

NORTHERN PACIFIC RAILROAD.

DAKOTA DIVISION And Branches.

No. 6.

TIME SCHEDULE

No. 6.

To Take Effect at 1:00 o'clock P. M.

(CENTRAL OR 90th MERIDIAN TIME.)

SUNDAY, APR. 5th, 1885.

For the government of employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the current card, and destroy all previous numbers. Read Carefully the Special Rules, and always have for reference a copy of the Transportation Rules.

J. T. ODELL,
Assistant Gen'l Manager.

T. F. OAKES,
Vice President and Gen'l Manager.

DAKOTA DIVISION.—Fourth District.
Central or 90th Meridian Time.

West Bound.

Station Numbers.	Time Card No. 6.	From Fargo.	PACIFIC EXP. No. 1.	MO. RIVER EXP. No. 3.	EXPRESS FR'T. No. 13.	FREIGHT. No. 15.	FREIGHT. No. 17.	FREIGHT. No. 19.	FREIGHT. No. 21.
			First Class.	First Class.	Second Class.	Third Class.	Third Class.	Third Class.	Third Class.
252	Fargo 4.5	.0	De. 4.05 A. M.	De. 8.30 A. M.	De. 8.00 P. M.	De. 5.00 A. M.	De. 11.59 A. M M6	De. 4.45 P. M.	De. 7.30 AM M14
257	Haggart 4.0	4.5	*4.16	F 8.43	8.25	5.25	12.25 P. M.	5.10	7.55
261	Canfield 4.0	8.5	*4.25	F 8.55	8.45	5.55	12.48	5.35	8.20
265	Mapleton 2.5	12.5	*4.35	9.05 P. 21.	9.07	6.25 M. 14.	1.12	6.00 M. 20.	Ar. 8.55 De. 9.05 3 P.
267	Greene 3.0	15.0	*4.40	F 9.13	9.20	6.41	1.27	Ar. 6.20 De. 6.30 M. 4.	9.25
270	Dalrymple 2.3	18.0	*4.47	F 9.21	9.36	7.00	1.45	6.48	9.48
273	Casselton 3.5	20.3	4.54	9.27	9.50	7.15	2.00	7.00	10.10
276	Sidney 3.0	23.8	*5.02	F 9.36	10.12	7.36	2.20	7.20	Ar. 10.40 De. 10.50 M. 6.
279	Wheatland 9.5	26.8	*5.10 M. 14.	9.45	10.30	7.55	2.35	7.37	11.10 A. M.
289	Buffalo 6.0	36.3	*5.32	F 10.10 M. 6.	Ar. 11.30 De. 11.40 P M M2	8.53	3.30 M. 20.	8.30	12.10 P. M.
295	Tower City 5.5	42.3	5.47	10.25	Ar. 9.33 De. 9.43 M. 6.	10.12	4.05	9.05	12.45
300	Oriska 5.0	47.8	*6.02	10.41	12.50	10.12	Ar. 4.40 De. 4.50 M. 4.	9.37	1.20
305	Alta 5.2	52.8	*6.13	*10.55 P. 15.	1.18	Ar. 10.45 De. 10.55 3 P.	5.20	10.05	1.50 M. 20.
310	Valley City 7.8	58.0	6.27	11.10	1.45 M. 14.	11.35 A. M.	5.50	Ar. 10.35 M. 16. De. 10.45 M. 2.	2.25
318	Hobart 3.7	65.8	*6.47	F 11.33	2.30	12.40 P M M20	6.35	11.30	3.10
322	Sanborn 3.5	69.5	6.57	11.45	2.50	1.10	6.55	11.52 P. M.	Ar. 3.35 De. 3.45 M. 4.
325	Eckelson 9.3	73.0	*7.07	F 11.55 AM M20	3.08	1.37	7.15	12.10 AM M14	4.05
335	Spiritwood 5.0	82.3	*7.32	F 12.25 P. M.	4.00	Ar. 2.57 De. 3.07 M. 4	8.10 M. 16.	12.57	5.00
340	Bloom 5.7	87.3	*7.45 M. 6.	*12.40	4.27	3.45	8.35	1.20	5.29
345	Jamestown	9.30	Ar. 8.00 A. M.	Ar. †1.00 P. M.	Ar. 5.00 A. M.	Ar. 4.30 P. M.	Ar. 9.10 P. M.	Ar. 1.50 A. M.	Ar. 6.00 P. M.

