

NORTHERN PACIFIC RAILROAD *Company*

TIME SCHEDULE No. 33.

To take effect 12 o'clock noon Sunday, December 18th, 1881.

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

STUDY THE RULES CAREFULLY.

NOTE CHANGES IN TIME ON ALL DIVISIONS.

Read especially Rules Nos. 4, 8, 11, 26, 28, 29, 30, 32, 37, 42, 46, 55, 57, 58, 67, 69, 95, 98, 101, which have been changed, and new Rules Nos. 113, 114, 115 and 116.

West Bound.

EAST MINNESOTA DIVISION.

St. Paul Time.

| STATIONS. | TEL. OFFICE CALLS. | FROM DULUTH | STATION NOS. | MIXED. | | FREIGHT. | | FREIGHT. | | FREIGHT. | |
|----------------|--------------------|-------------|--------------|--------|----------------------|----------------------|----------------------|----------------------|----------------------|----------|--|
| | | | | No. 7. | | No. 17. | | No. 19. | | No. 21. | |
| | | | | Daily | Daily except Sunday. | Daily except Sunday. | Daily except Sunday. | Daily except Sunday. | Daily except Sunday. | | |
| | | | | p.m. | de. | a.m. | de. | p.m. | de. | | |
| Duluth | Dc | 0 | 1 | | 5.00 | | | | | | |
| Rice's Point | Os | 1 | 2 | | 5.05 | | 7.05 | | 7.10 | | |
| *Oncoia | | 4 | 4 | | 5.20 | | 7.20 | | 7.30 | | |
| *Spirit Lake | | 8 | 8 | | 5.42 | | 7.45 | | 7.56 | | |
| Fond du Lac | Fn | 13 1/2 | 14 | | 6.05 | | 8.20 | | 8.27 | | |
| *Greeley S. T | | 18 1/4 | 20 | | 6.28 | | 8.55 | | 8.57 | | |
| Thomson | K | 21 3/4 | 23 | | 6.50 | | 9.20 | | 9.20 | | |
| N. P. Junction | Mr | 23 | 24 | | 6.55 | | 9.35 M.S | | 9.30 | | |
| Norman | | 33 | 34 | | 7.45 | | 10.35 | | 10.30 | | |
| Island Lake | Q | 45 | 46 | | 8.35 | | 11.30 | | 11.25 | | |
| Sicotte's | | 57 1/2 | 58 | | 9.25 | | 12.25 p.m. | | 12.25 a.m. | | |
| McGregor | Mc | 66 1/4 | 66 | | 10.00 | | 1.10 P.M. | | 1.20 P.M. | | |
| Kimberly | | 75 1/4 | 76 | | 10.35 | | 2.00 | | 2.05 | | |
| Aiken | Kn | 87 | 88 | | 11.25 M.S | | 3.05 | | 3.05 | | |
| Deerwood | Wo | 97 1/2 | 98 | | 12.05 a.m. | | 4.05 | | 4.05 P.S | | |
| Jonesville | | 107 3/4 | 108 | | 12.45 | | 5.00 | | 4.55 | | |
| Brainerd | B | 114 | 115 | | 1.10 | | 5.35 | | 5.30 | | |

* Trains stop only on Signal. † Meals ‡ Night telegraph office. M—Meet. P—Pass. Md—Midday. Mn—Midnight. FULL-FACED figures denote meeting and passing stations.
 Trains between N. P. Junction and Duluth will be governed by St. Paul & Duluth Schedule.
 Switch at N. P. Junction will be kept locked on main line of St. P. & D. Railroad, except when in immediate use of N. P. trains.
 Trains going east must come to a FULL STOP just west of wood yard, one (1) mile west of N. P. Junction, expecting to find trains there.
 Conductors will register at Rice's Point, N. P. Junction and Brainerd.
 Brainerd Yard extends from Whistling Post at the west bank of Mississippi River to Gravel Pit two (2) miles east of Brainerd, and to switching Limit Board one-half (1/2) mile south of Brainerd Branch Switch.
 No. 8 will wait for No. 4.

East Bound.

EAST MINNESOTA DIVISION.

St. Paul Time.

| STATIONS. | FROM BRAINERD. | CAPACITY OF SIDE TRACKS. | WATER STATIONS CAPACITY BRLS. | No. 6. | | MIXED. No. 8. | | FREIGHT. No. 18. | | FREIGHT. No. 20. | | FREIGHT. No. 22. | |
|-------------------------|----------------|-----------------------------|-------------------------------------|--------|------|-------------------------|-------|-------------------------|------|---------------------|-------|---------------------|--|
| | | | | Daily. | | Daily except Sunday. | | Daily except Sunday. | | | | | |
| | | | | a.m. | p.m. | a.m. | p.m. | a.m. | p.m. | | | | |
| Brainerd | 0 | 568 | 1126 | | | 2.50 | | 8.40 | | 9.00 | | | |
| 6 1/2 Jonesville | 6 1/4 | 69 | | | | 3.18 | | 9.12 | | 9.30 | | | |
| 10 1/2 Deerwood | 16 3/4 | 34 | 300 | | | 4.05 | 11.19 | 10.12 | | 10.30 | | | |
| 10 1/4 Aiken | 27 | 200 | | | | 4.50 | | 11.10 | | 11.25 | M. 7 | | |
| 11 3/4 Kimberly | 38 3/4 | 36 | 1126 | | | 5.45 | | 12.15 | p.m. | 12.30 | a.m. | | |
| 9 McGregor | 47 3/4 | 32 | | | | 6.25 | | 1.10 | M. 7 | 1.20 | M. 19 | | |
| 9 Sicotte's | 56 3/4 | 46 | | | | 7.00 | | 1.55 | | 2.05 | | | |
| 12 1/4 Island Lake | 69 | 51 | 300 | | | 7.55 | | 2.55 | | 3.05 | | | |
| 12 Norman | 81 | 63 | | | | 8.50 | | 3.50 | | 4.05 | | | |
| 10 N. P. Junction | 91 | 144 | | | | 9.35 | M. 17 | 4.40 | | 5.00 | | | |
| 11 1/4 Thomson | 92 1/4 | 19 | | | | 9.41 | | 4.55 | | 5.10 | | | |
| 3 1/2 *Greeley S. T. | 95 3/4 | 33 | | | | 10.02 | | 5.20 | | 5.38 | | | |
| 4 3/4 Fond du Lac | 100 1/2 | 80 | | | | 10.22 | | 6.05 | | 6.03 | | | |
| 5 1/2 *Spirit Lake | 105 | 32 | | | | 10.42 | | 6.32 | | 6.30 | | | |
| 4 *Oneco | 110 | 18 | | | | 11.05 | | 6.55 | | 6.50 | | | |
| 3 Rice's Point | 113 | | | | | 11.20 | | 7.10 | | 7.05 | | | |
| 1 Duluth | 114 | | | | | 11.25 | | | | | | | |

N. D. ROOT, Train Dispatcher.

GEO. W. CROSS,
Sup't Transp't'n,
ST. PAUL.

B. McHUGH,
Sup't East Minn. Div.,
BRAINERD.

North Bound.

ST. PAUL DIVISION.

St. Paul Time.

| STATIONS. | TEL. OFFICE CALLS. | FROM ST. PAUL | STATION NOB. | MAIL. | | THRO. EX. | | FREIGHT. | | FREIGHT. | | FREIGHT. | | | | |
|--------------------------------|--------------------|---------------|--------------|----------------------|----------------------|----------------------|-----------------------|----------|--|----------|--|----------|--|--|--|--|
| | | | | No. 1. | No. 3. | No. 11. | No. 13. | No. 15. | | | | | | | | |
| | | | | Daily except Sunday. | Daily. | Daily except Sunday. | Daily except Sunday. | | | | | | | | | |
| St. Paul..... | Fd | 0 | O | a.m. 7.25 | de. 7.30 | a.m. 4.40 | de. 3.05 | | | | | | | | | |
| Rice Street..... 2 3/4 | | 2 3/4 | A3 | 7.34 | 7.40 | 5.05 | 8.30 | | | | | | | | | |
| College Place..... 2 3/4 | | 5 1/2 | A5 | 7.40 | 7.45 | 5.20 | 8.45 | | | | | | | | | |
| D. T. Switch..... 3 | | 8 1/2 | | | | | | | | | | | | | | |
| Minneapolis Junc..... 1 1/2 | Sj | 10 | A10 | ar. 7.50 de. 8.20 | ar. 7.55 de. 8.25 | ar. 5.45 de. 6.45 | ar. 9.20 de. 10.00 | | | | | | | | | |
| Fridley..... 6 | | 16 | A17 | 8.33 | 8.38 | ar. 7.25 de. 7.33 | 10.30 | | | | | | | | | |
| Coon Creek..... 7 | | 23 | A22 | 8.49 | 8.54 | 8.10 | 11.05 | | | | | | | | | |
| Anoka..... 4 | Ky | 27 | A27 | 8.57 | 9.03 | 8.35 | 11.40 | | | | | | | | | |
| Itaska..... 6 1/2 | | 33 1/2 | A34 | 9.10 | 9.17 | 9.10 | 12.10 a.m. | | | | | | | | | |
| Elk River..... 5 | | 38 1/2 | A39 | 9.22 | 9.28 | 9.50 | 12.35 | | | | | | | | | |
| Big Lake..... 9 1/4 | | 47 3/4 | A48 | 9.40 | 9.47 | 10.35 | 1.15 | | | | | | | | | |
| Becker..... 8 | | 55 3/4 | A56 | 9.58 | 10.05 | 11.20 | 1.55 | | | | | | | | | |
| Clear Lake..... 7 | | 62 3/4 | A63 | 10.13 | 10.22 | 11.55 | 2.25 | | | | | | | | | |
| East St. Cloud..... 10 3/4 | | 73 3/4 | A74 | 10.35 | 10.45 | 12.45 p.m. | 3.10 | | | | | | | | | |
| Sauk Rapids..... 2 | † Au | 75 1/2 | A76 | 10.40 | 10.50 | 1.00 M. 12 | 3.20 | | | | | | | | | |
| *Watab..... 6 1/2 | | 82 | A85 | 10.57 | 11.05 M. 14 | 1.35 | 3.45 | | | | | | | | | |
| Rice's..... 6 1/4 | Rs | 88 1/4 | A89 | 11.11 | 11.22 | 2.05 | 4.05 | | | | | | | | | |
| Royalton..... 6 1/2 | Ro | 94 3/4 | A96 | 11.25 M. 12 | 11.40 | 2.50 M. 2 | 4.35 M. 4 | | | | | | | | | |
| Little Falls..... 10 1/2 | Fa | 105 1/4 | A106 | 11.47 | 12.05 a.m. | 3.40 | 5.20 | | | | | | | | | |
| Belle Prairie..... 4 1/2 | X | 109 3/4 | A110 | 11.57 | 12.15 | 4.05 | 5.40 | | | | | | | | | |
| Fort Ripley..... 9 3/4 | Fr | 119 1/2 | A119 | 12.17 p.m. | 12.37 | 4.50 | 6.20 | | | | | | | | | |
| *Crow Wing..... 9 | | 128 1/2 | A128 | 12.35 | 12.55 | 5.25 | 6.55 | | | | | | | | | |
| Brainerd..... 7 1/2 | † B | 136 | 115 | † 12.50 | 1.15 | 6.00 | 7.30 | | | | | | | | | |

