

NORTHERN PACIFIC RAILROAD.

Lake Superior and Mississippi Division.

TIME SCHEDULE No. 12.

To take effect 12 M., Sunday, Nov. 16, 1873.

For the Government of Employees only. The Company reserves the right to vary therefrom at pleasure.

CEO. H. SMITH,
Superintendent.

C. W. MEAD,
Gen'l Manager.

R. L. FULTON,
Train Dispatcher.

TRAINS GOING SOUTH.

STATIONS.	From Munith.	No. 1. Passenger.	No. 3.	No. 5. Freight.	No. 7.	No. 9.
Duluth,	0	10 20 am de		6 25 am de		
1 Rice's Point	1	10 25		6 35		
3 Oneota	4	10 32		6 53		
5 Spirit Lake.....	9	*10 50		*7 22		
6 Fond du Lac....	15	11 10		8 00		
4 Greeley S. T.	19½	*11 30		*8 30		
3½ Thomson	23	11 52		8 53		
1 N. P. Junction..	24	12 00 <small>Connect H.D.No.2</small>		9 00 ar		
11 Black Hoof.....	35	12 10 p m		9 10 de		
7 Barnum	42	12 40		10 05		
4 Moose Lake.....	46	1 00		10 45		
15 Kettle River....	61	1 10 mt No. 2.		11 06		
9 Miller.....	70	1 50		12 30 mt No. 2. p m		
9 Hinckley	79	2 07 mt No. 6.		1 35 mt No. 6.		
12 Pine City	91	2 28 Pass No. 5.		2 18 No. 1 Pass.		
11 Rush City.....	91	3 20		2 55		
7 Harris	102	3 52		4 08		
5 North Branch..	109	*4 13		5 20		
12 Wyoming.....	114	4 29		*6 03		
5 Forest Lake....	126	5 03		6 35		
8 Centreville....	131	5 18		7 48		
5 White Bear Lk	139	*5 43		8 20		
1 M. & D. Junc. ...	144	5 55 mt No. 14. 6 00 Pass No. 15.		*9 10		
9 Post S. T.....	145	6 07		9 38 ar		
2 St. Paul.....	154	*6 38		9 55 de		
12 White Bear Lk	156	6 45 p m ar				
1 M. & D. Junc.	144	5 55 6 05				
10 St. Anthony.....	145	6 12				
1 Minneapolis....	155	6 50				
	156	7 00 p m ar				

Train No. 15.

Trains will leave daily, Sundays excepted. † Stop for Refreshments. * Stop on Signal.

SPECIAL RULES—To remain in force during the continuance of this Schedule.

1. Trains or Engines of this Division will be kept out of the way of all regular St. P. & P. trains, and stop before passing on to St. P. & P. track at all Junction switches.
 2. No extra train or Engine of this road will pass over St. Paul and Pacific R. R. between Minneapolis and St. Anthony, without special orders from Superintendent, Assistant Superintendent, or persons authorized by them to move trains.
- All Trains will reduce their speed between M. & D. Junc. and White Bear Lake to 10 miles an hour.*

TRAINS GOING NORTH.

STATIONS.	From St. Paul.	No. 2. Passenger.	No. 4.	No. 6. Freight.	No. 8.	No. 10.
Duluth,..... 1	156	3 50 p m ar		9 05 p m ar		
Rice's Point,..... 3	155	3 45		8 55		
Oncota,..... 5	152	3 33		8 40		
Spirit Lake,..... 6	147	*3 15		*8 10		
Fond du Lac,..... 4 1/2	141	2 55		7 40		
Greeley S. T.,..... 3 1/2	136 1/2	*2 32		*7 10		
Thomson,..... 1	133	2 15		6 50		
N. P. Junction,..... 11	132	2 10 <small>Connect M. & N. 1.</small>		6 40 de 6 25 ar		
Black Hoof,..... 7	121	1 40		5 22		
Barnum,..... 4	114	1 20		4 45		
Moose Lake,..... 15	110	1 10 mt No. 1.		4 20		
Kettle River,..... 9	95	12 30 mt No. 5.		2 57		
Miller,..... 9	86	*12 10 p m		2 07 de mt 1 30 ar 1 & 5		
Hinckley,..... 12	77	†11 48 11 23		12 45 12 20 p m		
Pine City,..... 11	65	10 55		11 25		
Rush City,..... 7	54	10 28 Pass No. 6.		10 28 No. 2 Pass.		
Harris,..... 5	47	*10 08		*9 35		
North Branch,..... 12	42	9 55		9 05		
Wyoming,..... 5	30	9 22		7 55		
Forest Lake,..... 8	25	9 07		7 25		
Centreville,..... 5	17	*8 44		*6 41		
White Bear Lk..... 1	12	8 29 mt No. 11. 8 24 Pass No. 16		6 15 de 5 55 ar		
M. & D. Junc.,..... 9	11	8 19		5 45		
Post S. T.,..... 2	2	*7 52		5 00		
St. Paul,.....	0	7 45 a m de		4 45 a m de		
White Bear Lk..... 1	12	8 20				
M. & D. Junc.,..... 10	11	8 13				
St. Anthony,..... 1	1	7 30				
Minneapolis,.....	0	7 20 a m de				