* Trains do not stop. F—Flag Station. M—Meet. P—Pass. † Meals.

Full faced figures denote meeting and passing stations.

The Speed of trains must not exceed six miles per hour while crossing the trestle over Lake Eckelson. Fargo yard extends from Fargo and Southwestern Junction to east end of Red River bridge. Trains will not exceed six miles per hour through any portion of Fargo yard, and will not exceed four miles

per hour crossing Broadway. All trains will come to a full stop before crossing Fargo and Southern tracks one mile west of Fargo and the St. P., M. & M. tracks one-half mile and four miles west of Casselton. Night Telegraph Offices at Fargo, Buffalo, Valley City and Jamestown.

TRAINS 1, 3, 13, 15 AND 17 RUN DAILY.

NOS. 19 AND 21 DAILY EXCEPT SUNDAY.

DAKOTA DIVISION.— Fourth District.

Central or 90th Meridian Time.

East Bound.

Capacity of Siding Tracks.	Time Card No. 6.	From Jamestown	ATLANTIC EXP. No. 2.		ST. PAUL & MPLS. EXP. No. 4.		FARGO ACCOM. No. 6.		EXPRESS FR'T. No. 14.		FREIGHT. No. 16.		FREIGHT. No. 20.	
			First Class.		First Class.		Second Class.		Third Class.		Third Class.		Third Class.	
			Ar.	1.15 A. M.	Ar.	7.15 P. M.	Ar.	11.59 AM M17	Ar.	7.30 AM M21	Ar.	3.55 A. M.	Ar.	7.30 P. M.
500	Fargo 4.5	93.0	Ar.	1.15 A. M.	Ar.	7.15 P. M.	Ar.	11.59 AM M17	Ar.	7.30 AM M21	Ar.	3.55 A. M.	Ar.	7.30 P. M.
90	Haggart 4.0	88.5		*1.04	F	7.02 P. 20.		11.46		7.05		3.32	De.	7.02 4 P.
50	Canfield 4.0	84.5		*12.52	F	6.49		11.34		6.45		3.12	Ar.	6.52 6.23
88	Mapleton 2.5	80.5		*12.42		6.37		11.23		6.25 M. 15.		2.52		6.00 M. 19.
10	Greene 3.0	78.0		*12.35	F	6.30 M. 19.	F	11.15		6.10		2.40		5.40
66	Dalrymple 2.3	75.0		*12.26	F	6.20	F	11.07		5.55		2.25		5.22
158	Casselton 3.5	72.7		12.20		6.13		11.00		5.42		2.12		5.08
33	Sidney 3.0	69.2		*12.10	F	6.02		10.50 M. 21.		5.25		1.55		4.45
86	Wheatland 9.5	66.2		*12.03 A. M.		5.53		10.40	De.	5.10 M. 1.		1.40		4.28
97	Buffalo 6.0	56.7		*11.40 PM M13		5.25	De.	10.10 M. 3.	Ar.	5.00		12.52		3.30 M. 17.
130	Tower City 5.5	50.7		*11.25		5.07	Ar.	10.00 9.43 M. 15.		4.00		12.52		3.30 M. 17.
92	Oriska 5.0	45.2		11.10	F	4.50 M. 17.		9.28		2.50		11.43 P. M.		2.20
45	Alta 5.2	40.2		*10.58		*4.35		*9.15		2.18		11.15		1.50 M. 21.
160	Valley City 7.8	35.0		10.45 P16M19.		4.19		9.00	De.	1.45 M. 13.	De.	10.45 2 P.		1.20
30	Hobart 3.7	27.2		*10.25	F	3.55		8.40	Ar.	1.35	Ar.	10.35 M. 19.		12.40 M. 15.
128	Sanborn 3.5	23.5		10.17		3.45 M. 21.		8.30		12.47		9.47		12.40 M. 15.
40	Eckelson 9.3	20.0		*10.09	F	3.34		8.20		12.27		9.25		12.17 P. M.
78	Spiritwood 5.0	10.7		*9.46	F	3.07 M. 15.		7.57		12.27		9.25		12.17 P. M.
44	Bloom 5.7	5.7		*9.35		*2.52	De.	7.45 M. 1.		12.10 AM M19		9.05	De.	11.55 A. M. M3
200	Jamestown	.0	De.	9.20 P. M.	De.	2.35 P. M.	Ar.	7.35	De.	10.30 P. M.	De.	7.00 P. M.	Ar.	11.45
							De.	7.15 A. M.					De.	9.55 A. M.