* Trains stop only on Signal. † Meals. ‡ Night telegraph office. M—Meet. P—Pass. Md—Midday. Mn—Midnight. FULL-FACED figures denote meeting and passing stations. Trains between Sauk Rapids and St. Paul will be governed by St. P., M. & M. Schedule. All trains approaching Brainerd will come to a full stop before passing Mill Crossing. Brainerd Yard extends to Switching Limit Board one-half (1/2) mile south of Brainerd Branch Switch. A lamp showing white and blue lights has been placed on switch connecting St. Paul Division with Brainerd Yard. The blue light indicates that switch is set for St. Paul Division, the white light for main line. Should there be no light shown, trains must come to full stop and ascertain location of switch. Conductors will register at St. Paul, Sauk Rapids and Brainerd.

South Bound.

ST. PAUL DIVISION.

St. Paul Time.

| STATIONS. | FROM BRAINERD. | CAPACITY OF SIDE TRACKS. | WATER STATIONS CAPACITY. BLS. | MAIL. | | THRO' EX. | | FREIGHT. | | FREIGHT. | | FREIGHT. | |
|----------------------------|----------------|--------------------------|-------------------------------|----------------------|-----|----------------------|-----|----------------------|-----|----------------------|-----|----------|--|
| | | | | No. 2. | | No. 4. | | No. 12. | | No. 14. | | No. 16. | |
| | | | | Daily except Sunday. | | Daily. | | Daily except Sunday. | | Daily except Sunday. | | | |
| | | | | p.m. | de. | a.m. | de. | a.m. | de. | p.m. | de. | | |
| Brainerd..... | 0 | 568 | 1126 | 1.20 | | 2.40 | | 7.45 | | 6.30 | | | |
| 7 1/2 *Crew Wing..... | 7 1/2 | 45 | ..... | 1.34 | | 2.55 | | 8.15 | | 7.00 | | | |
| 9 Fort Ripley..... | 16 1/2 | 44 | 1126 | 1.55 | | 3.20 | | 9.00 | | 7.42 | | | |
| 9 1/2 Belle Prairie.... | 26 1/4 | 60 | ..... | 2.15 | | 3.45 | | 9.55 | | 8.30 | | | |
| 4 1/2 Little Falls..... | 30 3/4 | 140 | ..... | 2.25 | | 4.00 | | 10.20 | | 8.55 | | | |
| 10 1/2 Royalton..... | 41 1/4 | 57 | 1126 | 2.50 M.11 | | 4.35 M.13 | | 11.25 M.1 | | 9.50 | | | |
| 6 1/2 Rice's..... | 47 3/4 | 61 | ..... | 3.05 | | 4.50 | | 11.55 | | 10.30 | | | |
| 6 1/4 *Watab..... | 54 | 50 | ..... | 3.19 | | 5.05 | | 12.25 p.m | | 11.05 M.3 | | | |
| 6 1/2 Sauk Rapids.... | 60 1/2 | 36 | 1126 | 3.35 | | 5.20 | | 1.00 M.11 | | 11.30 | | | |
| 5 East St. Cloud.. | 62 1/2 | ..... | ..... | 3.40 | | 5.25 | | 2.00 | | 11.40 | | | |
| 10 3/4 Clear Lake..... | 73 1/4 | ..... | ..... | 4.03 | | 5.50 | | 2.45 | | 12.30 a.m | | | |
| 7 Becker..... | 80 1/4 | ..... | ..... | 4.17 | | 6.05 | | 3.15 | | ar. 1.15 de. 1.55 | | | |
| 8 Big Lake..... | 88 1/4 | ..... | ..... | 4.35 | | 6.23 | | 3.55 | | 2.30 | | | |
| 9 1/2 Elk River..... | 97 1/2 | ..... | ..... | 4.53 | | 6.44 | | ar. 4.40 de. 4.53 | | 3.10 | | | |
| 5 Itaska..... | 102 1/2 | ..... | ..... | 5.04 | | 6.55 | | 5.20 | | 3.30 | | | |
| 6 1/2 Anoka..... | 109 | ..... | ..... | 5.18 | | 7.10 | | 5.45 | | 4.00 | | | |
| 4 Coon Creek..... | 113 | ..... | ..... | 5.27 | | 7.18 | | 6.05 | | 4.16 | | | |
| 7 Fridley..... | 120 | ..... | ..... | 5.41 | | 7.33 | | 6.35 | | 4.45 | | | |
| 6 Minneapolis Jct. | 126 | ..... | ..... | ar. 5.55 de. 6.00 | | ar. 7.50 de. 7.55 | | ar. 7.00 de. 7.30 | | ar. 5.15 de. 5.45 | | | |
| 1 1/2 D. T. Switch.... | 127 1/2 | ..... | ..... | ..... |  | ..... |  | ..... |  | ..... |  |  |  |
| 3 College Place... | 130 1/2 | ..... | ..... | 6.11 | | 8.06 | | 8.00 | | 6.20 | | | |
| 2 1/2 Rice Street..... | 133 1/4 | ..... | ..... | 6.17 | | 8.12 | | 8.15 | | 6.35 | | | |
| 2 3/4 St. Paul..... | 136 | ..... | ..... | 6.30 | | 8.25 | | 8.30 | | 6.55 | | | |

N. D. ROOT, Train Dispatcher.

GEO. W. CROSS,
Sup't Transp't'n,
ST. PAUL.

B. McHUGH,
Sup't St. Paul Div.,
BRAINERD.

West Bound.

WEST MINNESOTA DIVISION.

St. Paul Time.

| STATIONS. | TEL. OFFICE CALLS. | FROM BRAINERD. | STATION NOS. | MAIL. | | THRO' Ex. | | FREIGHT. | | FREIGHT. | | FREIGHT. | | FREIGHT. | | FREIGHT. | | | |
|---------------------------|--------------------|----------------|--------------|----------------------|-----|---|-----|-----------------------|-----|------------------------------------|-----|------------------------------|-----|---|-----|----------|--|---------|--|
| | | | | No. 1. | | No. 3. | | No. 23. | | No. 25. | | No. 27. | | No. 29. | | No. 31. | | No. 33. | |
| | | | | Daily except Sunday. | | Daily. | | Daily except Sunday. | | Daily except Sunday. | | Daily except Sunday. | | Daily. | | | | | |
| | | | | p.m. | de. | a.m. | de. | a.m. | de. | a.m. | de. | p.m. | de. | p.m. | de. | | | | |
| Brainerd | †B | 0 | 115 | 1.20 | | 1.40 | | 4.30 | | 10.00 | | 7.00 | | 11.30 | | | | | |
| 7 Gull River | Cw | 7 | 121 | 1.40 M ²⁴ | | 1.55 | | 5.10 | | 10.40 | | 7.35 | | 12.10 a.m. | | | | | |
| 2 *Sylvan Lake | | 9 | 124 | 1.45 | | 2.05 M ⁴ | | 5.20 | | 10.50 | | 7.45 | | 12.30 M ²³ | | | | | |
| 3 3/4 Pillager | | 12 3/4 | 128 | 1.55 | | 2.16 | | 5.45 | | 11.10 | | 8.05 | | 12.50 | | | | | |
| 9 3/4 Motley | †My | 22 | 137 | 2.17 | | 2.37 | | 6.40 M ³⁰ | | 12.00 M ⁴ M. 2 & 21. | | 8.50 | | 1.35 M ⁴ | | | | | |
| 7 Staples Mill | | 29 | 144 | 2.35 | | 2.52 | | 7.15 | | 12.35 p.m. | | 9.30 | | 2.05 | | | | | |
| 7 1/4 Aldrich | †Dr | 36 1/4 | 152 | 2.55 M ²⁵ | | 3.15 | | 7.55 | | 1.10 | | 10.15 M ²³ | | 2.45 | | | | | |
| 3 1/2 Verndale | Vd | 39 3/4 | 155 | 3.06 | | 3.25 | | 8.20 | | 1.25 | | 10.33 | | 3.05 | | | | | |
| 7 Wadena | †Wa | 46 3/4 | 162 | 3.25 | | 3.50 P ²⁹ M ³⁰ | | 9.00 | | 2.05 M ²⁶ | | 11.00 | | 3.50 ^{3 P.} M ³⁰ | | | | | |
| 5 Bluffton | Uf | 51 3/4 | 167 | 3.37 | | 4.04 | | 9.30 M ²⁴ | | 2.35 | | 11.20 | | 4.18 | | | | | |
| 8 New York Mills | Ms | 59 3/4 | 175 | 3.55 | | 4.25 | | 10.25 M ² | | 3.20 | | 11.55 M ⁴ | | 5.05 | | | | | |
| 10 1/4 Perham | †Rn | 70 1/2 | 186 | 4.25 P ²⁵ | | 4.50 | | 11.35 M ²⁶ | | 4.25 1 P. | | 1.00 M. 30 a.m. | | 6.00 | | | | | |
| 11 Frazee | Ho | 81 1/2 | 197 | 4.50 | | 5.20 | | 12.40 p.m. | | 5.15 | | 2.10 | | 7.00 M ²⁴ | | | | | |
| 10 1/4 Detroit | †De | 91 3/4 | 207 | 5.15 | | 5.55 M ²⁴ | | 1.30 | | 6.10 M ²³ | | 3.10 | | 8.00 | | | | | |
| 7 Audubon | Du | 98 3/4 | 214 | 5.30 M ²³ | | 6.15 | | 2.15 | | 6.50 | | 3.55 | | 8.45 M. 2 M ²⁶ | | | | | |
| 5 3/4 Lake Park | †Sd | 104 1/2 | 220 | 5.45 | | 6.25 | | 2.45 | | 7.25 | | 4.40 M ²⁴ | | 9.10 | | | | | |
| 11 Hawley | †Hw | 115 1/2 | 231 | 6.15 | | 6.55 M ²⁶ | | 3.55 M ²³ | | 8.30 | | 5.50 | | 10.05 | | | | | |
| 4 1/2 Muskoda | Us | 120 | 235 | 6.25 | | 7.10 | | 4.20 | | 9.00 M ⁴⁴ 30. | | 6.25 M ²⁶ | | 10.27 | | | | | |
| 8 1/2 Glyndon | †Nd | 128 1/2 | 244 | 6.45 | | 7.30 P ²⁷ M. 2 | | 5.05 | | 9.42 | | 7.30 ^{3 P.} M. 2 | | 11.10 | | | | | |
| 9 Moorhead | Mo | 137 1/2 | 253 | 7.10 M ³⁰ | | 7.55 | | 5.55 | | 10.25 | | 8.25 | | 11.55 | | | | | |
| 1 Fargo | †Fo | 138 1/2 | 254 | 7.15 | | †8.00 | | 6.00 | | 10.30 | | 8.30 | | 12.00 | | | | | |
| | | | | p.m. | ar. | a.m. | ar. | p.m. | ar. | p.m. | ar. | a.m. | ar. | m.d. | ar. | | | | |

