	58.12	D NICKERSON	2116	s 8.38	10.13
				7.13			
			65.25	A T & S F Crossing			
				0.61			
53	s 12.06 P. M.	s 8.15	65.86	D STERLING	2119	s 8.21	9.38
				8.37			
			74.23	K Md Crossing			
				1.00			
58 w.*	s 12.39	s 8.37	75.23	D LYONS	2122	s 8.00	8.58
				0.54			
			75.77	A T & S F Crossing			
				5.61			
39	f 1.00	f 8.51	81.38	NOBLE	2124	f 7.45	8.30
				6.09			
			87.47	S S & E P JUNCTION			
				0.51			
YARD W. C. Y.	1.25 P. M.	9.05 P. M.	87.98	N GENESEO	2413	7.30 A. M.	8.00 A. M.
				87.98			
	Arrive Daily Ex. Sunday	Arrive Daily				Leave Daily	Leave Daily Ex. Sunday

Train No. 463 mixed between Wichita and Geneseo.
Train No. 464 mixed between Hutchinson and Wichita.
No siding at York or Yoder.
Trains must come to full stop at Junctions with main line trains at West Wichita and Geneseo.
Trains of the same class have equal rights with main line trains between Wichita and W. & C. Junction.
All trains will Register at Wichita, Hutchinson and Geneseo.
*W. Between Sterling and Lyons. Engines of 77 ton capacity can be run on this section.

WESTWARD — **KANSAS & COLORADO PACIFIC R'Y.--COFFEYVILLE TO CONWAY SPRINGS.** — **EASTWARD**

Car Capacity of Sidings, Location of Scales, Water, Fuel, Turning Stations and Wyes.	FREIGHT. 489 Mixed.	FREIGHT. 213 Way Freight.	FREIGHT. 211 Stock Express	FREIGHT. 207 Fast Freight.	FREIGHT. 485 Way Freight.	PASSENGER 223 Kan. City Ex.	PASSENGER 221 Little Rock & Kan. City Ex.	PASSENGER 481 St. Louis Mail and Ex.	Distance from Chetopa	TIME TABLE No. 57. In Effect Nov. 25, '94. STATIONS.	Station Numbers.	PASSENGER 482 St. Louis Mail and Ex.	PASSENGER 222 Little Rock & Kan. City Ex.	PASSENGER 224 Kan. City Ex.	FREIGHT. 486 Way Freight.	FREIGHT. 208 Exp. Freight.	FREIGHT. 212 Fast Freight.	FREIGHT. 214 Way Freight.	490 Mixed.
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
YARD W.C.S.T.Y.		A. M. 6.40	P. M. 2.15	P. M. 10.10	A. M. 11.00	P. M. 10.00	A. M. 9.45	P. M. 1.15	30.59	N COFFEYVILLE	2511	P. M. 2.55	P. M. 6.13	A. M. 6.15	P. M. 3.10	A. M. 6.00	A. M. 11.50	P. M. 7.20	
										5.33									
28		7.00 A. M.	**2.40** P. M.	10.30 P. M.	s **11.30**	10.15 P. M.	10.00 A. M.	s 1.28	35.92	N DEERING	2513	s **2.40**	6.00 P. M.	6.00 A. M.	s **2.40**	5.40 A. M.	**11.30** A. M.	7.00 P. M.	
										0.22									
									36.14	DEERING JUNCTION									
										6.16									
31					s 11.57			s **1.43**	42.30	D TYRO	2515	s 2.23			s **1.43**				
										6.98									
332 W.*					12.30P **1.05**			s **2.03**	49.28	D CANEY	2517	s **2.03**			s **1.05**				