Passengers with tickets will be allowed to ride on the rear section of Trains 19, 20 and 21.
Trains 3, 4 and 6 will come to a full stop at Fargo shops.

TRAINS 2, 4, 14 AND 16 RUN DAILY.

Conductors will register at Fargo and Jamestown, and will not pass any registering station without an order or clearance. Special attention is called to Rule No. 126.

NOS. 6 AND 20 DAILY EXCEPT SUNDAY.

Special Rules Governing the Use of the Semaphore, at the Crossing, in Fargo Yard.

- When the Target stands in a Diagonal position, the track is clear for Northern Pacific trains.
- When the Target stands in a Vertical position, the track is clear for Fargo Southern trains.
- When the Target stands in a Horizontal position, the track is blocked against all trains of either road.
- When the Crossing is not in use the Target must be kept in a Horizontal position.
- First Class trains of the Northern Pacific road will be entitled to the Crossing, as against all trains of the Fargo Southern road.
- First Class trains of the Fargo Southern road will be entitled to the Crossing as against Second and Third Class trains of the Northern Pacific road.
- Second and Third Class trains of the Northern Pacific road will be entitled to the Crossing as against Second and Third Class trains of the Fargo Southern road.
- The Target Tender will under no circumstances move the Target from a Horizontal position to a Diagonal or Vertical position until the train entitled to the Crossing has come to a full stop not nearer than 200 feet from the Crossing.

J. M. GRAHAM, Superintendent.

DAKOTA DIVISION.—Fifth District.

Central or 90th Meridian Time.

West Bound.