* Trains stop only on signal. † Meals. † Night telegraph office. M—Meet. P—Pass. Md—Midday. Mn—Midnight. Full-faced figures denote meeting and passing stations.

Speed must be reduced to four (4) miles per hour while crossing Mississippi, Crow Wing and Red River Bridges.

Brainerd Yard extends from Whistling Post at west bank of Mississippi River to Gravel Pit two (2) miles east of Brainerd, and to switching Limit Board one-half (1/2) mile south of Brainerd Branch Switch.

All trains will come to a full stop before passing St. P. M. & M. crossings at Glyndon and one (1) mile east of Moorhead. Conductors will register at Brainerd and Fargo.

Fargo switch engines will run between Fargo and Moorhead without special orders. All wild trains must be held under full control accordingly.

No. 3 will wait for No. 7.

East Bound.

WEST MINNESOTA DIVISION.

St. Paul Time.

| STATIONS. | FROM FARGO. | CAPACITY OF NINE TRACKS. | WATER STATIONS CAPACITY. BELS. | MAIL. | THRO. EX. | FREIGHT. | FREIGHT. | FREIGHT. | FREIGHT. | FREIGHT. | FREIGHT. |
|---------------------|-------------|--------------------------|--------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|----------------------|----------|----------|
| | | | | No. 2. | No. 4. | No. 24. | No. 26. | No. 28. | No. 30. | No. 32. | No. 34. |
| | | | | Daily except Sunday. | Daily. | Daily. | Daily except Sunday. | Daily except Sunday. | Daily except Sunday. | | |
| Fargo..... | 0 | 1264 | 2066 | a.m. 7.00 | de. p.m. 8.00 | a.m. 1.30 | de. p.m. 4.30 | a.m. 1.45 | de. p.m. 7.00 | | |
| Moorhead..... | 1 | 196 | | 7.04 | 8.04 | 1.35 | 4.35 | 1.50 | 7.10 | M.1 | |
| Glyndon..... | 10 | 234 | | 7.30 ^{M.3} | 8.30 ^{M.27} | 2.25 | 5.25 | 2.40 | 8.00 | | |
| Muskoda..... | 18½ | 73 | | 7.50 | 9.00 ^{P.30} | 3.10 | 6.25 ^{M.27} | 3.30 | 9.00 ^{P.1} | | |
| Hawley..... | 23 | 89 | 940 | 8.00 | 9.15 | 3.35 | 6.55 ^{M.3} | 3.55 ^{M.23} | 9.20 | | |
| Lake Park..... | 34 | 90 | | 8.30 | 9.48 | 4.40 ^{M.27} | 8.05 | 4.55 | 10.10 | | |
| Andubon..... | 39¾ | 52 | | 8.45 ^{P.25} | 10.05 ^{M.29} | 5.10 | 8.45 ^{P.29} | 5.30 ^{M.1} | 10.35 | | |
| Detroit..... | 46¾ | 166 | 601 | 9.02 | 10.25 | 5.55 ^{M.3} | 9.28 | 6.10 ^{M.25} | 11.05 | | |
| Frazee..... | 57 | 75 | | 9.30 | 10.54 | 7.00 ^{M.29} | 10.25 | 6.55 | 11.55 | | |
| Perham..... | 68 | 102 | 601 | 9.55 | 11.25 | 7.55 | 11.35 ^{M.23} | 7.45 | 1.00 ^{a.m.} | | |
| New York Mills..... | 78¾ | 103 | 1427 | 10.25 ^{M.23} | 11.55 ^{M.27} | 8.50 | 12.35 ^{p.m.} | 8.30 | 2.15 | | |
| Bluffton..... | 86¾ | 43 | | 10.45 | 12.15 ^{a.m.} | 9.30 ^{M.23} | 1.25 | 9.05 | 3.10 | | |
| Wadena..... | 91¾ | 117 | | 11.00 | 12.25 | 9.55 | 2.05 ^{M.25} | 9.25 | 3.50 ^{M.3} | | |
| Verndale..... | 98¾ | 83 | | 11.15 | 12.46 | 10.30 | 2.35 | 9.55 | 4.35 | | |
| Aldrich..... | 102¾ | 95 | 1126 | 11.25 | 12.56 | 10.50 | 2.55 ^{M.1} | 10.15 ^{M.27} | 5.00 | | |
| Staples Mill..... | 109¾ | 43 | | 11.43 | 1.16 | 11.20 | 3.30 | 10.55 | 5.45 | | |
| Motley..... | 116½ | 158 | 1126 | 12.00 ^{M.1} | 1.35 ^{M.29} | 12.00 ^{M.1} | 4.05 | 11.30 | 6.40 ^{M.23} | | |
| Pillager..... | 125¾ | 58 | | 12.20 ^{p.m.} | 1.55 | 12.55 ^{p.m.} | 4.50 | 12.10 ^{a.m.} | 7.35 | | |
| *Sylvan Lake..... | 129¾ | 37 | | 12.30 | 2.05 ^{M.3} | 1.20 | 5.10 | 12.30 ^{M.29} | 8.00 | | |
| Gull River..... | 131¾ | 121 | | 12.35 | 2.12 | 1.40 ^{M.1} | 5.20 | 12.40 | 8.12 | | |
| Brainerd..... | 138¾ | 568 | 1126 | 12.50 | 2.30 | 2.20 | 6.00 | 1.25 | 9.00 | | |

N. D. ROOT, Train Dispatcher.

GEO. W. CROSS,
Sup't Transp't'n,
ST. PAUL.

B. McHUGH,
Sup't West Minn. Div.,
BRAINERD.

West Bound.

DAKOTA DIVISION.

St. Paul Time.

| STATIONS. | TEL. OFFICE CALLS. | FROM FARGO. | STATION NOS. | THRO' Ex. | | FREIGHT. | | FREIGHT. | | MIXED. | | FREIGHT. | | FREIGHT. | |
|--------------------|--------------------|-------------|--------------|------------------------|----------|----------------------|----------|----------------------|----------|----------------------|-----|----------------------|----------|----------|----------|
| | | | | No. 3. | | No. 11. | | No. 13. | | No. 15. | | No. 17. | | No. 19. | |
| | | | | Daily except Sunday. | | Daily except Sunday. | | Daily except Sunday. | | Daily except Sunday. | | Daily except Sunday. | | Daily. | |
| | | | | a.m. | de. | a.m. | de. | a.m. | de. | a.m. | de. | a.m. | de. | p.m. | de. |
| Fargo..... | iFo | 0 | 254 | 8.40 | | 12.05 | | 7.00 | | 7.50 | | 10.30 | | 2.45 | |
| Canfield..... | | 8 | 262 | | | | | | | | | | | | |
| Mapleton..... | Ma | 12½ | 267 | 9.15 | | 1.03 | | 8.05 | | 8.45 | | 11.30 | | 8.45 | 12 |
| *Dalrymple..... | | 13 | 272 | 9.30 | | 1.30 | 16 | 8.50 | | 9.10 | | 11.55 | | 4.10 | |
| Cassellton..... | Ca | 20 | 274 | 9.38 | | 1.40 | | 9.05 | | 9.20 | | 12.05 p.m. | | 4.20 | 13 |
| Wheatland..... | Wd | 27 | 281 | 10.00 | 13 | 2.08 | | 10.00 | 3 p. | | | 12.37 | | 4.55 | |
| New Buffalo..... | Bu | 36½ | 291 | 10.25 | | 2.50 | | 11.03 | | | | 1.25 | 12 | 5.45 | 14 |
| Tower City..... | Ct | 42½ | 297 | 10.45 | | 3.20 | 20 | 11.45 | | | | 1.55 | | 6.15 | |
| Oriska..... | | 47½ | 301 | 11.00 | | 3.45 | | 12.20 | p.m. 12 | | | 2.22 | | 6.42 | |
| Valley City..... | iSy | 58¾ | 313 | 11.30 | 12 | 4.35 | | 1.15 | | | | 3.10 | | 7.30 | 14 |
| 6th Siding..... | | 66 | 320 | 11.52 | | 5.15 | | 1.55 | | | | 3.50 | | 8.15 | |
| Sanborn..... | Bn | 70½ | 325 | 12.02 | p.m. | 5.35 | | 2.17 | | | | 4.10 | 14 | 8.40 | |
| Eckelson..... | | 73½ | 328 | 12.13 | | 5.50 | | 2.35 | | | | 4.30 | | 9.00 | 16 |
| Spiritwood..... | Sw | 83¾ | 337 | 12.40 | | 6.40 | | 3.30 | 14 | | | 5.30 | 14 | 9.45 | |
| Jamestown..... | iJ | 93½ | 348 | ar. † 1.10 de. 1.40 | | 7.30 | | 4.35 | 14 | | | 6.20 | | 10.30 | |
| Eldridge..... | | 100¾ | 355 | 2.05 | 14 | 8.05 | | | p.m. ar. | | | 6.50 | 16 | 11.05 | 20 |
| Alsop..... | So | 111¾ | 366 | 2.50 | 14 | 8.57 | | | | | | 7.40 | | 12.00 | 14 |
| Midway..... | | 121¼ | 375 | 3.20 | | 9.45 | | | | | | 8.20 | | 12.52 | a.m. |
| Crystal Springs... | iCs | 130¾ | 384 | 3.45 | | 10.25 | | | | | | 9.00 | 20 | 1.45 | |
| Tappin..... | | 136¾ | 393 | 4.10 | 16 | | | | | | | | | | |
| Dawson..... | On | 143¾ | 398 | 4.27 | | 11.30 | 14 | | | | | 10.00 | | 3.05 | |
| Steele..... | | 151¼ | 405 | 4.50 | | 12.05 | p.m. 14 | | | | | 10.35 | | 3.47 | |
| 15th Siding..... | | 158 | 412 | 5.10 | | 12.35 | | | | | | 11.05 | | 4.27 | |
| 16th Siding..... | Sx | 170¼ | 424 | 5.45 | 20 | 1.35 | 16 | | | | | 12.00 | 14 | 5.40 | |
| Clarke..... | | 181½ | 436 | 6.20 | | 2.29 | | | | | | 12.55 | a.m. | 6.45 | |
| Bismarck..... | Bi | 194½ | 449 | 7.00 | | 3.30 | | | | | | 2.00 | | 8.00 | 14 |
| River Landing.... | | 196½ | 451 | | p.m. ar. | | p.m. ar. | | | | | | a.m. ar. | | a.m. ar. |