										5.34									
									54.62	C K & W Crossing									
										0.32									
23					s **1.47**			s 2.18	54.94	NIOTAZE	2519	s **1.47**			s 12.38				
										5.46									
37					s 2.14			s 2.32	60.40	D PERU	2521	s 1.32			s 12.11				
										0.91									
	P. M. 7.25				s 2.18			s 2.35	61.31	PERU JUNCTION	2522	s 1.30			s 12.06 P. M.				A. M. 8.30
										4.75									
YARD W. C. T.	7.45 P. M.				**2.47** 3.10			s **2.47**	66.06	D SEDAN	2524	¶ 1.15 1.00			11.40 11.25				8.10 A. M.
										5.80									
16								t	71.86	ROGERS	2526	f							
										2.36									
								f	74.22	LOWE	2527	f							
										5.34									
26					s 4.17			s 3.22	79.56	D WAUNETA	2528	s 12.25			s 10.19				
										3.89									
9								f	83.45	OSRO	2529	f							
										0.84									
									84.29	C K & W Crossing									
										3.83									
50 W.					s 5.00			s 3.45	88.12	D CEDARVALE	2530	s 12.02 P. M.			s 9.37				
										4.11									
								f	92.23	TAUSSIG	A 2530	f							
										5.73									
19					s 5.50			s 4.10	97.96	D HOOSER	2534	s 11.37			s 8.49				
										6.89									
YARD *W. T.					6.20 6.30			s 4.26	104.85	D DEXTER	2536	11.20			8.15 8.05				
										6.00									
42					s 7.04			s 4.42	110.85	EATON	2538	s 11.05			s 7.35				
										6.20									
10					s 7.36			s 4.58	117.05	D TISDALE	2540	s 10.48			s 7.05				
										7.34									
133 W. C. S.					8.15 8.50			s 5.17	124.39	D WINFIELD	2543	s 10.30			6.30 6.00				
										0.31									
									124.70	St L & S F & S K Crossing									
										1.13									
									125.83	A T & S F Crossing									
										5.03									
5								f	130.86	KELLOGG	2545	f							
										3.47									
62					s 9.32			s 5.42	134.33	D OXFORD	2547	s 10.06			s 5.18				
										4.35									
10								f	138.68	WHITMAN	2548	f							
										6.43									
54 W.					s 10.17			s 6.09	145.11	D BELLE PLAINE	2550	s 9.40			s 4.32				
										0.75									
									145.86	A T & S F Crossing									
										4.82									
									150.68	C R I & P Crossing									
										1.85									
19					s 10.48			s 6.28	152.53	RIVERDALE	2552	s 9.22			s 4.00				
										6.88									
16					s 11.17			s 6.44	159.41	ANSON	2554	s 9.05			s 3.30				
										6.49									
YARD W.C.S.T.Y.					11.45 P. M.			7.00 P. M.	165.90	N CONWAY SPRINGS	1950	8.50 A. M.			3.00 A. M.				
										135.31									
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday

All trains will come to a full stop at Deering Junction. No siding at Lowe or Taussig.
Trains No. 485 and 486 will carry passengers between Coffeyville and Conway Springs and 213 and 214 between Coffeyville and Deering.
All trains will Register at Coffeyville, Deering, Peru Junction, Sedan, Dexter and Conway Springs.
*W. Between Caney and Niotaze. *W. Between Dexter and Eaton. Engines of 70 tons capacity can be run on this section.

WESTWARD — KANSAS & COLORADO PACIFIC R'Y.--CONWAY SPRINGS TO LARNED. — EASTWARD

Car Capacity of Sidings, Location of Scales, Water, Fuel, Turning Stations and Wyes.	FREIGHT.			PASSENGER.		491 Mixed. Leave Daily Ex. Sunday	Distance From Chetopa.	TIME TABLE No 57. In Effect Nov. 25, '94. STATIONS.	Station Numbers.	PASSENGER. 492 Mixed. Arrive Daily Ex. Sunday			FREIGHT.		
YARD W.C.S.T.Y						A. M. 9.15	165.90	N CONWAY SPRINGS	1950	P. M 6.30					
								7.17							
28						s 9.40	173.07	MILTON	2557	s 6.04					
								5.46							
55						s 9.58	178.53	D NORWICH	2559	s 5.44					
								0.91							
							179.44	C K & W Crossing							
								8.16							
28 w.*						s 10.30	187.60	BELMONT	2562	s 5.11					
								4.91							
37						s 10.47	192.51	ALAMEDA	2564	s 4.53					
								7.05							
74 w.						s 11.12	199.56	D KINGMAN	2566	s 4.26					
								0.34							
							199.90	H & S Crossing							
								1.24							
							201.14	W & W Crossing							
								11.90							
37						s 11.59	213.04	PENALOSA	2569	s 3.36					
								4.09							
YARD W. C. Y.						12.15P ¶12.35	217.13	D OLCOTT	2571	¶ 3.20P 11.55					
								4.60							
35						s 12.54	221.73	D TURON	2573	s 11.39					
								0.25							
							221.98	C R I & P Crossing							
								6.10							
30						s 1.16	228.08	NEOLA	2575	s 11.20					
								7.77							
49 w.						s 1.46	235.85	D STAFFORD	2577	s 10.55					
								0.97							
							236.82	C K & W Crossing							
								5.09							
29						s 2.08	241.91	BEDFORD	2582	s 10.37					
								4.63							
37						s 2.26	246.54	HUDSON	2584	s 10.22					
								9.12							
40 w.						s 3.00	255.66	D SEWARD	2587	s 9.54					
								8.83							
38						s 3.32	264.49	RAY	2590	s 9.26					
								6.62							
							271.11	A T & S F Crossing							
								0.96							
YARD W T.						4.00 P. M.	272.07	D LARNED	2593	9.00 A. M.					
						Arrive Daily Ex. Sunday		106.17		Leave Daily Ex. Sunday					

All trains will Register at Conway Springs, Olcott and Larned.
*W Between Norwich and Belmont.
Engines of 77 ton capacity can be run on this section.

MISSOURI PACIFIC RAILWAY---LE ROY AND CANEY VALLEY AIR LINE R. R.

WESTWARD — **ROPER TO PERU JUNCTION.** — **EASTWARD**

Car Capacity of Siding, Location of Scales, Water, Fuel, Turning Stations and Wyes.	FREIGHT			PASSENGER		489 Mixed. Leave Daily Ex. Sunday	Distance from Roper.	TIME TABLE No. 57 In Effect Nov. 25, '94. STATIONS.	Station Numbers.	PASSENGER 490 Mixed. Arrive Daily Ex. Sunday			FREIGHT		
YARD Y.						P. M. 4.15	.0	D ROPER	2206	A. M. 11.40					
								4.41							
							4.41	CORDLEY	2251						
							4.41	C K & W Crossing							
								1.37							
36						s 4.36	5.78	SEXTON	2252	s 11.19					
								4.38							
							10.16	DILL	2253						
							10.16	C K & W Crossing							
								1.40							
24 w.						s 4.57	11.56	D FREDONIA	2254	s 10.58					
								0.18							
							11.74	St L & S F Crossing							
								9.28							
37						s 5.32	21.02	D LA FONTAINE	2257	s 10.23					
								3.06							
20						s 5.43	24.08	COSTELLO	2259	s 10.12					
								4.70							
							28.78	S K Crossing							
							28.78	ELKHORN	2261						
								1.12							
46						s 6.05	29.90	D ELK CITY	2262	s 9.51					
								6.59							
17 w.*						s 6.30	36.49	COLFAX	2263	s 9.27					
								3.18							
19						s 6.42	39.67	HALE	2264	s 9.14					
								7.09							
37						s 7.07	46.76	MONETT	2266	s 8.49					
								4.94							
						7.25 P. M.	51.70	PERU JUNCTION	2522	8.30 A. M.					
						Arrive Daily Ex. Sunday		51.70		Leave Daily Ex. Sunday					

No Siding at Cordley, Dill or Elkhorn.
All trains will Register at Roper and Peru Junction.
*W. Between Colfax and Elk City.
Engines of 70 ton capacity can be run on this section.