Station Numbers.	Time Card No. 6.	From Jamestown.	PACIFIC EXP. No. 1.		MO. RIVER EXP. No. 3.		EXPRESS FR'T. No. 13.		FREIGHT. No. 15.		FREIGHT. No. 17.		FREIGHT. No. 23.	
			First Class.	First Class.	Second Class.	Third Class.	Third Class.	Third Class.	Third Class.					
345	Jamestown 7.0	.0	De. 8.10 A. M.	De. 1.25 P. M.			De. 5.30 A. M.	De. 6.30 P. M. M16	De. 10.00 P. M. M14	De. 7.35 A. M.				
352	Eldridge 9.5	7.0	F 8.30 P23 M18	1.50 M. 4			6.10	7.15	10.50	Ar. 8.20 De. 8.30 M. 2 De. 8.40 M. 14	11.59 P. M.	9.40	Ar. 8.20 M. 18 De. 8.30 P.	
362	Windsor 3.8	16.5	F 8.53	F 2.20			7.00 M. 18							
365	Cleveland 8.7	20.3	F 9.02	F 2.33			7.22	9.05	12.23 A. M.			10.08		
374	Medina 8.0	29.0	F 9.23	2.59			8.08	10.08	1.15			11.10 A. M.		
382	Crystal Springs 8.3	37.0	9.43	3.23 M. 16.			8.50	11.03	2.05			Ar. 12.10 P. M. De. 12.20 M. 4		
391	Tappen 5.2	45.3	F 10.02	F 3.48			9.35	11.59 P. M.	2.55			1.20		
396	Dawson 8.0	50.5	10.15 P. 13.	4.05			Ar. 10.05 De. 10.15 P.	12.27 A. M.	3.30 M. 18			1.57 M. 16		
404	Steele 6.8	58.5	10.35	4.30 M. 14			Ar. 11.05 De. 11.15 M. 4.	1.15	4.20			2.55		
411	Geneva 4.2	65.3	10.55 M. 4.	F 4.50			11.50 A. M.	1.55 M. 18	5.05			3.45 M. 14		
415	Driscoll 7.5	69.5	11.06	F 5.03			12.13 P. M. M16	2.18	5.32			4.10		
422	Sterling 6.3	77.0	F 11.25 M. 16	F 5.25			12.51	3.03	6.20			4.55		
429	McKenzie 5.2	83.3	*11.40	5.45 M2 P23			1.25	3.40	7.02			Ar. 5.35 De. 5.45 M. 2. 3P		
434	Menoken 9.0	88.5	F 11.52 A. M.	F 6.00			1.50 M. 14.	4.08	7.35			6.13		
443	Apple Creek 4.0	97.5	*12.15 P. M.	F 6.24			2.35	5.00	8.35 M. 16.			7.00		
447	Bismarck 5.2	101.5	Ar. 12.25 M14 De. 12.30	Ar. 6.35 De. 6.40			2.55	5.25	Ar. 9.10 De. 9.20 M. 4			Ar. 7.20 De. 7.25		
452	Mandan	106.7	Ar. 12.50 P. M.	Ar. 7.00 P. M.			Ar. 3.30 P. M.	Ar. 6.00 A. M.	Ar. 9.55 A. M.			Ar. 8.00 P. M.		

*Trains do not stop. F—Flag Station. M—Meet. P—Pass. †Meals.

Full faced figures denote meeting and passing stations.

All trains will come to a full stop before crossing at J. & N. Junction one mile west of Jamestown.
Night Telegraph Offices at Jamestown, Windsor, Steele and Mandan.

The speed of trains must not exceed six miles per hour between J. & N. Junction and Jamestown passenger depot.

TRAINS 1, 3, 13, 15 AND 17 RUN DAILY.

NO. 23 DAILY EXCEPT SUNDAY.

DAKOTA DIVISION.—Fifth District.

Central or 90th Meridian Time.

East Bound.