* Trains stop only on Signal. † Meals. ‡ Night telegraph office. M—Meet. P—Pass. Md—Midday. Mn—Midnight.
 Full-faced figures denote meeting and passing stations.
 Fargo Yard extends from Stock Yards to west end of Red River Bridge. Trains will not exceed 6 miles per hour through any portion of the yard, and will not exceed 4 miles per hour crossing Broadway.
 All trains will come to a full stop before crossing St. P., M. & M. crossing four (4) miles west of Casselton.
 Conductors will register at Fargo, Casselton, Jamestown and Bismarck.
 Trains 3 and 4 will come to a full stop at Fargo Shops.

East Bound.

DAKOTA DIVISION.

St. Paul Time.

| STATIONS. | FROM RIVER LANDING. | CAPACITY OF SIDE TRACKS. | WATER STATIONS CAPACITY. BELLS. | THRO' EX. No. 4. | | FREIGHT. No. 12. | | FREIGHT. No. 14. | | FREIGHT. No. 16. | | MIXED. No. 18. | | FREIGHT. No. 20. | |
|-----------------|---------------------|--------------------------|---------------------------------|-----------------------|---------------|----------------------|-----|------------------|------------|----------------------|-----|----------------------|-----|----------------------|------|
| | | | | Daily except Sunday. | | Daily except Sunday. | | Daily. | | Daily except Sunday. | | Daily except Sunday. | | Daily except Sunday. | |
| | | | | a.m. | de. | a.m. | de. | a.m. | de. | a.m. | de. | a.m. | de. | a.m. | de. |
| River Landing | 0 | | | | | | | | | | | | | | |
| Bismarck | 2 | 565 | 940 | 8.30 | | | | 8.00 M.19 | 11.45 | | | | | 3.50 | |
| Clarke | 15 | 41 | 1126 | 9.15 P.14 | | | | 9.15 P.4 | 12.45 p.m. | | | | | 4.50 | |
| 16th Siding | 26 1/4 | 27 | 940 | 9.55 | | | | 10.20 | 1.35 M.11 | | | | | 5.45 M.3 | |
| 15th Siding | 38 1/2 | 40 | | 10.40 | | | | 11.25 | 2.33 | | | | | 6.45 | |
| Steele | 45 1/4 | 45 | 601 | 11.03 | | | | 12.05 P.M.11 | 3.07 | | | | | 7.18 | |
| Dawson | 52 3/4 | 45 | 1126 | 11.30 M.11 | | | | 12.35 | 3.44 | | | | | 7.55 | |
| Tappin | 57 3/4 | | | | | | | | 4.10 M.3 | | | | | | |
| Crystal Springs | 66 1/4 | 45 | 1126 | 12.20 p.m. | | | | 1.33 | 4.45 | | | | | 9.00 M.17 | |
| Midway | 75 1/4 | 30 | | 12.50 | | | | 2.10 | 5.23 | | | | | 9.38 | |
| Alsop | 84 3/4 | 24 | 940 | 1.25 | | | | 2.50 M. | 6.03 | | | | | 10.17 | |
| Eldridge | 95 3/4 | 25 | | 2.05 M.3 | | | | 3.53 | 6.50 M.17 | | | | | 11.05 M.19 | |
| Jamestown | 103 | 129 | 940 | ar. 12.25 de. 2.55 | a.m. 8.00 de. | | | 4.35 M.13 | 7.25 | | | | | 11.35 | |
| Spiritwood | 113 1/4 | 47 | | 3.30 M.13 | 9.00 | | | 5.30 M.17 | 8.13 | | | | | 12.20 a.m. | |
| Eckelson | 123 | 40 | 1126 | 4.00 | 10.00 | | | 6.15 | 9.00 M.19 | | | | | 1.05 | |
| Sanborn | 126 | 67 | | 4.10 M.17 | 10.20 | | | 6.30 | 9.15 | | | | | 1.20 | |
| 6th Siding | 130 1/2 | 22 | | 4.23 | 10.45 | | | 6.52 | 9.35 | | | | | 1.38 | |
| Valley City | 138 1/4 | 138 | 1126 | 4.45 | 11.30 M.3 | | | 7.30 M.19 | 10.15 | | | | | 2.12 | |
| Oriska | 149 | 51 | | 5.12 | 12.20 P.M.13 | | | 8.15 | 11.02 | | | | | 2.55 | |
| Tower City | 154 | 66 | 300 | 5.27 | 12.50 | | | 8.40 | 11.30 | | | | | 3.20 M.11 | |
| New Buffalo | 160 | 33 | | 5.45 M.19 | 1.25 M.17 | | | 9.08 | 12.00 M. | | | | | 3.47 | |
| Wheatland | 169 1/2 | 37 | 1126 | 6.13 | 2.20 | | | 9.52 | 12.45 a.m. | | | | | 4.30 | |
| Casselton | 176 1/2 | 198 | | 6.33 | 3.00 | | | 10.23 | 1.20 | | | | | 4.20 M.19 | 5.00 |
| Dalrymple | 178 1/2 | 55 | | 6.38 | 3.10 | | | 10.33 | 1.30 M.11 | | | 4.30 | | 5.10 | |
| Mapleton | 184 | 72 | 940 | 6.55 | 3.45 M.19 | | | 11.00 | 2.00 | | | 4.52 | | 5.32 | |
| Canfield | 192 | | | | | | | | | | | | | | |
| Fargo | 196 1/2 | 1264 | 2066 | 7.30 | 5.00 | | | 11.55 | 3.00 | | | 5.40 | | 6.25 | |

A. J. McCABE, Train Dispatcher.

GEO. W. CROSS,
Sup't Transp't'n,
ST. PAUL.

C. T. HOBART,
Sup't Dakota Division,
FARGO.

North Bound.

CASSELTON BRANCH.

St. Paul Time.

| STATIONS. | TEL. OFFICE CALLS. | FROM CASSELTON. | STATION | MIXED. | | | | | | |
|-----------------------|--------------------|-----------------|---------|----------------------|--|--|--|--|--|--|
| | | | No. 21. | No. 21. | | | | | | |
| | | | Y08. | Daily except Sunday. | | | | | | |
| | | | | s.m. de. | | | | | | |
| Casselton | Ca | 0 | 274 | 9.40 | | | | | | |
| 5 Armenia | Rm | 8 | C8 | 10.10 | | | | | | |
| 6 Arthur | Rd | 14 | C14 | 10.36 | | | | | | |
| 6 Hunter | Un | 20 | C20 | 11.02 | | | | | | |
| 6 Greenfield | Gd | 26 | C26 | 11.23 | | | | | | |
| 5 Blanchard | Nc | 31 | C31 | 11.45 | | | | | | |
| 12 Mayville | Mv | 43 | C43 | 12.30 | | | | | | |
| 12 Newburg | | 55 | | | | | | | | |
| | | | | p.m. ar. | | | | | | |

See Special Notes on Dakota Division Card.

Conductors will register at Casselton.

No. 22 will not depart from Mayville until No. 21 arrives.

South Bound.

CASSELTON BRANCH.

St. Paul Time.

| STATIONS. | FROM NEWBURG. | CAPACITY OF SIDE TRACKS. | WATER STATIONS CAPACITY. BBLs. | MIXED. No. 22. | | | | | | |
|------------------|---------------|-----------------------------|--------------------------------------|-------------------------|-----|--|--|--|--|--|
| | | | | Daily except Sunday. | | | | | | |
| | | | | p.m. | de. | | | | | |
| Newburg | 0 | | | | | | | | | |
| 12 | | | | | | | | | | |
| Mayville..... | 12 | 46 | | 1.10 | | | | | | |
| 12 | | | | | | | | | | |
| Blanchard | 24 | 39 | | 1.55 | | | | | | |
| 5 | | | | | | | | | | |
| Greenfield | 29 | 35 | | 2.16 | | | | | | |
| 6 | | | | | | | | | | |
| Hunter | 35 | 35 | 1126 | 2.41 | | | | | | |
| 6 | | | | | | | | | | |
| Arthur | 41 | 32 | | 3.01 | | | | | | |
| 6 | | | | | | | | | | |
| Armenia | 47 | 32 | | 3.26 | | | | | | |
| 8 | | | | | | | | | | |
| Casselton..... | 55 | 198 | | 4.00 | | | | | | |
| | | | | p.m. | ar. | | | | | |

GEO. W. CROSS,

Sup't Transp't'n,

ST. PAUL.

A. J. McCABE, Train Dispatcher.

C. T. HOBART,

Superintendent,

FARGO.