WESTWARD — KANSAS SOUTHWESTERN RAILWAY. — EASTWARD

Car Capacity of Sidings, Location of Scales, Water, Fuel, Turning Stations and Wyes.	FREIGHT. 493 Mixed. Leave Daily Ex. Sunday	Distance from Olcott.	TIME TABLE No. 57. In Effect Nov. 25, '94. STATIONS.	Station Numbers.	FREIGHT. 494 Mixed Arrive Daily Ex. Sunday
YARD W. C. Y.	P M. 12.20	.0	D OLCOTT	2571	P. M. 3.15
		8.49			
29	f12.55	8.49	SILVERTON	2650	f 2.40
		1.71			
20	s 1.01	10.20	D PRESTON	2651	s 2.34
		0.25			
		10.45	C R I & P Crossing		
		3.38			
10	f 1.16	13.83	CARMI	2652	f 2.20
		6.00			
YARD W. T.	1.40 P. M.	19.83	D IUKA	2654	1.55 P. M.
	Arrive Daily Ex. Sunday		19.83		Leave Daily Ex. Sunday

All trains will Register at Olcott and Iuka.
Engines of 77 ton capacity can be run on this section.

KANSAS & COLORADO PACIFIC RAILWAY.--GROUSE CREEK DIVISION.

WESTWARD — EASTWARD

Car Capacity of Sidings, Location of Scales, Water, Fuel, Turning Stations and Wyes.	PASSENGER. 487 Mixed Leave Daily Ex. Sunday	PASSENGER. 483 Passenger. Leave Daily	Distance from Dexter Junction.	TIME TABLE No. 57. In Effect Nov. 25, '94. STATIONS.	Station Numbers.	PASSENGER. 484 Passenger. Arrive Daily	PASSENGER. 488 Mixed Arrive Daily Ex. Sunday
YARD T.	A. M. 8.15	P. M. 4.30	.41	D DEXTER	2536	A. M. 11.20	A. M. 8.00
			9.13				
5	f 8.46	f 4.56	8.72	VINTON	2802	f 10.52	f 7.28
			3.00				
	f 8.56	f 5.04	11.72	CAMERON CITY	2803	f 10.42	f 7.17
			3.52				
54	f 9.08	s 5.14	15.24	D SILVERDALE	2804	s 10.30	f 7.04
			2.86				
50		f	18.10	DAVIDSON'S	2805	f	
			6.10				
			24.[illegible]	A T & S F Crossing			
			0.56				
YARD W. C. T.	9.40 A. M.	5.40 P. M.	24.76	D ARKANSAS CITY	2807	10.00 A. M.	6.30 A. M
			24.76				
	Arrive Daily Ex. Sunday	Arrive Daily				Leave Daily	Leave Daily Ex. Sunday

No siding at Cameron City.
All trains will Register at Arkansas City and Dexter.
Engines of 70 ton capacity can be run on this section.

Helper 8 p.m.

RULES AND REGULATIONS.

Revised and Corrected December 7th, 1890

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 the 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 afterward, 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 them carefully and familiarize themselves with any change 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 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 their 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 taken for any variation 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 a telegraph station, is a signal to *go ahead*, and 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 the 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 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 other object, waved violently by a person on the track, means *danger* and should be respected accordingly.

An engineer 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, baggage cars and cabooses, and by all bridge and track foremen, to be used to stop trains when necessary.

When a train, from any cause, has to stop 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 quickly as possible, leaving the furthermost 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 as 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 engine explode the *second* torpedo the engineer and trainmen must use all means at their command to bring the train to a *full stop as quickly 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 headlight* burning and *a red light* in the signal box on the rear end of tender, the light showing directly to the rear only.

2. Every passenger train will have a bell-cord attached to the bell in the cab of engine, passing through the entire train and secured to the rear end of the last car; and they will have a red light on the rear platform of the last car, between sunset and sunrise. All other trains will have a red flag on each side of the last car in day time and a red light on each side and one in center of last car in train at night.

3. *Red* signals carried on front of an engine indicate that an engine or train is following which has precisely the same time-table rights as the train on which the engine is carrying the signals, *and no more*.

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

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

6. One long blast of a 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 any and all railroad crossings at grade, and will give two long sounds of the whistle before starting again. Trainmen will also take all necessary precaution to guard against any accidents at the crossings.

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 rules Nos. 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 No. 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.