Train No. 16.

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STILLWATER AND ST. PAUL TRAINS.

TRAINS GOING NORTH.			From Stillwater.	STATIONS.	From Saint Paul.	TRAINS GOING SOUTH.		
No. 14. Mixed.	No. 12. Mixed					No. 11. Mixed.	No. 13. Mixed.	
6 45 p m ar	12 30 ar	0	.....Stillwater.....	24	7 40 a m de	11 00 a m de		
*6 30	*12 15 p m	3	.....Summit.....	21	*7 55	*11 18		
6 05 mt Nos.	11 50	12	.....White Bear Lake.....	12	8 20 mt Nos.	11 45 mt No.12.		
6 00 and 15.	11 45 mt No.13.	13	.....M. & D. Junction....	11	8 30 2 & 16.	11 50		
5 50	11 35	13	.....Post S. T.....	2	8 37	12 00		
*5 10	*11 07	22	.....St. Paul.....	0	*9 00	*12 28 p m		
5 00 p m de	11 00 a m de	24			9 10 a m ar	12 35 ar		

Stillwater, Minneapolis & Sioux City Junc. Trains.

TRAINS GOING NORTH.			From Stillwater.	STATIONS.	From Sioux City Junc.	TRAINS GOING SOUTH.		
No. 16. Mixed.						No. 15. Mixed.		
9 05 a m ar	0	.....Stillwater.....	50	5 15 p m de				
*8 50	3	.....Summit.....	47	*5 30				
8 30 mt No. 11.	12	.....White Bear Lake....	38	5 55 mt No. 11.				
8 20 No. 2 Pass.	13	.....M. & D. Junction....	37	6 05 No. 1 Pass.				
8 13	13	.....St. Anthony.....	27	6 12				
7 30	23	.....Minneapolis.....	26	6 50				
7 20	24	.....Hopkins.....	18½	7 10				
6 50	31½	.....Eden Prairie.....	12	7 40				
6 24	38	.....Chaska.....	4½	7 58				
5 55	45½Carver.....	2½	8 25				
5 45	47½Sioux City Junction...	0	8 35				
5 30 a m de	50			8 50 p m ar				

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* Stop on Signal.

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 2. No extra train or Engine of this road will pass over St. Paul and Pacific R. R. between Minneapolis and St. Anthony, without special orders from Superintendent, Assistant Superintendent, or persons authorized by them to move trains.
- All Trains will reduce their speed between M. & D. Junc. and White Bear Lake to 10 miles an hour.

SPECIAL RULES.

All trains or detached Engines will run with great care between Passenger Depot at St. Paul and river terminus, expecting to meet a train between those points.

Engines, with or without trains, except regular trains, will not be on our connections with the Milwaukee & St. Paul Railway within ten minutes of their regular trains' time, as shown on their printed Time Schedule.

Between one half mile south of Rice's Point and Duluth, during stormy or foggy weather, or after dark, all delayed or wild trains must be run with more than ordinary caution; expecting to meet an Engine between these points.

Speed over Forest Lake and Mud Lake piling, and over piling between Duluth and Rice's Point, not to exceed six (6) miles per hour. Speed over bridge at Thomson, and high trestles between Thomson and Fond du Lac, not to exceed four (4) miles per hour.