West Bound.

MISSOURI DIVISION.

Mandan Time.
30 min. slower than St. Paul Time.

| STATIONS. | TEL. OFFICE CALL. | FROM BISMARCK. | STATION NO. | MIXED No. 3. | | FREIGHT No. 11. | | FREIGHT No. 13. | | No. 15. | | | | | |
|--------------------------|-------------------|----------------|-------------|----------------------|-----|----------------------|-----|---------------------------|-----|---------|--|--|--|--|--|
| | | | | Daily except Sunday. | | Daily except Sunday. | | Daily except Sunday. | | | | | | | |
| | | | | a.m. | de. | a.m. | de. | p.m. | de. | | | | | | |
| Bismarck..... | Bi | 0 | 449 | 7.00 | | | | | | | | | | | |
| 5¼ Mandan..... | †A | 5¼ | 454 | 8.00 | | 9.45 | | 7.30 | | | | | | | |
| 8¾ Marmot..... | | 14 | 463 | 8.30 | | 10.30 | | 8.15 | | | | | | | |
| 7¼ Sweet Briar..... | Ar | 21¼ | 470 | 8.52 | | 11.10 M.14 | | 8.55 | | | | | | | |
| 8¼ Spur..... | | 29½ | 478 | 9.20 | | 11.50 | | 9.40 | | | | | | | |
| 7½ Blue Grass..... | Br | 37 | 486 | 9.35 | | 12.15 p.m. | | 10.05 M.12 | | | | | | | |
| 3¾ Bly's Mine..... | Bm | 40¼ | 489 | 9.50 M.14 | | 12.42 | | 10.35 | | | | | | | |
| 10¼ Curlew..... | Cu | 51¼ | 499 | 10.25 | | 1.34 | | 11.25 | | | | | | | |
| 7 Kurtz..... | Ks | 58¼ | 506 | 10.48 | | 2.07 | | 12.00 M. | | | | | | | |
| 10¼ Eagle's Nest..... | Ns | 68½ | 516 | 11.20 | | 2.55 M.4 | | 12.45 a.m. | | | | | | | |
| 8½ Knife River..... | | 77 | 524 | 11.47 | | 3.38 | | 1.12 | | | | | | | |
| 7¾ Y. M. Butte..... | Ng | 84¾ | 532 | 12.12 p.m. | | 4.20 | | 1.43 | | | | | | | |
| 11½ Antelope..... | | 96¼ | 543 | 12.48 | | 5.20 M.12 | | 2.28 | | | | | | | |
| 7¼ Green River..... | Gr | 103½ | 550 | 1.10 M.4 | | 6.00 | | 3.00 | | | | | | | |
| 11½ Dickinson..... | Vy | 115 | 561 | ar. 1.45 de. 2.10 | | ar. 7.00 de. 7.30 | | ar. 3.45 M.14 de. 4.15 | | | | | | | |
| 11¼ South Heart..... | Rt | 126¼ | 572 | 2.45 M.12 | | 8.32 | | 5.15 | | | | | | | |
| 9 Houston..... | Ch | 135¼ | 580 | 3.12 | | 9.20 | | 6.00 | | | | | | | |
| 5¾ Fogarty..... | | 141 | 586 | 3.30 | | 9.52 | | 6.30 | | | | | | | |
| 5¼ Sully Springs.... | Sp | 146¼ | 591 | 3.45 | | 10.20 | | 6.57 | | | | | | | |
| 3½ Scoria Cut..... | | 149¾ | ..... | 3.55 | | 10.40 | | 7.15 | | | | | | | |
| 5½ Little Missouri... | S | 155¼ | 600 | 4.15 | | 11.17 | | 7.50 | | | | | | | |
| 7¾ Andrews..... | | 163 | 608 | 4.37 | | 12.00 M.14 | | 8.33 | | | | | | | |
| 8 Sentinel Butte.... | Sb | 171 | 616 | 5.02 | | 12.32 a.m. | | 9.15 M.4 | | | | | | | |
| 8½ Beach..... | Be | 179½ | 624 | 5.27 | | 1.02 | | 9.45 | | | | | | | |
| 8¾ Keith..... | K | 188¼ | 633 | 5.55 | | 1.42 | | 10.20 M.12 | | | | | | | |
| 12½ Kendrick..... | Kc | 200¼ | 645 | 6.33 | | 2.32 | | 11.10 | | | | | | | |
| 10 Allard..... | | 210¾ | 655 | 7.02 | | 3.15 | | 11.45 | | | | | | | |
| 10½ Glendive..... | †G | 221¼ | 665 | 7.30 | | 4.15 | | 12.30 | | | | | | | |

* Trains stop only on Signal. † Meals. ‡ Night telegraph office. M—Meet. P—Pass. Md—Midday. Mn—Midnight.
 Full-faced figures denote meeting and passing stations. Mandan Yard extends from Missouri River to first crossing of Heart River.
 Glendive Yard extends to Stock Yard switch. All trains going West must approach Little Missouri with extreme caution.
 Trains going East must not exceed a speed of 5 miles per hour East of first Heart crossing at Mandan.

East Bound.

MISSOURI DIVISION.

Mandan Time.

| STATIONS. | FROM GLENDIVE. | CAPACITY OF SIDE TRACKS. | WATER STATIONS CAPACITY. BBLs. | MIXED. No. 4. | | FREIGHT. No. 12. | | FREIGHT. No. 14. | | FREIGHT. No. 16. | | | | | | |
|--------------------------|----------------|--------------------------|--------------------------------|----------------------------|-----|----------------------|-----|---------------------------|-----|------------------|--|--|--|--|--|--|
| | | | | Daily except Sunday. | | Daily except Sunday. | | Daily except Sunday. | | | | | | | | |
| | | | | a.m. | de. | a.m. | de. | p.m. | de. | | | | | | | |
| Glendive | | 375 | | 6.30 | | 8.00 | | 7.45 | | | | | | | | |
| 10 1/2 Allard | 10 1/2 | 39 | | 7.05 | | 8.45 | | 8.30 | | | | | | | | |
| 10 Kendrick | 20 1/2 | 40 | 1645 | 7.40 | | 9.30 | | 9.15 | | | | | | | | |
| 12 1/2 Keith | 33 | 41 | | 8.20 | | 10.20 M.13 | | 10.10 | | | | | | | | |
| 8 3/4 Beach | 41 3/4 | 33 | | 8.50 | | 11.05 | | 10.50 | | | | | | | | |
| 8 1/2 Sentinel Butte | 50 1/4 | 42 | 1645 | 9.15 M.13 | | 11.38 | | 11.25 | | | | | | | | |
| 8 Andrews | 58 1/4 | 17 | | 9.40 | | 12.10 p.m. | | 12.00 M.11 | | | | | | | | |
| 7 3/4 Little Missouri | 66 | 41 | 1645 | 10.05 | | 12.43 | | 12.35 a.m. | | | | | | | | |
| 5 1/2 Scoria Cut | 71 1/2 | 63 | | 10.25 | | 1.10 | | 1.05 | | | | | | | | |
| 3 1/2 Sully Springs | 75 | 18 | 1645 | 10.35 | | 1.25 | | 1.20 | | | | | | | | |
| 5 1/4 Fogarty | 80 1/4 | 21 | | 10.50 | | 1.45 | | 1.45 | | | | | | | | |
| 6 3/4 Houston | 86 | 39 | | 11.08 | | 2.10 | | 2.10 | | | | | | | | |
| 9 South Heart | 95 | 28 | | 11.35 | | 2.45 M.3 | | 2.55 | | | | | | | | |
| 11 1/2 Dickinson | 106 1/4 | 42 | 1645 | ar. 12.10 pm. de. 12.35 | | ar. 3.30 de. 4.00 | | ar. 3.45 M.13 de. 4.15 | | | | | | | | |
| 11 1/2 Green River | 117 3/4 | 32 | | 1.10 M.3 | | 4.50 | | 5.05 | | | | | | | | |
| 7 1/4 Antelope | 125 | 23 | | 1.30 | | 5.20 M.11 | | 6.40 | | | | | | | | |
| 11 1/2 Y. M. Butte | 136 1/2 | 37 | 1645 | 2.05 | | 6.15 | | 6.32 | | | | | | | | |
| 7 3/4 Knife River | 144 1/4 | 36 | | 2.27 | | 6.50 | | 7.07 | | | | | | | | |
| 8 1/2 Eagle's Nest | 152 3/4 | 41 | 1645 | 2.55 M.11 | | 7.30 | | 7.45 | | | | | | | | |
| 10 1/4 Kurtz | 163 | 36 | | 3.25 | | 8.15 | | 8.30 | | | | | | | | |
| 7 Curlew | 170 | 41 | 1645 | 3.45 | | 8.50 | | 9.00 | | | | | | | | |
| 10 1/2 Bly's Mine | 180 1/2 | 15 | | 4.17 | | 9.40 | | 9.50 M.3 | | | | | | | | |
| 3 3/4 Blue Grass | 184 1/4 | 46 | | 4.33 | | 10.05 M.13 | | 10.15 | | | | | | | | |
| 7 1/2 Spur | 191 3/4 | 23 | | 4.47 | | 10.25 | | 10.35 | | | | | | | | |
| 8 1/4 Sweet Briar | 200 | 36 | 1645 | 5.12 | | 10.57 | | 11.10 M.11 | | | | | | | | |
| 7 1/4 Marmot | 207 1/4 | 20 | | 5.33 | | 11.25 | | 11.45 | | | | | | | | |
| 8 3/4 Mandan | 216 | | 1645 | 6.00 | | 12.00 ma. | | 12.30 | | | | | | | | |
| 5 1/4 Bismarck | 221 1/4 | | | 7.00 | | ma. ar. | | p.m. ar. | | | | | | | | |

C. E. WILLIAMS, Train Dispatcher.

GEO. W. CROSS,
Sup't Transp't'n,
ST. PAUL.

D. R. TAYLOR,
Sup't Missouri Div.,
MANDAN.

Northern Pacific Railroad

Time Schedule No. 33

December 18th, 1881

Page 14 Not Included in Original Xerox Scan

RULES AND REGULATIONS.

GENERAL RULES.

The following regulations must be carefully studied and strictly obeyed by all employes to whom they are applicable:

1. A perfect familiarity with the rules and time tables regulating the current operations of the road is expected, and ignorance of their requirements will not be received as an excuse for not obeying them.