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 the 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 the 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 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 lamp.*

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 case of emergency, danger, or when required by the rules.
4. When a *Danger Signal* isdisplayed 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, or when running through tunnels and the streets of towns or 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 of "Whistle Signals."
7. Torpedoes must not be placed near stations or road crossings, where persons are liable to be injured by them.
8. **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 the 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 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, pushers and engines at work in yard limits.
5. Work-trains and pushers will occupy main track only by special order and within the hour specified in the order, and they will keep entirely out of the way of all regular trains and all trains running under the protection of signals.
6. All engines and trains engaged in construction or maintenance of track or roadway will be called "Work-Trains." All regular trains will be designated by their numbers, and all irregular trains by the numbers of their engines. All irregular passenger trains will be called "*Specials*," and irregular freight trains called "*Extras.*"
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. 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, pushers and irregular trains not running under the protection of signals. An engine or train following white signals, 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 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.
9. 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.
10. All engines carrying signals will call the attention of all engines they may 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 yardmen, and the stations where train registers are kept will record their signals, giving the kind in every instance.

11. 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 the furthest end of a 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.
12. Whenever a train becomes TWELVE hours behind its own time it loses *all* rights to the road—which rights cannot be regained—and *can only proceed by special orders* from proper authority.
13. 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 the 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 specially 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 baggagemen, brakemen and porters, requiring them to be on duty, in regular uniform, half an hour before leaving time, and to remain so until the end of their runs and all of 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 of all trains, when approaching a meeting point where they are to take the siding must go to forward part of train, and *attend to switch in person.* On trains leaving the siding they must *set up switch for main track in person.* Conductors must not assign this duty to any one, but attend to it *personally in every instance.*

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

6. Conductors and engineers, must, before starting on their runs, examine the train register and know *positively* whether all trains, whose non-arrival and 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. Conductors and engineers must see that their engines, baggage-cars and cabooses are properly supplied with the necessary chains, ropes, jacks, frogs and tools to use when needed, and all signals required by the rules of this time-table.

8. 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 the brake as well as any other part of the engine.

9. Engineers will not allow any person, except officers of the road and trainmen connected with their trains, to ride on their engines without permission from the proper authorities.

10. 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 or on frogs and switches.

11. All trains and engines must approach stations and water-tanks under control, expecting to find another train occupying main track. This also applies to sidings where 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 Superintendent at the end of the trip, giving kind of stock and locality as nearly as possible.

12. 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.

13. 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.

14. 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.

15. All trains will run slow during or immediately after a heavy storm, and not attempt to make time, keeping a close lookout for all places in track that are liable to wash out or slide.

16. When a train breaks in two while in motion great care and good judgment are required on the part of trainmen, to prevent the detached parts from colliding. Rear part of train should be stopped as 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 a 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 protection of *red* signals.

17. 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.

18. 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 *learn positively* what train it is; and time-table freight-trains meeting a freight-train must *learn positively* what train it is.

19. Freight-trains must not make up any delayed time except by making short stops at stations, and must not exceed a speed of seventeen miles per hour without proper authority.

20. Passengers must not be permitted to ride on work-trains, in baggage cars, or on platforms of cars while in motion.

21. Running switches are positively prohibited.

22. All persons are particularly cautioned against standing upright on top of covered cars while passing through truss bridges and tunnels.

23. Great care must be used in coupling and uncoupling cars. *Do not go between cars unless they are moving at a slow and safe speed, or attempt to make any couplings unless the draw-bars and other coupling-appliances are known to be in good order.*

24. 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.*

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

MOVEMENT OF TRAINS BY TELEGRAPH.

1. The Superintendents and Train-Masters 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. & E." for "Conductor and Engineer," "No." for "Number;" "Eng." for "Engine" and "O. K." for "Correct." The number of trains and engines and the time given in time-order will not be spelled out, but be given in *plain figures. After an order is received it must be carried out to the very 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 in 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 the face of the 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 the 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 immediately display the 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 a "*Clearance-order*," 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 a* "*Clearance-order.*"

Orders must not be delivered to or accepted by conductors or 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 to read all orders to both brakemen; engineers to firemen.

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 a station when an order for it is received, the operator will set the *red-signal*, and then get signature of 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. & E. No. 1 "A."
For "B" to C. & E., 1st and 2d No. 2 "B."
For "C" to C. & 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. & E. No. 1, O. K. (name of operator) "A."

