

Atchison, Topeka & Santa Fe Railroad time table no.3

This time table is in two parts. The first part is the schedule for trains numbers 1 and 3 (west bound) and trains numbers 2 and 4 (east bound) between North Topeka and Burlingame, Kansas, showing arrival and departure times. The second part of the schedule is the rules for running trains.

Creator: Atchison, Topeka, and Santa Fe Railway Company

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RULES FOR RUNNING TRAINS

1. Regular Passenger Trains will have the right to the Road against all Freight Trains, going in either direction.
2. All Freight Trains, Construction Trains and all Extra Trains must keep entirely out of the way of all Passenger Trains, and never be on the road within ten minutes of their running time.
3. Eastward Bound Passenger Trains are entitled to the road for thirty minutes behind their Card time. When they become thirty minutes behind card time, they will be considered *irregular*, and must be kept out of the way of all regular Passenger Trains. At meeting stations, if the expected train has not arrived, they will wait five minutes for it, then proceed cautiously, keeping five minutes behind their own time until the expected Train is passed.
4. Westward Bound Passenger Trains will be entitled to their meeting stations as per card time. If they cannot reach their meeting stations on card time they become *irregular* for thirty minutes behind the time of the approaching Passenger Train. They then become regular, always keeping thirty minutes behind their own time until the delayed Train is passed.
5. No Passenger Train must leave any station, where by the Time Table it should pass a Passenger Train, until five minutes after its time per Time Table, and this five minutes, ALLOWED FOR SAFETY, must operate at every succeeding station until the expected Train is passed. This rule operates as well where a Train acquires a right to proceed after waiting its thirty minutes, or by a Telegraph order, as in other cases.
6. Freight Trains will be governed by the same rules that govern the running of Passenger Trains.
7. An Extra Train following a Regular Train, (whose Engine carries a red flag for it,) must always be taken and considered to be a part of, and to have all the rights of the Train carrying the flag.
8. When an Extra Train is flagged by a Regular Train carrying a Red Flag to any station preceding a meeting station, the place the flag is carried to will be the meeting station for the flagged Train, and it will have a right to the road at that point no longer than it would have if that was the meeting station of the Train carrying the flag.
9. When a Train is delayed and cannot reach its terminal station before the leaving time of another train of the same class, they will be governed by Rules 3, 4 and 5.
10. When an accident or stoppage occurs to a Train, by which the road is obstructed, the Conductor shall immediately send Brakeman back with Danger Signals not less than 900 yards, to stop any Engine or Train that may be following; who must remain at that distance from his Train until the Train that is due has arrived or until he is recalled by the Whistle to his own Train. It is likewise the duty of the Engineer to send Fireman forward a like distance, to use the same precaution to protect the Train from any Engine or Train coming in an opposite direction. The Engineer, as well as the Conductor are required to know that north signals are out.
11. In case of accident to a Passenger Train the Conductor may command the services of any Freight, Wood or Gravel Engines to forward his Train of Passengers.
12. At passing places Trains having the right to the road will keep the main track.
13. If Freight Trains are at any time obliged to keep the main track in passing Passenger Trains, the Conductor of the Freight Train will send a man with a red flag two thousand feet in the direction of the approaching Train, and must see that the switches are right for the passage of the Passenger Train.
14. All Trains must come to a full stop before crossing the track of any Rail Road. Under no circumstances must a Train stop across the track of another road.
15. Signals of danger must at all times be placed in a conspicuous manner two thousand feet or more on either side of the ground where Gravel, Wood, or Construction Trains are at work; and they must not leave the limits prescribed for their operations, except to follow a Regular Train and then under cover of a flag. Conductors or Engineers of such Trains will be held responsible for the strict observance of this Rule.
16. All persons at work upon the track are required to give notice of any obstruction caused by their work, by red flags in day time, to be firmly fixed in the track, at the required distance. But in all cases such signals must be held by reliable men for thirty minutes before the time of all Regular Trains.
17. Trains will always enter switches at the nearest end—never backing in when it is possible to go in head first.
18. No Verbal Message touching the safety of trains must be sent or received. Such Messages must be sent in writing. All flags must be carried and understood strictly in accordance with Rules 7 and 8.
19. When one train is to follow another on the same time, notice must be given to the forward train, and the Conductor and Engineer thereof must see that the proper signal is carried and must invariably STOP and notify all Conductors and Engineers met or passed on the road. One train following another must be kept at least five (5) minutes behind—except at meeting points, which must be approached with great care.
20. All Trains and Engines must slacken speed and run carefully through all towns and cities, and not pass a switch or run over any TRUSS BRIDGE or HIGH TREESTLE at a speed to exceed SIX (6) miles per hour.
21. No Train or Engine must run over KAWRIER BRIDGE and TREESTLE at a greater speed than FOUR (4) miles per hour.
22. Great care is at all times earnestly enjoined. In all cases of doubt take the safe side; holding and protecting your Train until all doubt is removed.
23. Conductors will have entire charge and control of their Trains. They will be held strictly responsible for their management and for the strict performance of duty on the part of train men while upon the road. They must know that their Trains are at all times provided with everything necessary to enable them to comply with the regulations of the road, and that there is a reliable Brake on the rear car. They must see that all switches are left in their proper position after they have passed or used them. They must require their Brakemen to stop Trains at Stations without the sound of the Whistle. They must be in attendance at their Trains at least twenty minutes before leaving time; and must give their personal attention to seating their passengers in the cars.
24. 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 will not start the Train until directed by the Conductor, nor until the bell be rung. They must cause the bell to be rung at least eighty rods before arriving at any road crossing, and to be kept ringing until the road shall have been passed. They must blow one long sound of the whistle on approaching within half a mile of each Station. They must always run on the supposition that at any Station they may find a Train out of place; and they must not pass any switch at a greater speed than six miles per hour. They must not run any unnecessary risk on the road, but must use all the precaution necessary for perfect safety; and they must not proceed in violation of the instructions of the Road, even should the Conductor direct them to do so. They must know personally that their Locomotives are supplied with all requisite tools, and the necessary implements for use in case of accidents, and no excuse will be allowed for neglect of this precaution. They must use every possible care to avoid killing animals. Delays thus occasioned will be accepted as good reason for failing to make time. Frequent occurrences of killing, by the same Engineer, will be considered evidence of carelessness. All animals killed must be reported by the Engineer to the Conductor.
25. Conductors and Engineers must know before leaving terminal stations, whether Trains due have arrived or not.
26. When there are no meeting points shown on the Time Table, and a Card, by reason of a train laying over at any station or otherwise, Rule No. 3, must be strictly observed, and the Eastward bound train, when more than thirty minutes behind its own time, will keep entirely out of the way of the Westward bound train.
27. No extra Engine, with or without a Train, will pass over any portion of the road excepting in company with a Regular Train, or on written order of Superintendent.
28. All accidents, such as breakages, getting off the track, uncoupling of Trains, killing of stock, injury to Persons or Property, failure in any way of Engines, or in the supply of Wood or Water, and defective places in the Road or Bridges, must be fully reported in writing by the Conductor to the Superintendent.
29. Station Agents are responsible for the proper care and safety of property in and about their Stations. They must see that the main Track is always clear for Trains, and not allow cars to be loaded or unloaded on the main Track, without authority from the Superintendent.
30. Conductors of all Trains must make daily "Time and Car reports," to the Superintendent of the Division on which their Trains are run, and must note thereon the time of arrival and departure at all Stations.
31. Each Conductor must enter in the Conductor's Register at all terminal stations and sign his name to the entry, the time of arrival at the end of his run, number of Engine, name of Engineer, how many cars of each kind in Train, and state the number of any damaged car.
32. When cars leave the track, they must not be turned over, thrown down embankments, broken up, or otherwise damaged, merely to get them out of the way. Every effort must be made by Train-men to put them on the track with as little injury as possible, and to take the damaged cars to a siding. The Conductor will call on Section men or any other convenient force for assistance, if necessary, which must be promptly rendered.
33. Whenever a car, disabled or otherwise, is left by a Train before reaching its destination, the Conductor must notify the Division Superintendent by Telegraph from the first Station, giving the number of car and the reason for leaving it.
34. No Train or Engine will be allowed to enter upon Kansas Pacific Track—without special order from their Superintendent or Yard Master.
35. All employees must treat in an attentive and gentlemanly manner those with whom they are transacting business for the company.