Speed over high trestles, and across the bridge at Carver, four (4) miles per hour.

The speed of trains in Minneapolis Yard will not exceed 6 miles per hour.

Minneapolis Yard will extend from St. P. & P. track to Engine House.

The switch at N. P. Junction must be kept locked on L. S. & M. Division track, except when trains are to pass to or from Minnesota Division.

The Branch Switches for Stillwater and Minneapolis must be kept locked on main track, excepting when trains are to pass to and from Stillwater and Minneapolis.

All trains will come to a full stop at all Railroad Crossings and Junction Switches where stop boards are exhibited, and Draw Bridge at Carver. (See State Law.)

STANDARD TIME.

Clock in Superintendent's Office at St. Paul and Telegraph Office at Rice's Point, is the time by which trains will be run. Conductors and Engineers will compare their time daily, when practicable.

SIGNALS.

1. One sound of the Whistle is the signal to apply the brakes. Two sounds of the Whistle is the signal to let go the brakes. Three sounds of the Whistle is the signal to back the train. Four sounds of the Whistle is—see Rule No. 9. Five sounds of the Whistle is the signal that the train has separated.

2. One stroke of the bell signifies stop. Two strokes, go ahead. Three strokes, back.

3. A Red flag by day, or a Red light by night, borne on an engine, shows that a train is following, which has precisely the same rights as the engine bearing the signal. An extra train following a regular train, and properly signalled, must always be considered as a part of and to have all the rights of the leading train, and no more. (See Rule No. 83.)

4. A White Flag by day, or a White Light by night, borne on front of an engine, shows that a train or engine is following, but will keep out of the way of all regular trains. Should two trains meet, each carrying a white signal, the extra engine or train going towards Hinckley will have the right to the track, as against the extra engine or train going from Hinckley. A white flag by day or white light by night, carried by a regular train, will hold all wood, gravel, or irregular trains indefinitely. No train will follow another without giving notice to the forward train; and the train in following will proceed with caution, and keep at least three-fourths of a mile in the rear.

5. Head Lamps on engines must be kept in good order, and always lighted when running after dark. All night trains must carry two Red Lights on rear car, and day freight trains two Red Flags.

6. A Stationary Red Flag signifies that the track is out of order, and must be run over slowly. A Red Flag by day, or a Red Light by night, or the explosion of a torpedo, is a signal of danger, and trains must be brought to a full stop, and meaning of it ascertained.

7. A Green Flag by day, or Green Lantern by night, at Telegraph Stations, indicate that trains are to stop for orders.

8. NIGHT SIGNALS.—To STOP, swing a lantern across the track. To BACK, raise and lower a lantern perpendicularly. To GO AHEAD, swing a lantern over the head.

9. Engineers, when carrying signals, either red or white, as per Rules Nos. 3 and 4, when approaching a Station, siding, or gravel pit, where there is, or is expected to be, an engine or train standing, and at which the engine carrying such signals does not stop, will invariably call the attention of the engineer and conductor to his signals by four short blasts of the whistle.

10. Signal Cords shall be used on all passenger trains, and shall extend from the rear car to the whistle or signal bell on the engine.

11. The Superintendent, Master of Transportation, and regular Dispatchers are the only ones authorized to put out signals for following trains, and such signals must not be changed without permission.

RULES FOR THE MOVEMENT OF TRAINS.

12. All trains going toward Hinckley will have the right to the track as against those of the same or inferior class going from Hinckley, north or south. All trains going from Hinckley, north or south, if delayed so as not to be able to make the meeting point on its Schedule time, must keep back and out of the way of trains of the same or superior class going towards Hinckley. Between Minneapolis and Stillwater, trains going towards White Bear Lake will be considered as trains going towards Hinckley, and trains going from White Bear Lake will be considered as trains going from Hinckley.

13. Trains are classed as to priority of right to road as follows:

First.—Passenger trains.

Second.—Mixed trains.

Third.—Freight trains.

Fourth.—Wood, gravel and construction trains.