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

Order No. 100 to C. & 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 signing the initials of the Superintendent or Train-Master.

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 pusher "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 form: No.—— (or Eng.) will take siding and meet No.—— (or Eng.) at——

"Eng.——following white signals on No.——(or Eng.) will take siding and meet Eng.——following white signals on No.——(or Eng.) at——."

12. "Time orders are in the following form: No.—— (or Eng.——) has until— —M. to make——for No—. On this order if the train or engine *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 engine first named.

"No.——(or Eng.—-) has until —M. to make——ahead of No.——." On this order freight or irregular trains running ahead of passenger trains must not occupy main-track or attempt to make place designated or any preceding place unless they can do so without exceeding a speed of twelve miles per hour and allow five minutes for taking siding and getting out of the way of passenger trains.

"Eng.——has until — —M. to work——of——, regardless of No.——." On this order if the engine *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 engine *first* named. This order does not give the engine *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 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 form: "1st No. ——will carry red signals from——to— for 2nd No.——." "1st and 2nd No.——will carry red signals from——to—— for 2nd 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 orders.

16. Passenger-trains in sections, or running near each other in the same direction must keep ten minutes apart, and freight trains in the same direction must keep five minutes apart, except on approaching meeting-points, when they will run very carefully and with trains under control.

Telegraph operators will set red-signal immediately after the departure of a passenger-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 a "clearance-order." Freight trains are to be kept five minutes apart in the same way.

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 nearly as possible.

DUTIES OF BRIDGEMEN 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 time 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 flagmen; 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 whether any signals are carried.*

4. In case of severe storms, or violent winds, whether by day or night, section-foremen are required to make a thorough examination of their section, 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.

CONCERNING AIR-BRAKE.

1. In making up trains, all couplings must be united so that the brakes will apply throughout the whole train. The cocks in the brake-pipe must all be opened [handles pointed down] except that on the rear of the last car, where hose coupling must be coupled to dummy coupling and cock closed [handle up.]

In detaching engines or cars, the couplings must invariably be parted by hand [and not pulled apart]; the cocks in the main brake-pipes must always be closed before separating the couplings, to prevent application of the brakes. Before detaching the engine or any cars, the brakes must be fully released on the whole train.

This order is imperative: In moving cars when air-brakes are not being used, hose couplings must be coupled to dummy couplings.

2. For the automatic brake, the handle of the four-way cock must be turned horizontally; if turned down it will be changed to the simple air-brake; if turned midway between these two positions, it will cut the brake out, and it should be so turned when desirable to have the brakes out of use on any particular car.

3. Car inspectors will, in cold weather, frequently drain triple valve, and see that brake cylinders are cleaned and oiled at least once in three months, and oftener if necessary, and date of same marked on cylinder with chalk. Conductor's valve must be kept tight and must be examined by car inspectors.

4. If brakes are applied, when the engine is not attached to the train, or car, they can be released by opening the release cock.

5. All trainmen are required to familiarize themselves with the method of operating the air-brake, particularly as to releasing them when brakes stick, or are applied by bursting of pipe, hose, or otherwise, causing accidental stoppage of train.

Engineers upon finding that the brakes have been applied, must at once aid in stopping the train by turning the handle of the brake valve toward the right so as to maintain the pressure in main reservoir; if the gauge shows that all air has escaped, they will know that the pipe or hose has burst or that the Conductor's valve has been opened and held open. If pressure is only reduced sufficiently to apply brakes, and reduction then ceases, he will know that Conductor's valve has been opened long enough to cause the stoppage of train and then closed. In this case he can easily release the brake in the usual way, on receiving signal from the Conductor.

6. The Conductor's valve must only be used in cases of emergency, when it should be held open to allow air to escape, until train is brought to a stand.

7. When brakes have been applied in such a manner that they can not be released from the engine, the Engineer should warn the trainmen by two short blasts of whistle given three times, and upon stoppage of train the rear brakeman will immediately go back the proper distance to protect the rear of the train, without attempting to release any brakes.