2. Employes must devote themselves exclusively to the service of the Company, unless permission is otherwise granted, obey promptly and cheerfully all orders they may receive from those in authority over them, and will not absent themselves from duty without permission from the head of the department in which they serve.

3. Employes are expected to exercise the greatest care and watchfulness to prevent injury to persons or property. They must be civil and obliging to passengers and all with whom their duties bring them in contact, avoiding altercation and the use of profane and improper language.

4. The use of intoxicating liquors is strictly prohibited. Any employe known to be addicted to their use will be dismissed from the service.

5. When material, tools or supplies are wanted for repairs or other purposes, requisitions must be made on heads of departments, and it is expected that every employe will exercise honesty and economy with all material entrusted to them, and deliver same to their successor or any party authorized to receive it, on leaving the service of the Company.

6. Cleanliness, order, method and precision must be cultivated and strictly observed in the discharge of duty, and the lack of these qualities on the part of any officer, agent or employe, will reduce his chances for promotion.

7. It is the duty of Roadmasters, Agents and Employes, to see that there is nowhere any waste of property, and that all refuse material is gathered together and disposed of as the heads of departments may direct.

8. All employes are required to assist in enforcing the regulations, and to this end all are expected to report to the Superintendent any accident, irregularity or negligence that may come under their notice, giving name in full of each person injured, also names of witnesses and their place of residence. In case of injury to persons provide suitable conveyance to carry them to a house or hospital and report the facts by wire to the Superintendent.

RULES FOR THE GOVERNMENT OF TRAINS.

SIGNALS.

Whistle signals.

9. One sound of the whistle is the signal to apply the brakes.

Two sounds of the whistle is the signal to let off brakes.

Three sounds of the whistle is the signal to back the train.

Four sounds of the whistle, see Rule No. 16.

Five sounds of the whistle is the signal to call in brakemen that are flagging.

Four sounds of the whistle, thus, — — —, signifies that train has parted.

One long and one short sound of the whistle, thus, — —, is the signal for road crossings.

Cab bell signals.

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

Red signal and rights of trains following.

11. A Red Flag by day or a Red Light by night (or if practicable two) carried on the front of an engine signifies that this engine or train is followed by another engine or train which has precisely the same schedule rights as the engine or train bearing said red signals, but *must not, under any circumstances, avail itself of any special orders which the engine or train carrying red signals may have received, without orders to that effect.* In case the following train is delayed and cannot keep up with its flag, conductor must not consider it has a right to follow the flag against trains having the right to the road, but must keep entirely off the time of all trains having right of track, unless obtaining special and separate orders. (See rules 16, 20, 21 and 22.)

Danger signal

12. A Red Flag by day, a Red Light by night, the explosion of a torpedo, or any violent signal, is a sign of danger, and trains must be brought to a full stop, and meaning of it ascertained.

Train order signal.

13. A Green Flag by day, a Green Lantern by night, or the explosion of a torpedo, at Telegraph Stations, indicates that trains are to stop for orders.

Lantern signals.

14. 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.

Rear signals.

15. All Night Trains must carry two Red Lights on rear car, and Day Freight trains two Red Flags. Engines when running alone, at night, will carry two Red Lamps on rear of tender.

Engineers call attention to signal.

16. Engineers when carrying signal, as per Rule No. 11, will invariably call the attention of the Engineers and Conductors of opposing trains, wherever met, to his signal by four short blasts of the whistle which must be answered by four whistles as an acknowledgment that the signal is heard and understood. When the response is not given the train giving the signal must wait until they *know* the signal is understood.

Bell cord.

17. 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, and train men are forbid removing same from coaches or baggage cars.

Who may authorize signals.

18. The Train Dispatcher, Superintendent or Train Master are the only persons authorized to put out signals for following trains, except as in Rule 52, and such signals must not be changed without permission.

How to make signals.

19. Those giving signals must locate themselves so as to be plainly seen, and make them in such a manner as to be readily understood.

CLASSIFICATION AND RIGHTS OF TRAINS.

Standard time. a. Clocks in the Telegraph Offices at Brainerd, Fargo and Mandan indicate the time by which trains will be run. Conductors and Engineers will compare their time daily.

Classification. b. Trains are classed as to priority of right to road as follows:
 First.—Passenger trains.
 Second.—Mixed trains.
 Third.—Freight trains.
 Fourth.—Work, Extra and Special trains.

Rights east and south. 20. Trains going East and South have the absolute right to the road over trains of the same class going North and West, and will wait only five minutes at appointed places of meeting for an expected train, and then proceed, keeping five minutes behind leaving time until the delayed train is met.

West and north. 21. Trains going West and North will keep entirely out of the way of trains of the same or superior class moving in opposite direction, unless moved by train order.

Inferior trains 22. 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.

Running ahead of superior trains. 23. An inferior train after waiting 15 minutes beyond Schedule time at stations where there is no Telegraph Office for a superior train to pass *going in same direction*, may proceed, leaving a written notice for Conductor of delayed train that they have done so; but will side track at first Telegraph Office and call for orders.

Loss rights. 24. Regular trains twelve hours or more late lose all schedule rights, and become Wild.

RUNNING OF TRAINS.

Authority of conductors. 25. Trains will run under the orders of their Conductors, unless such orders shall conflict with these rules, or involve any danger, in which case all persons participating will be held responsible.

Leaving stations on specified time. 26. No train will leave a station before the time specified in this Schedule, without first obtaining special orders to do so, nor run faster than is necessary to reach a station and start from it at the proper time. Station work must be done quickly and high speed avoided. A train having orders to run ahead of schedule time loses its rights and becomes Wild while so running, but will, upon resuming Schedule time, regain its rights as Regular train.

Variation of watches. 27. Five minutes must be allowed for possible difference in watches, and trains of same or inferior class will allow this five minutes at meeting points, and at all stations, until the expected train is met and passed, and this five minutes must also be allowed when held by train order till a specified time for an opposing train. This is not to be used by either train.

Rights at meeting points. 28. Trains possessing the right to the road are entitled to the main track at meeting points, but will promptly take the side track when it is known that trains are to be met and passed, and time can be saved by so doing. Where practicable trains will always take the side track at the nearest end; if from any cause it is necessary for trains intending to take side track to run by and back in, a man must be sent with a flag at least 80 rods ahead of the switch. A train should always approach a siding with caution in anticipation of the possibility that a train may be backing in at the near end of the switch.

Speed of trains 29. When Passenger or Mixed trains get behind time, speed may be quickened, under favorable circumstances, taking into consideration the alignment and condition of track and bridges, if Schedule time can thereby be regained; but under no circumstances must they be run at a greater speed than is consistent with perfect safety. The speed of Freight trains is limited to 15 miles per hour, and they must not exceed that except when especially ordered to do so.

Freight clear passenger trains. 30. Freight trains must in all cases keep at least five (5) minutes out of the way of Passenger trains, in addition to the five (5) minutes to be allowed for difference in watches, as per Rule No. 27. 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 must be provided with a Red Flag by day and Red Light by night, and not less than two torpedoes, and must be sent not less than one-fourth (1/4) mile in the direction of the approaching train, so that the approaching train will be

able to see the signal a half mile from the train to be protected and thus receive timely warning to reduce its speed and approach with care.

Passing switches. 31. Passenger trains must not pass any switch at a speed exceeding 15 miles per hour; no other train or engine at a speed exceeding 4 miles per hour.

Following trains. 32. When trains are following under flag they shall keep at least one mile apart, approaching all stations and working 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. 33.

Protecting trains in case of accident. 33. In case of accident or stoppage on main track, Conductors will immediately station men with Red Flags by day or Red Lights by night, half a mile distant in both directions. Should a train or engine be prevented from reaching a station, except on the time of another, care must be observed by sending a man with proper signals in the direction which the train is expected, to give notice of your position. You have no right to judge for yourselves. Engines or trains may be following at all times. Adopt the safe course. Keep signals far enough in both directions to guard against danger.

Extras ahead of passenger. 34. When Extra trains which may be running on the time and ahead of Passenger trains, cannot make the time expected of such train, they must protect rear by dropping off a man with proper signals to warn following train, and if necessary to prevent delay, let the train pass them at first siding, arranging to have the Passenger flag them to first Telegraph Station where the extra train will procure further orders. See Rule 48.

Delayed freights on work train limits. 35. Delayed Regular Freights when on the district of a Work train, will run with care, keeping sharp lookout, with train under full control.

Extras or specials on work train limits. 36. Extra or Special trains on the territory of a Work train, not exempt by Train Dispatcher, will flag round all curves and obscure places. Flaggng means having train under full control, and preceded at least one-half mile by a flagman.

Work trains. 37. Work trains shall not be on the road within ten (10) minutes of Passenger or Mixed trains' time, but may occupy main track under flag until the arrival of Freights, when they must repair as soon as practicable to the nearest siding. If a Work train is engaged near to, and on the opposite side of a station at which a Freight is expected, they will return thereto immediately on the sounding of the station whistle by the approaching train, taking care to flag in if the station is obscure and they cannot reach same before train is due to leave.

38. Work trains shall not occupy the main track between the hours of 8 P. M., and 5 A. M., except under flag of a regular train, without permission of the Train Dispatcher, and will notify him by message as soon as they are through work for the day, after which they must not occupy main track again without his permission until the time (5 A. M.), specified above. When running over district allowed

them they shall run with care, having their trains under full control when approaching curves and all obscure track, expecting to meet Extras or Specials at all times. See Rule 50.
Extra engines. 39. No extra engine, with or without a train, is allowed to pass along the road without permission of the Train Dispatcher, Superintendent or Train Master.
Flying Switches 40. All flying switches are prohibited.

MOVEMENTS OF TRAINS BY TELEGRAPH.

Dispatcher's authority.

41. 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. See Rule 39.

Train orders.

42. All orders for the movement of trains by telegraph will be addressed to the Conductor and Engineer, and written by the receiving Operator on manifold paper, so arranged that three impressions shall be taken. The Conductor addressed shall read the order carefully, and, if understood, shall sign it together with his train number, which must be transmitted with it. It will then be repeated back over this signature to the Train Dispatcher, who will, if the order is correctly understood, reply to Conductor signing, order number (give number) is O. K., sign and give time, all of which must be recorded on the order, and the whole countersigned by the receiving Operator. Two impressions of the order, when properly signed, will be given to Conductor, who will retain one and give the other to his Engineer, who will invariably read it before starting. The third impression must be kept by the Operator in his manifold book. *Receiving Operator must not under any circumstances repeat an order back until the personal signature of the Conductor has first been obtained.*

Abbreviations prohibited.