Capacity of Side Tracks.	Time Card No. 6.	From Mandan.	ATLANTIC EXP. No. 2.		ST. PAUL & MPLS. EXP. No. 4.		EXPRESS FR'T. No. 14.		FREIGHT. No. 16.		FREIGHT. No. 18.	
			First Class.		First Class.		Third Class.		Third Class.		Third Class.	
			Ar.	P. M.	Ar.	P. M.	Ar.	P. M.	Ar.	P. M.	Ar.	P. M.
200	Jamestown 7.0	106.7	Ar. 9.10	P. M.	Ar. 12.10	P. M.	Ar. 10.00	PM M17	Ar. 6.30	PM M15	Ar. 9.15	A. M.
88	Eldridge 9.5	99.7	F 8.52		1.50	M. 3.	9.25		5.50		De. 8.30	M. 1.
96	Windsor 3.8	90.2	F 8.30	M. 15.	F 1.20		8.40	M. 15.	5.02		Ar. 8.20	M. 23.
56	Cleveland 8.7	86.4	F 8.20	P. 14.	F 1.10		De. 8.20	2 P.	4.45		De. 7.00	M. 13.
90	Medina 8.0	77.7	F 8.00		F 12.43		Ar. 8.10		4.03		Ar. 6.50	
51	Crystal Springs 8.3	69.7	7.40		12.20	PM M23	7.17		6.30	De. 3.23	M. 3.	6.27
69	Tappen 5.2	61.4	F 7.18		F 11.53	A. M.	Ar. 3.13		5.45	Ar. 2.25		4.48
104	Dawson 8.0	56.2	7.07		11.37		2.25		5.15	1.57	M. 23.	4.00
124	Steele 6.8	48.2	6.47		11.15	M. 13.	De. 4.30	M. 3.	1.12		3.30	M. 17.
39	Geneva 4.2	41.4	F 6.30		10.55	M. 1.	Ar. 4.20		12.35		2.40	
26	Driscoll 7.5	37.2	F 6.19		10.44		3.45	M. 23.	12.35		1.55	M. 15.
45	Sterling 6.3	29.7	F 6.00		F 10.25		3.22		De. 12.13	M. 13.	1.30	
45	McKenzie 5.2	23.4	5.45	M. 3&23	F 10.10	P. 16.	Ar. 12.03	P. M.	De. 11.25	AM M. 1	12.40	A. M.
63	Menoken 9.0	18.2	F 5.32		F 9.58		Ar. 11.15		De. 10.10	4 P.	11.59	P. M.
41	Apple Creek 4.0	9.2	*5.11		F 9.35		Ar. 10.00		9.28		11.27	
500	Bismarek 5.2	5.2	De. 5.00		De. 9.25		12.48		8.35	M. 17.	10.30	
450	Mandan	.0	Ar. 4.55		De. 9.20	M. 17.	De. 12.25	M. 1.	De. 8.00		10.05	
			De. 4.35	P. M.	De. 9.00	A. M.	Ar. 12.15	P. M.	Ar. 7.55			
							De. 11.40	A. M.	De. 7.20	A. M.	De. 9.30	P. M.

Passengers with tickets will be allowed to ride on rear section of trains 16 and 23.

Conductors will register at Jamestown and Mandan, and will not pass any registering station without an order or clearance. Special attention is called to Rule No. 126.

ALL TRAINS DAILY.

J. M. GRAHAM,
Superintendent.

FARGO AND SOUTHWESTERN R. R.

West Bound.

East Bound.

Central or 90th Meridian Time.

		FREIGHT. No. 53.	PASSENGER. No. 51.	Station Numbers	From Fargo.	Time Card No. 6.	From La Moure.	Capacity of Siding Tracks	PASSENGER. No. 52.	FREIGHT. No. 54.		
		Third Class.	First Class.			STATIONS.			First Class.	Third Class.		
De	9.00 A. M.	De	8.45 A. M.	252	.0	Fargo 4.2	88.0		Ar	6.45 P. M.	Ar	4.30 P. M.
	9.25	F	9.02	E 4	4.2	Cotters 6.5	83.8	36	F	6.28		4.00
	9.55	F	9.22	E 11	10.7	Horace 8.4	77.3	40	F	6.10		3.25
	10.35		9.47	E 19	19.1	Davenport 9.6	68.9	39		5.45		2.40
	11.25 A. M.	F	10.15	E 29	28.7	Leonard 12.8	59.3	37	F	5.15		1.45
	12.30 PM M54		10.52	E 41	41.5	Sheldon 8.9	46.5	120		4.35		12.30 PM M53
	1.20	F	11.20 M. 54.	E 50	50.4	Butzville 5.6	37.6	33	F	4.07	De	11.20 AM M51
	1.50		11.35 A. M.	E 56	56.0	Lisbon 12.5	32.0	79		3.50	Ar.	11.10
	Ar 3.05	F	12.15 P. M.	E 68	68.5	Marshall 8.0	19.5	37	F	3.15 M. 53		9.20
De	3.15 M. 52.	F	12.40	E 76	76.5	Verona 11.5	11.5	38	F	2.50		8.30
Ar	5.00 P. M.	Ar	11.15 P. M.	E 88	88.0	La Moure	.0	134	De	2.15 P. M.	De	7.30 A. M.

F—Flag Station.

M—Meet.

Full faced figures denote meeting and passing stations.