The Conductor, after seeing that the rear of train has been protected, will release as many brakes as he can, beginning at the rear. The Fireman will release as many as he can, beginning at the tender. The Head Brakeman will begin about one-third the distance from the engine and release brakes toward the rear of the train until he meets the Conductor. As soon as the brakes are released, the train may proceed, depending upon hand brakes in case of failure of air. All the brakes on an average train can be released in about one minute if each employe attends to his duties as designated herein.

8. When the train is brought to a full stop, it is the duty of brakemen to examine each car to see that every brake is released. If a brake is found applied which the Engineer can not release from the engine, it may be cut out as per Rule 2. Brake on rear car in train should not be cut out when possible to avoid it.

9. In setting out cars, the air should be fully released and hand brakes used.

10. Engineers will be held responsible for the proper workings of the air-brake, and must report on arrival at terminal stations any failure or defect, and must know that they are in perfect working order before starting out on their runs.

The air-brake must be tested by applying and releasing the brake from the engine before starting from terminal stations, and at all other places where engine or cars have been detached or hose couplings separated. Conductors and Brakemen will carefully watch the action of brakes at all stops, and report sliding of wheels [if any] to Engineer who must govern himself accordingly.

11. The pump must be constantly run, but not faster than necessary to maintain 70 pounds pressure for passenger, and 60 pounds for freight trains. Engineers will be held responsible for the sliding of wheels, and must in no case carry excessive pressure.

12. Engineers when applying the brakes must not use the full pressure of air except in cases of emergency.

For ordinary stops, air must be applied lightly by opening the valve and closing it gently when the pressure has been reduced from 4 to 8 pounds on the gauge, and at a sufficient distance to enable them to stop the train without discomfort to passengers. sliding the wheels, or injury to the machinery of the train. The brakes are fully applied when the pressure shown on the gauge has been reduced 20 pounds; any further reduction is a waste of air.

13. In making a stop, it is important to make as few applications of the brake as possible. If more than two are made, some of the brakes are likely to stick.

14. If Engineer feels that some of the brakes are not released, he should put his brake valve at lap and pump up 10 or 15 pounds more air in the main reservoir and throw it on the train, which will release all brakes.

In releasing brakes the handle of the brake valve must be moved quite against the stop and kept there for ten or fifteen seconds, and then moved back against the intermediate stop, which is the feed position, and where it must remain while the train is running, except on down grades, when after using brakes some distance, the pressure has been reduced; in order to restore the pressure quickly, the handle of the brake valve must be left in the releasing position; this gives a full opening from the main reservoir to the train.

If greater time for re-charging is necessary, reduce the speed of the train.

15. When the grades will permit, the brakes on passenger train should be released before coming to a full stop thereby avoiding the sudden action of the cars which is extremely annoying to passengers and injurious to cars.

CONCERNING BAKER HEATERS.

To insure satisfactory results in the use of 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 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 car, 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 the end of the drum and pour in water until it runs freely from the same. The water should always stand at the height of combination cock, which may be tried by opening the cock, but only when the fire is very low, and no pressure on. Pipes should be warm all around before the passengers enter the car.

REGULATIONS CONCERNING THE HANDLING OF U. S. 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. Mails must not be allowed to remain upon trucks or platforms unguarded, or where they will be liable to depredation, or to damage by the elements; and they must be dispatched to the post office or placed aboard the proper trains without delay.

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

3. All persons through whose hands a miscarried mail-pouch passes must make a written report to Superintendent, giving full particulars. This rule must be strictly observed. An error in the delivery of a pouch may be excused, but a failure to promptly report a wrong delivery will not be overlooked.

4. Train baggage-masters who fail to receive mail-pouches usually carried on their trains will report the fact to Superintendent, and will notify the station baggage-agent or mail-messenger, who will in turn notify the Postmaster or the Superintendent of the Division.

5. Station-agents will be required to notify the Postmasters at offices which receive mail at their respective stations of any changes in the time of trains which carry mails; the notice to be given immediately upon the receipt of the time-tables which cover such changes.

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

"Section 1031. Arrival of Mail at Late Hour 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 post office, or to the mail messenger employed by the Department, at as early an hour as the necessities of the office may require."