T. J. PETER, Superintendent.

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TIME TABLE No. 3.

TO TAKE EFFECT THURSDAY, SEPTEMBER 23, 1869.

BOUND WESTWARD.			TOTAL DISTANCES.	STATIONS.	TOTAL DISTANCES.	BOUND EASTWARD.		
NO. 5.	NO. 3. <i>Passenger.</i>	NO. 1. <i>Mixed.</i>				NO. 2. <i>Passenger.</i>	NO. 4. <i>Mixed.</i>	NO. 6.
Le. 1:00 P.M.	Le. 7:00 A.M.			Norte Topeka.	27.	Ar. 11:38 A.M.		
1:2	7:15	0.6		TOPEKA.	26.4	11:24	Ar. 6:20 P.M.	
1:3	7:35	5.3		Chautenders.	21.7	11:08	6:00	
1:40	7:48	8.8		Cottontood Grove.	18.2	10:58	5:47	
2:00	8:03	13.2		Wakarusa.	13.8	10:43	5:30	
2:2	8:25	18.1		Calbondale.	8.9	10:25	5:05	
2:3	8:43	22.5		Gables.	4.5	10:10	4:20	
Ar. 2:55 P.M.	Ar. 9:00 A.M.	27.		BURLINGAME.		Le. 9:55 A.M.	Le. 4:00 P.M.	

Employees will be governed by rules and signals published on Time Card No. 2.

T. J. PETER, Superintendent.

TRAINS RUN DAILY EXCEPT SUNDAY.