43. 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.") Figures must be written out in full and duplicated, thus: Twelve thirty (12.30)

When train orders should not be delivered.

44. Should the line from any cause fail to work before the Operator has received the "O. K." and signature of the Train Dispatcher issuing order, he will not deliver such order.

Display train order signal.

45. To avoid as far as possible all unnecessary delay at stations where telegraphic orders are awaiting an expected train, Operators will display at the station a Green signal, which must be placed in a conspicuous place where it can be readily seen by approaching trains. This signal must at all times be kept in readiness for use, and Operator must not depend entirely on the signal to stop trains, but will watch carefully and know that Enginemen see it. They will use torpedoes at night in addition to signal, also in cases of fog or severe storm.

Acknowledging receipt of order.

46. When an Operator or Agent receives an order for an expected train, he must, before acknowledging its receipt or repeating it, display his Green Signal, as provided in Rule 45. But if the train, or any portion of it, has passed the telegraph office, the Operator will not acknowledge receipt or repeat the order until he has seen the Conductor in person and obtained his signature to the order. He will notify promptly all other trains that the signal is not for them, as provided in Rule 51, and must not fail to take in signal at once after the departure of the train for which it was shown.

Report trains promptly.

47. Operators will be particular to forward the Conductor's train report to Train Dispatcher as early as practicable after a train departs, and remember that their first duty is the transaction

Taking down signal.

of train order business, for which they must always be on hand, unless excused by Dispatcher.
48. When an order has been given to a Conductor to take down his signal the Operator "receiving" the order must see that trains opposing the train for which the signal was carried are informed of the signal having been carried to his station, and Conductors taking down signal will inform all opposing trains of the same or inferior class that he carried signal to such a station for such a Conductor. The same rule applies when a signal order expires between terminal and division stations.

Orders signed and endorsed.

49. Conductors and Engineers must not leave a station when directed to run by special order, without each having the same in writing in their possession properly signed and endorsed, as per Rule 42.

Work train limits.

50. An order to a Work train, changing its limits, revokes its previous order, except that part of it which may refer to the abandonment of trains. This does not apply to an order extending limits.

Stop for green signal. Clearance.

51. When a Green signal is shown the approaching train will in all cases come to a full stop, and the Conductor go immediately to the Telegraph Office to receive and respond to such orders as may be awaiting him, and if the orders are not for him, the Operator must provide him with two copies of each order, which shall be a "clearance," and of which the Engineer must have one copy, for which the signal is out. Such "clearance" orders do not require the usual "O. K."

Flag delayed trains.

52. Should a train be held by another between Telegraph Stations, the Conductor may require 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, and observe Rule 48.

Call day operator.

53. 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.

No rights over trains.

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

Stop at telegraph stations.

55. All trains or engines, whether regular or otherwise, must expect to find holding signals at Telegraph Stations, and Conductors and Engineers must watch for them accordingly, and must not pass a Telegraph Station unless they see displayed a clearing signal, which consists of a White Flag by day or a White Light by night.

This Rule, as above written, is applicable to Stations where Operators are kept night and day. In applying it to Stations where there are day Operators only, consider it applicable between 7 o'clock A. M. and 7 o'clock P. M. All trains must look for holding signals at night, including day Stations, as they are liable to be displayed at any time, either night or day, where there is a telegraph connection.

Orders in force.

56. Train orders remain in force until they are countermanded or executed, regardless of "Time Card rights."

CONDUCTORS.

Authority of conductors.

57. Each Conductor will have entire charge of his train, and will make its safety his first care. He will be on hand 20 minutes before the leaving time of his train for the purpose of inspecting same and attending to other duties preparatory to his trip. He will pay particular attention to his Train Equipment, and know that it is complete. (See printed lists posted in baggage cars and cabooses.) Conductors of Passenger trains will invariably require their air-brake hose tested, cylinders and connections examined, and also engine signal bell rung from the rear coach of their train before leaving division stations, and also at all stations where engines are changed or coaches taken or left. They must report to Superintendent all defects in the air-brakes, specifying the number of the car or engine on which it is found.

Instruct subordinates.

58. Conductors will see that their subordinates are instructed in their duties. They will be held responsible for their conduct and will report to the Superintendent any misconduct or negligence on their part.

Examine bulletins.

59. Before leaving terminal stations of their route, they will examine the bulletin for orders, and must not pass a station where there is a bulletin without looking for orders. Bulletins will be found in Telegraph Office at Rice's Point, N. P. Junction, Sauk Rapids, Brainerd, Fargo, Jamestown, Bismarck, Mandan, Dickinson and Glendive. No excuse will be received for orders left on bulletins unobserved.

Register trains and apply for orders.

60. Conductors of all trains, and Engineers running without Conductors, immediately before starting on their runs, will go in person to the Telegraph Office, to inquire if there are any special orders for them, to register their trains, and ascertain if all trains due, of an equal or superior class, or trains for which signals were carried have arrived. They will leave at Telegraph stations on their route with Agent or Operator a written report, giving the number of train, total cars, and time of arrival and departure. They will also register on arrival at destination.

Reserve coaches for ladies and announce stations.

61. Conductors of Passenger trains will position a brakeman at last coach to reserve same for ladies, and before starting will announce in a distinct tone, *All aboard for*—(giving the principal points to which the train runs)—and will require the brakeman, immediately after the station whistle is sounded, to *announce twice, distinctly, in each coach, with the door closed, the name of the next station at which the train stops and all changes of cars.*

Preserve order

62. They will see that order and decorum are preserved in their trains, and prevent annoyance to passengers by rude or improper conduct. When it becomes necessary, after fair warning, to remove a passenger from a coach, because of his conduct, he will be sent to the baggage car and there detained to his destination. When on account of a positive refusal to furnish ticket, pass, or pay fare, it becomes necessary to eject a passenger, Conductors will wait till they have reached a regular station, and will use no more force than is positively necessary. Reports of all such occurrences must be made to the Superintendent, giving the name of party, and where left.

Duty at terminal stations.

63. On arriving at terminal stations they will remain with their train until passengers have alighted, and will see that all needful assistance is given them. When Passenger trains are delayed at any station more than ten (10), and Freight trains more than twenty (20) minutes, they must report cause to Dispatcher by telegraph.

Loaded and empty cars.

64. In the absence of distributing orders for empty cars in train, loaded cars must be taken

in preference. Empty cars must not be moved without orders, except from terminal stations. Conductors must always know from personal observation, that cars in their train as empties are empty, and that all doors are closed and fastened. When train is not already full Conductors are expected to enquire for loaded cars and take them until they have full train.

Freight without bills.

65. No freight will be received on any train without a bill, except from stations where there are no agents, in which case Conductors must report same at the first station where there is an agent and have it properly billed. Should any freight be found on train without a bill it must be reported to Superintendent, giving No. of car, description of goods, marks, &c.

Delivery of freight, penalty.

66. They must attend personally to the unloading of all way freight, checking out of the car from the way-bills, noting any shortage or damage and signing same. In case of missing freight, train must be held to make thorough search. If such freight is found in another car put it out at first station, fully instructing agent to return same to destination and report by telegraph to Superintendent, also any delay to train arising from error in loading or billing freight. Great care must be used in handling freight. Those in fault will be held strictly accountable for all loss or damage resulting from rough handling or carelessness.

Switching, obstructing crossings, etc.

67. Conductors will see that care is exercised in switching, that cars are placed in position where Agents want them, and that their train while standing, or cars left by them, do not obstruct a road crossing. They must also see that brakes are set on end cars which they may leave at stations to prevent their running to main track. See Rule 101. Cars must not be left on main track without permission of the Train Dispatcher. A supply of ten (10) links and five (5) pins to be kept on hand in each caboose car, including some curved links to couple cars, where the draw-bars are of different elevation.

Care of switches.

68. They must know that switches, after being used, are left on main track and properly locked.

Disabled cars.

69. When Conductors are not otherwise engaged they should ride on rear of train, to discover by the fresh indentations on the track if any of the running gear is down. If any is discovered, stop the train at once, protect it by signals and examine break. They will also take occasion at fuel and water stations to examine their train, with a view to detecting disabled brakes, trucks, drawheads, etc. When a car breaks down on the road take it, with any pieces that may have become detached, to the nearest siding, if practicable, and report at once to the Superintendent. Under no circumstances must any part of a car be left between or so near the rails as to endanger a passing train.

Setting out disabled cars.

70. If loaded cars are set out of train because they are unfit to run, or because the engine can not haul them, the cars so left must be given in charge of a Station Agent. In no case must a car containing merchandise be left without some one to take charge of it. In case there is no Agent at the place where it is left, detail a brakeman for that purpose. When cars are left for either of the foregoing reasons, Conductors will at once telegraph to the Superintendent, stating reasons why the cars were set out, and if repairs are needed state what they are. They will also report what the car is loaded with. Should a foreign car get out of order, state whose, and what kind of car it is, also state if car contains time freight.

Chaining cars.

71. In cases of disabled draw bars conductors will chain up cars and take them to destination; when such cars go to the terminal stations, see

that the head car inspector on duty is notified, who will either return chains to your caboose, or to the inspector's headquarters, where you can get them.

Time tickets for work trains. 72. At places where there is no train register Conductors will leave a "train time ticket," regularly filled out, with watchman of work trains when they pass them during the night, that they may know what trains have passed. If watchman is not on hand to receive such re-

Await signals. 75. Enginemen will not start with their trains until they are directed to do so by the Conductor.

Signal for station. 76. On receiving the signal from Conductor to depart from a station, ring the bell only. Whistles must not be sounded within station limits, except in cases of danger.

Whistlesignal 77. In approaching a station they 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.

78. Engineers of Extra trains will sound their whistle on approaching curves and obscure places, 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.

Breaking in two of train. 79. Enginemen 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. They will, in all cases, go back after the detached part, but must be sure that it has been stopped and properly protected by a flag.