"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 post office at the termination of the route, or to some known mail-carrier, messenger, agent or other employe of the Post Office 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."

W. B. DODDRIDGE,
General Manager

H. G. CLARK,
General Superintendent.

LOCAL SURGEONS

OF THE

MISSOURI PACIFIC RAILWAY COMPANY

LEASED, OPERATED AND INDEPENDENT LINES.

KANS. & COL. PAC. R'Y AND L. & C. V. A. L. R. R.

	NAME.	LOCATION.	OFFICE.	RESIDENCE
Dr.	R. AIKMAN,	Fort Scott, Kansas	110 Main Street	19 North Eddy Street.
"	B. F. HEPLER	Fort Scott, Kansas	10 First Street	18 National Avenue.
"	W. D. SCOTT,	Iola, Kansas	Scott Drug Store.	
"	A. J. FULTON,	Iola, Kansas.		
"	E. K. KELLENBERGER,	Yates Center, Kansas	Rutledge St. nr. Sunflower Hotel	East Square.
"	J. B. PIERCE,	Eureka, Kansas	23 Main Street	First and Elm Streets.
"	M. A. KOOGLER,	El Dorado, Kansas	403 Central Avenue	608 Star Street.
"	A. H. FABRIQUE,	Wichita, Kansas	122 East Douglas Avenue	503 North Lawrence Avenue.
"	J. E. OLDHAM	Wichita, Kansas	Zimmerly Building	Cor. Central and Market.
"	R. A. McILHENNY,	Conway Springs, Kansas.		
"	C. J. CALLENDER	Anthony, Kansas.		
"	A. S. CLOUD,	Kiowa, Kansas	Seventh and Main Streets	Seventh and Drumm Streets.
"	G. D. BENNETT,	Newton, Kansas	501½ Main Street	319 East First Street.
"	A. ENGBERG,	McPherson, Kansas	Hubbell & Bakers Drug Store	510 East Martin.
"	S. H. SIDLINGER,	Hutchinson, Kansas	20 North Main Street	203 First Avenue
"	H. G. WELSH	Sterling, Kansas	134 Broadway	53 South St.
"	G. E. BUSH	Geneseo, Kansas	Palace Drug Store	Silver and 2nd Streets.
"	W. C. HALL,	Coffeyville, Kansas	Vogler Bldg, Masonic Block	West Ninth Street.
"	J. W. RYAN	Coffeyville, Kansas	7th and Maple Streets	7th and Maple Streets.
"	J. M. SHARPLESS	Sedan, Kansas	Over J. E. Tulles Drug Store	Chautaqua St.
"	J. H. PLEASANTS,	Sedan. Kansas.	Cor. Sedar and Lawrence	Scavlen's Addition.
"	T. P. LINLEY	Cedarvale, Kansas.		
"	GEO. EMERSON,	Winfield, Kansas	824 Main Street	321 East Eleventh Ave.
"	R. A. McILHENNY,	Conway Springs, Kansas.		
"	M. H. HASKIN	Kingman, Kansas	Ov'r Fouts & Hawthorne's Store	Ave. B. and Elm St.
"	T. W. SCOTT	Stafford, Kansas.		
"	J. B. ENGELS	Larned, Kansas	Broadway, bet. 4th & 5th Sts	Topeka Ave. and 12th St.
"	W. T. McKAY,	Arkansas City, Kansas	Union Block	Ninth and Tenth Ave.
"	F. M. WILEY	Fredonia, Kansas,	Batins Drug Store,	Sherman Street.

Dr W. B. OUTTEN,
Chief Surgeon,
St. Louis, Mo

Dr W. P. KING.
Asst. Chief Surgeon,
Kansas City, Mo

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

1891

RAND, McNALLY & Co., ENGRAVERS, CHICAGO.

THE

MISSOURI PACIFIC RAILWAY CO.

LEASED, OPERATED AND INDEPENDENT LINES.

KANSAS DIVISION.

TIME TABLE

No. 57.

IN EFFECT

SUNDAY, NOVEMBER 25th, 1894.

AT 12:01 O'CLOCK A. M.

CENTRAL STANDARD TIME.