Trains of an inferior class will wait indefinitely for trains of a superior class, going in opposite direction, and will be kept entirely out of their way. An inferior train, after waiting fifteen minutes beyond Schedule time, for a superior train to pass going in same direction, may proceed, but will take the first side track on the approach of the delayed train; but before starting, the Conductor must leave written notice for the Conductor of the delayed train.

14. No train will, on any account, leave a Station before the time specified in this Schedule, nor run faster than is necessary to reach a Station and start from it at the proper time.

15. Five minutes must be allowed for possible difference in watches, and trains of all classes will allow this five minutes at meeting points, and at all Stations, until the expected train is met and passed. This is not to be used by either train.

16. When trains meet and pass, the train that has the right of road will keep main line, except in case of special orders to the contrary, or it shall be impracticable to pass; in which case sufficient protection must be used to prevent accident or unnecessary delay. The train going on side track must take the switch at the nearest end, instead of running by and backing on.

17. All the time given in the Schedule must be used in running, except what may be necessary to do the work at Stations.

18. When regular trains get behind time, speed may be quickened, under favorable circumstances, if Schedule time can thereby be resumed, but under no circumstances must Passenger trains run at a greater speed than twenty-five miles per hour, or Freight trains fifteen miles per hour. Under other circumstances the speed of Passenger trains will be limited to twenty miles per hour, and Freight trains to twelve miles per hour.

19. Freight trains must in all cases keep at least ten (10) minutes out of the way of Passenger trains. If Freight trains are at any time obliged to keep main track at a Station where they are to meet a Passenger train, a man with a red light by night, or a red flag by day, must be sent a sufficient distance in the direction of the approaching train, to give suitable warning for it to deaden its speed and approach with care.

20. An extra train following a regular train, must approach all Stations and wooding places with great care, expecting to find the preceding train taking wood or water at such Station, whether it may be a stopping place, as per Schedule, for that train or not; and the Conductor of the leading train will not deviate from Rule No. 21.

21. In case of accident or stoppage upon the main track, from any cause, Conductors must immediately, and always, station men with red flags by day, or red lights by night, half a mile distant in both directions, and have no right to assume that there are no trains approaching from either direction. Special care must also be taken in case a train gets behind time, and liable to be overtaken by a following train, to guard against accident.

22. When the Engine-man shuts off steam at Stations where the train is to stop, thereupon the Brakemen must apply their brakes; and, using their judgment, endeavor to stop at the Station without the necessity of the Engineer sounding his whistle. Too much sounding of the whistle impairs its value as a signal of danger. Brakemen must not slip the wheels, and it is the duty of the Conductor, and a very important one, to see to this matter.

23. Wood, gravel and construction trains shall never be on the road within 10 minutes of the running

time of any train, and will not occupy the main track between the hours of 7 P. M. and 6 A. M., unless under a flag of a regular train, or protected by proper signals placed at least one-half mile in each direction. See Rule No. 21.

24. When Freight trains are 30 minutes late, wood, gravel, and construction trains will be allowed to use main track, (except when an engine passes bearing a white flag or a white light, as per rule 4,) by taking care to keep a man stationed, with red signals, a sufficient distance in the direction of the approaching train, to prevent accident; and Freight trains will run with great care when on such portion of the road, keeping sharp lookout, with their trains under full control.

25. No extra engine, with or without a train, is allowed to pass along the road without permission of the Superintendent or Train Dispatcher.

26. No train or engine will pass a telegraph Station without coming to a full stop.

27. In case of accident or unavoidable delay to a train or engine, to prevent it from reaching a Station except on the time of another train, great care must be observed by sending a man with a red flag by day, or a red lantern by night, in the direction in which the train is expected, to give notice of your position, or should it become necessary to back a train or engine, great care must also be observed by running very slowly, and by sending a flag well in advance around all CURVES and DANGEROUS POINTS, to insure safety in case of meeting. You have no right to judge for yourselves. Engines or trains may be following at all times.

28. In any case where there is room for a doubt as to the right to the road or the safety of proceeding, from any cause, *adopt the safe course*—keep signals far enough in both directions to obviate any danger.

29. Trains will run under the orders of their Conductor, unless such orders shall conflict with these rules, or involve any danger, in which case all persons participating, will be held responsible.

30. All flying switches are prohibited.

CONDUCTORS.