Control train. 80. Engineers approaching stations will bring their train under full control before passing the first switch. When leaving, the speed of freight trains must not exceed four miles per hour until the last switch is passed. When moving about stations the bell must be rung, and all proper caution used.

Train baggagemen. 89. The Train Baggage Masters are under the direction of Conductors, and are expected to obey the rules for the government of Brakemen, so far as they are applicable to them. They must not leave their car on arrival at destination until all baggage has been delivered. They are held responsible for the safe keeping and delivery of all railway business letters and packages. *They will observe strictly the "General Baggage Code."*

Brakemen. 90. Brakemen will be under the direction of their Conductors while on duty. They are expected to study and become familiar with the time table and all rules and regulations, and must be with their trains 20 minutes before departing time.

91. They must pay strict attention to whistle signals, and observe carefully Rule No. 79 relative to detached trains. They are expected to

Charge of station. 94. Station Agents have charge of the Company's business and property at their respective stations. They will have their depots opened, ventilated and warmed as early and as late as the business of the Company requires, and must at all times keep their buildings and platforms

port, call Work Train Conductor and report to Superintendent.

Report lack of attention. 73. Conductors must report to Superintendent any lack of attention on part of Agents or other employes whose duty it is to assist in the dispatch of train business.

Car report. 74. All Conductors must send their car reports to the Car Accountant *at the end of each trip.* Conductors of Work trains must make such report daily.

ENGINE MEN.

No person allowed to ride on engine. 81. They will not allow any one not connectep with their trains to ride on their engines, except by permission of the General Manager, Superintendent or Master Mechanic.

Responsibility of engineers. 82. Although the Conductor has charge of the train, the Engineer will not therefore be considered blameless if he RUN ANY UNNECESSARY RISK, without all the prescribed precautions being observed which are necessary to perfect safety.

Watch for signals. 83. In switching trains the attention of both Engineer and Fireman will be required to watch for signals, one on each side of the engine.

Equipment. 84. 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.

Dampers, stack and head lamps. 85. Dampers 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.

86. Engineers must know that their stacks are always in good order, and exercise special care to prevent fire.

87. They must keep their head lamps in good order, and always lighted when running after dark.

Injury to cattle. 88. They will observe special instructions about the killing of cattle, and make a written report to the Superintendent of all cattle hit upon the track, stating all facts within their knowledge, as per cattle report, and will also notify first section crew.

TRAIN BAGGAGE MASTERS AND BRAKEMEN.

acquire sufficient knowledge of the road as to be able to stop their trains at regular stopping places without the whistle being sounded for that purpose.

92. SLIDING OF WHEELS is strictly prohibited.

93. Passenger Brakemen are expected to attend to the wants of passengers and see that the coaches are properly warmed, ventilated, lighted and supplied with water: to see that the bell cord is connected between all the cars, that one end is properly attached to cab bell and the other fastened at end of rear car before starting, and to unfasten from engine and uncouple between cars at the end of the run. They must know before train starts that the air brake is properly connected and in working order. They will assist passengers in boarding and alighting from cars.

STATION AGENTS.

clean, orderly and free from obstructions. They are required to have their ticket office open at least 15 minutes before the arrival of all trains carrying passengers, and be sure to have all *proctors tickets* before entering the cars. They will check the baggage of passengers, except

where a Baggage Master is employed, and observe General Baggage Rules. Baggage trucks must be drawn—not backed or pushed—around stations, and care must be taken to avoid running against passengers.

Handling freight. 95. To avoid detaining trains a moment longer than is necessary, Agents must be ready to promptly receive their freight upon arrival of trains, and personally attend to checking same from cars. If station and train force is not sufficient to handle freight promptly, Agents are authorized to call on section men. Any shortage or damage must be noted at the time, and signed by the Conductor. If any shortage or error in delivery is discovered after train has left, telegraph promptly to Conductor, and take immediate steps to have same corrected. Agents must inform Conductor *promptly on his arrival* what switching they want done; but the car pusher must be used in all cases when practicable, and delays to trains thus avoided.

Forward loaded cars. 96. Agents will be held accountable for the prompt despatch of any loaded cars that may be at their station. While Conductors are expected to inquire for such cars when their trains are not full, Agents will not be deemed blameless for neglecting to give them timely notice of cars to go.

Way bills. 97. Agents must have way-bills ready for all freight that is to go forward from their stations, and small lots checked and placed in convenient position for loading on way trains. See that car number is put on way-bill before it leaves their hands. They are positively forbidden to forward a single shipment of freight without the way-bills for same.

Foreign cars. 98. All foreign cars must be sent home without delay, loading them for points on their road or the point where they came on this line, if it can be done without too much delay, otherwise report to Superintendent of Transportation.

Switches. 99. Agents will be held responsible for the security and position of the switches, and must in no case allow them to be removed from the

Study the time card. 106. Section Foremen will always keep a copy of the Time Card on hand, become familiar with its requirements, notice all signals of passing trains, and govern themselves accordingly.

Special duties and responsibilities. 107. In very cold and very warm weather, and always after heavy rain or wind storms, the track must be examined, and after snow storms special care must be taken to keep switch and guard rails, frogs and crossings clear. They must also keep all necessary ditches open, and examine carefully and frequently all bridges, culverts and cattle guards, and report all snow fences blown down, burned or stolen. They will also see that no wood, lumber, ties or other obstructions are piled within six feet of the track. They will 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 after working hours or on Sunday, except in case of accident.

Protect yourselves by signals. 108. In all cases, by night or day, when repairing the track so as to obstruct or endanger the passage of trains, 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.

Aid the passage of trains. 109. 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.

Car report. 100. They are required to report to Car Accountant daily all cars received, forwarded and remaining at station.

Car doors and brakes. 101. They will see that the doors of all cars on side tracks are securely fastened, and that brakes of end cars are set and the cars far enough from main track as not to endanger passing trains. If brakes are insecure, wheels of cars nearest main track must be blocked. If, notwithstanding these precautions, cars should be moved by high winds or otherwise, so as to obstruct the main track, the Agent will be held responsible for warning approaching train, so as to avoid collision.

Cars on main line. 102. Train Dispatcher's permission must be obtained before cars are allowed to occupy main track.

Accidents, negligence, damaged freight, etc. 103. They are required 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, Agents will notify the Superintendent immediately by telegraph or letter, giving full particulars, name of Conductor and men in charge of train at the time, and amount of damage and how caused, etc.

Absence from duty. 104. Station Agents are not allowed to be absent without leave from the Superintendent, except from illness, in which case they must immediately inform him, and see that some competent person is entrusted with their duties. Agents not complying with this Rule will themselves be held responsible for the property damaged. They are also required to communicate such matters of interest or importance as may be useful in protecting the interest of the Company, and to report to the Superintendent all violations of the Time Schedule regulations.

Injured stock. 105. Agents will, when section men deliver to them stock injured by train, confer with butchers or others with reference to immediate sale of the same, and advise Superintendent.

TRACKMEN.

Look out for extra trains. 110. No notice will be given of the passage of irregular trains, and they must always be prepared for them.

Permit nothing to be wasted. 111. All car doors, links, pins, parts of cars or engines, found by Trackmen, must be gathered up, taken to the nearest station, and the Agent requested to ship them to the Superintendent.

Injury to stock. 112. When animals are seriously injured or killed, Section Foremen are authorized and directed to take possession and dispose of them to the best advantage. If they fail to sell the animals for beef or other purposes, they are requested to skin and bury the carcass, dispose of the hides, at the highest price, and remit proceeds to the Superintendent. Section men must deliver the animals to nearest Station Agent, if not otherwise disposed of.

113. Trackmen are requested to see that the water passages leading to wells are kept clear and unobstructed, and the wind-mills oiled and maintained in proper condition for service. If any repairs are needed, Division Superintendent and Roadmaster should be promptly notified.

114. Should any one using this Card have any doubt as to the meaning of any of its rules and regulations, it will be his duty to apply to the Superintendent's office for the proper explanation.

115. Car Inspectors will be furnished a light blue flag for day, and a light blue globe lamp for night, to be placed on the Engineer's side of the train, opposite the car on which they may be

working. Said signal to be displayed before they go under the car, and to remain until they come out. Before moving a train or any portion of it where the Car Inspectors are liable to be at work, Engineers will be required to see

whether or not the Car Inspectors' signal is displayed.

116. ALWAYS TAKE THE SAFE SIDE IN CASES OF THE LEAST UNCERTAINTY.

RULES TO BE OBSERVED IN CASE OF AN OBSTRUCTION ON THE TRACK.

When an accident happens by which the track is obstructed, the Conductor will immediately send back a brakeman with danger signals (a Red Flag by day and a Red Light by night), not less than 60 rail lengths, and until he has reached a point where his danger signals can be seen not less than one-fourth of a mile by the engineer of the approaching train; and the brakeman must remain in such position until the train that is due has arrived, or until he is recalled by the whistle of his own engine.

At night, or when other signals cannot be distinctly seen or relied upon, or in the day time, when the view is obstructed, the brakeman will also take with him torpedoes, three of which he shall place on the rail, on engineer's side, at intervals of 50 rail lengths. If no following train has arrived when he is recalled, he must leave on the rail two torpedoes, two rail lengths apart, as a caution to any following train.

The explosion of one or more torpedoes will be a signal to stop immediately. If there is a single explosion, it will indicate that the train has passed the brakeman, with his Red Flag or Light, without observing him, and

it will wait for him to retrace his way to give information of the obstruction. If the explosion is double, it will indicate that the brakeman has been recalled; and in this case, the train will move slowly forward, preceded by its Conductor or a brakeman, on foot, until it shall have passed the place of obstruction.

When any train has been stopped by a preceding train, in the manner above mentioned, the Conductor of the last train will use the same precautions with regard to any following train as those heretofore described.

Conductors of all trains will procure a supply of torpedoes, which they will keep in a safe, dry place, and will, in all cases of using them, report the same to Superintendent's office, and will make good their supply at the end of their run.

It must be borne in mind that exposure to rain or wet for thirty minutes destroys or impairs the explosive qualities of torpedoes, and in such cases too much reliance must not be placed upon them.

The use of torpedoes is to be IN ADDITION to the regular day and night danger signals, which must IN ALL CASES, also be exhibited and used.

H. HAUPT,

GEN'L MANAGER.

GEO. W. CROSS,

SUP'T TRANSP'T'N.