31. Conductors and train men must be at the Station 30 minutes before leaving time of their train, and must not leave terminal Stations of their route without first examining the bulletins for orders, nor pass a Station where there is a bulletin without looking for orders. Bulletins will be found in telegraph offices at St. Paul, White Bear Lake, Stillwater, Hinckley, N. P. Junction, and Kieo's Point. No excuse will be received for orders left on bulletins unobserved.

32. Conductors will ascertain, before leaving a terminal point, if all trains due, of an equal or superior class, or trains for which signals were carried, have arrived.

33. The Conductors of wood and gravel trains shall daily, before leaving for their day's work, leave with the telegraph operator a memorandum of where the train will be working for the day, and this memorandum shall be forwarded by telegraph to Train Dispatcher, and also posted in a conspicuous place, for the information of all concerned.

34. Conductors of all trains, and Engineers running without Conductors, immediately before starting out on their runs, will go in person to the Telegraph Office, to inquire if any special orders are there for them, and report to Train Dispatcher the name or number of engine, and number of cars in their train.

35. Conductors of all trains will leave at Telegraph Stations with the Agent or Operator, a written statement, giving the number of train, number of cars and time of departure, which report must be transmitted as soon as practicable, to the Train Dispatcher.

36. When a train loses fifteen or more minutes from any cause, the Conductor will report the cause of detention to Train Dispatcher from the first Telegraph Station. To keep the proper record of the movement of trains, Conductors must keep informed of all causes of detention, and report correctly as above.

37. Conductors will see that switches, after being used, are left on main line; ANY EMPLOYEE leaving a switch turned from the main track, after using the same, will be dismissed from the service of the Company.

38. Conductors, when leaving cars on side tracks, will see that they are properly secured against their running, or the possibility of their being blown out on the main track by the wind; also that they are left out of the way far enough from the main track to clear all passing trains safely. In leaving loaded cars at any Station, they will leave them at the most convenient place for unloading, and in such cases they will advise and act in harmony with the Station Agent. They must also see that doors and windows of all cars in their trains are kept closed and fastened, except when loaded with live stock.

39. Conductors of all trains will be held responsi-

ble for the faithful performance of the duty of their brakemen, and will in all cases when ascending or descending a grade, station themselves on the rear end of their train, and see that their brakemen are at their posts, and that no more than the regular rate of speed allowed to their train is made when running over down grades. They will be required to do their business at stations with as little detention to their trains as possible, in order that the time allotted to trains under their charge may be used for running time, and thus prevent any higher rate of speed being run than is specified on Time Schedule.

40. Conductors of trains will, in no case, make arrangements for the meeting and passing of trains, unless it becomes necessary from an accident, and then only when they have positive information as to the condition of the trains upon the track, and when they are unable to communicate with the Superintendent.

41. Conductors must know that their trains are provided with a switch rope, axe, saw, crowbar, chain, wrecking frogs, day and night signals, lanterns, and everything necessary to allow them to comply with the regulations of the road.

42. Conductors of Freight trains will not, in any case, receive into their trains, cars containing freight, unless each car is accompanied by a separate Way-Bill, which shall specify the destination and amount of such freight. They will also see that they are provided with a Train Bill, and the numbers of all the cars in their train entered properly thereon.

43. Great importance is attached to the prompt delivery of Letters, Way-Bills and Dispatches, consigned to the care of the Conductors.

44. Conductors, Baggage-men and Brakemen are required to wear badges, and must never appear on duty without them.

45. Passenger Train men will call out the names of all the regular Stations where they stop, in all the cars, upon arriving at the Station.

ENGINEERS.

46. Enginemen will not start with their trains until they are directed to do so by the Conductor.

47. Engineers, on receiving the signal from Conductor to depart from a Station, will at moment of starting give two distinct sounds of the whistling.

48. Engineers in approaching a Station will sound the whistle at the distance of one-half of one mile before reaching Station, and not less than eighty rods before crossing a highway. The bell must be rung eighty rods before crossing a highway, and until it is passed.

49. Engineers of Extra trains will sound the whistle on approaching curves, and will approach all side tracks with great care, and be sure all switches by their targets are seen to be right before attempting to pass.

50. Engineers and Firemen should look back frequently to see that all is right where trains are likely to break apart; in such cases GREAT CARE must be taken to keep the forward part out of the way of the detached part, and every precaution used to prevent a collision. See Rule No. 1.

51. Engineers approaching Stations will bring their trains under full control before passing the first switch. When leaving, the speed of trains must not exceed ten miles per hour until the last switch is passed. When moving about Stations, bell must be rung and all proper caution used.

52. Engineers will not allow any one not connected with their train to ride on their engines except by permission of the Superintendent, or Superintendent of Machinery.

53. Although the Conductor has charge of the train, the Engineer will not therefore be considered blameless if he RUN ANY UNNECESSARY RISK on the road, without all the prescribed precautions being observed which are necessary to perfect safety.

54. In switching trains, the attention of both Enginemen and Firemen will be required to watch for signals, one on each side of the engine. Men giving signals must locate themselves so as to be plainly seen, and signals given in such a manner as to be readily understood.

55. Engineers must see that their engines are provided with a pair of screw jacks, which at all times must be kept in good order, extra spring hangers, frogs, flags, lanterns, and all tools necessary to meet casualties.

56. Dumpers of ash pans must in all cases be closed while engines are crossing bridges and passing wood yards, or at any point where there is a large quantity of wood piled.

57. Engineers and Firemen are particularly directed not to throw any wood from the tender while in motion; if any wood is found too large for use, it should be thrown off at the next wood station. Wood must not be piled on tenders in such a manner or quantity as to be liable to fall off.

STATION AGENTS.

58. Station Agents will be held responsible for the proper security and position of the switches, and must in no case allow them to be removed from the main track, except when a train has arrived which is to enter upon a turnout. They are also directed to be out and examine their switches and track, and see that everything is right before the train passes. This rule does not in any respect relieve Conductors of the responsibility of seeing that the switches are left in their proper position when used by them.

59. Station Agents are directed to have the doors of all cars on side tracks closed and securely fastened, and out of the way of passing trains.

60. Station Agents will attend to the loading of baggage at their Stations, and see that it is properly checked or marked before putting aboard the train, and Train Baggage-men will not receive baggage until it is checked or marked, except at Stations where there is no Agent.

61. Station Agents will under no circumstances allow cars to be loaded or unloaded upon the main track except they form a part of a train, nor will they allow any obstructions whatever on or near the main track at their respective Stations.

62. Station Agents are not allowed to be absent without leave from the Superintendent, except from illness, in which case they must immediately inform the Superintendent, and see that some competent person is entrusted with the duties.

63. Station Agents must be careful that all stores supplied for the Stations are prudently and economically used, and that there is no waste of Oil, Fuel, or Stationery.

64. Station Agents are requested to report all accidents occurring to trains at or near Stations; all damaged cars or goods brought to or left at their Stations destined elsewhere; and whenever freight is damaged by train men in unloading at Stations, the Agents are requested to notify the Superintendent of the fact immediately, by telegraph or letter, giving full particulars, name of the Conductor and men in charge of the train at the time, and amount of damage and how caused, &c. Agents not complying with this rule, will themselves be held responsible for the property damaged.

65. Station Agents are required to communicate such matters of interest or importance as may be useful in protecting the interests of the Company. They are also required to report to the Superintendent all violations of the Time Schedule regulations.

TRACKMEN.

66. Section foremen will be required to pass over their sections every morning (Sundays excepted) before any trains. They will take particular care and see that the track is in safe condition, and will also notice the telegraph line, and if at any time they find it broken, or down, must repair it immediately, and notify the nearest operator. They will not permit their hand cars to be used upon the track after working hours, or on Sunday, except in case of accident.

67. In all cases, by night or day, when repairing the track, so as to obstruct or endanger the passage of a train, a red flag or lantern, as the case may be, must be placed in the track so as to be seen from any approaching train, at least one half of a mile each way from the place of danger.

68. Foremen of repairs, and men in their employ, must at all times hold themselves in readiness to aid the passage of trains, and in case of accident or delay will obey the orders of the Conductors.

69. No notice will be given to Station Agents or Trackmen of the passage of irregular trains, and they will govern themselves accordingly.

GENERAL RULES.

70. All accidents—such as getting off the track, breaking cars, defects in cars and engines—must be reported at once to the Superintendent's office from the first Telegraph Station. Killing of cattle must be reported to the same office by the Conductor and Engineer, on arrival at end of the trip.

71. Conductors will report in writing to the Superintendent, all injuries to persons caused by their train, giving number of train and engine, the names of all employees on their train, also names of all others witnessing accidents, and all other information that may be useful as a matter of record.

72. No Cord Wood, Lumber, or other articles must be piled along the track at a less distance than five feet from the rail.

73. Brakemen must in all cases be at their posts while their train is in motion. Baggage Masters will attend to the brakes between the Baggage and Passenger cars.

74. Every Conductor, Engineer, Station Agent, and Master of Road Repairs must keep a copy of

these Rules and Time Schedule constantly on hand while on duty.

75. No employee will absent himself from duty without permission from the head of his department.

76. ANY EMPLOYEE KNOWN TO BE ADDICTED TO THE FREQUENT OR EXCESSIVE USE OF INTOXICATING DRINKS, WILL BE DISCHARGED FROM THE SERVICE.

77. Any person not willing to conform cheerfully and promptly to such orders as may be found necessary for the proper dispatch of business, is particularly requested to leave the service of the Company.

78. All former rules conflicting with the above are hereby repealed.

SPECIAL INSTRUCTIONS IN REGARD TO MOVING TRAINS BY TELEGRAPH.

79. The Train Dispatcher on duty will have full power to run any train or engine by telegraph that he may think proper; but trains on time will keep on their course unless arrested by telegraphic order. No Wild or Extra train or engine must run upon the road without his knowledge and instructions.

80. All orders for the movement of trains by telegraph will be communicated in writing, and addressed to the Conductor and Engineer, and must be signed by both, and the order, as understood by them, must be repeated back to the person giving it, who will, if the order is correctly understood, give the "O K" to Conductor and Engineer. No train must run on such order until the "O K" is received by them.

81. Should the line from any cause fail to work before the Operator has received the "O K," he will not deliver such order.

82. Conductors and Engineers must not leave a Station, when directed to run by special orders, without having the same in writing in their possession, properly signed and endorsed "O K."

83. When an order is sent to a train which may be carrying a flag or light for a following train or engine, in no case will the train or engine for which the flag or light is carried, avail itself of any special order which the train bearing said flags or lights may have received, without an order to that effect.

84. When orders have been given to a Conductor, to take down his signals, for the reason that the following train has been unable to keep up, the Operator "receiving" the order, must see that trains approaching the train for which signals were carried, are informed of the Signals having been carried to his Station, unless notified by the Dispatcher that he need not do so.

85. To avoid as far as possible all unnecessary delay at Stations where telegraphic orders are awaiting an expected train, the Operator will display at the Station a signal. When this signal is shown, the approaching train will in all cases come to a full stop, and the Conductor and Engineer go immediately to the Telegraph Office to receive and respond to such orders as may be awaiting them. Operators must not fail to take in the signal at once after the departure of the train for which it was shown.

86. Should a train be held by another between Telegraph Stations, the Conductor may require of the first train passing him, bound in the same direction, to flag him to the next Telegraph Station, on arrival at which he must report for orders. The Conductor carrying such flag shall report to the Train Dispatcher, stating from what Station he flagged the train.

87. Should a train be held at a Telegraph Station, where there is no night Operator, the Conductor is required to call the day Operator into the office to get orders for him.

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

89. All orders and messages relative to the movement of trains, must be written in full, and no abbreviations used, except the telegraph abbreviations "12" ("How do you understand?") and "13" ("I understand.")

90. All trains or engines will come to a full stop at ALL Telegraph Stations, and Conductors running at night will report in person to every night Telegraph Office for orders.—This rule does not excuse the Operator from showing all proper signals to stop trains, or neglect in the prompt delivery of messages, but as an additional safeguard.

91. Operators must at all times have the Green Signals in readiness for use, and place them in a conspicuous place where they can be readily seen by approaching trains.

92. Operators are forbidden to transmit any messages in regard to the movement of trains without a genuine signature.

93. When an Operator or Agent receives an order to hold a train, such order must be carried out strictly.