All trains daily except Sunday. No. 52 will not leave La Moure until No. 51 arrives. No. 51 will run to La Moure regardless of No. 52. Fargo Yard extends from F. & S. W. Junction to east end of Red River Bridge. Maximum speed of freight trains will be fifteen (15) miles per hour. Passengers must not

be carried on freight trains. Conductors will register at Fargo and La Moure, and will not pass any registering station without an order or clearance. Special attention is called to rule No. 126.

LEVI GREER, Assistant Superintendent.

SANBORN, COOPERSTOWN AND TURTLE MOUNTAIN R. R.

West Bound.

Central or 90th Meridian Time.

East Bound.

ACCOMMODAT'N. No. 55.		Station Numbers	From Sanborn.	Time Card No. 6.	From Cooperstown.	Capacity of Siding Tracks.	ACCOMMODAT'N. No. 56.		
Third Class.				STATIONS.			Third Class.		
De	4.15 P. M.	322	.0	Sanborn 9.0	36.0		Ar	11.30 A. M.	
F	5.00	H 9	9.0	Odell 9.0	27.0	24	F	10.45	
F	5.45	H 18	18.0	Dazey 9.5	18.0	32	F	10.00	
F	6.30	H 27	27.5	Hannaford 8.5	8.5	10	F	9.15	
Ar	7.15 P. M.	H 36	36.0	Cooperstown	.0	123	De	8.35 A. M.	

F—Flag Station.

Trains daily except Sunday. No. 56 will wait at Cooperstown for No. 55 of previous running day. No. 55 will run to Cooperstown regardless of No. 56.

S., C. & T. M. trains will protect themselves against Main Line trains between Sanborn Passenger Depot and S., C. & T. M. Junction. Conductors will register at Sanborn and Cooperstown, and will not pass any registering station without an order or clearance. Special attention is called to rule No. 126.

JAMESTOWN AND NORTHERN R. R.

West Bound.

Central or 90th Meridian Time.

East Bound.

ACCOMMODAT'N. No. 57.		Station Numbers	From Jamestown.	Time Card No. 6.	From New Rockford.	Capacity of Siding Tracks.	ACCOMMODAT'N. No. 58.		
Third Class.				STATIONS.			Third Class.		
De	8.30 A. M.	345	.0	Jamestown 6.5	59.5		Ar	7.45 P. M.	
F	9.00	F 6	6.5	Parkhurst 7.0	53.0	61	F	7.15	
F	9.35	F 13	13.5	Buchanan 7.6	46.0	31	F	6.45	
F	10.15	F 21	21.1	Pingree 6.5	38.4	64	F	6.10	
F	10.45	F 27	27.6	Edmunds 6.9	31.9	21	F	5.42	
F	11.20 A. M.	F 34	34.5	Melville 9.0	25.0	45	F	5.10	
	12.05 P. M.	F 43	43.5	Carrington 16.0	16.0	236	De	4.30	
Ar.	1.15 P. M.	F 60	59.5	New Rockford	.0	50	Ar.	3.00	
De.	3.00 P. M.	F 43	.0	Carrington 13.0	13.0		De.	2.00 P. M.	
Ar.	3.40 P. M.	G 13	13.0	Sykeston	.0	80	De.	4.30 P. M.	
							De.	3.50 P. M.	

F, in time column, signifies Flag Station.

Trains 57 and 58 run daily except Sunday between Jamestown and New Rockford; and between Carrington and Sykeston Tuesday, Thursday and Saturday.

Jamestown and Northern trains will protect themselves against Main Line trains between J. & N. Junction and the Passenger Depot at Jamestown. Conductors will register at Jamestown, New Rockford and Sykeston, and will not pass any registering station without an order or clearance. Special attention is called to rule No. 126. No. 58 will not leave New Rockford, Sykeston or Carrington until No. 57 has arrived. No. 57 will run regardless of No. 58.

J. M. GRAHAM, Superintendent.

than ten (10) minutes more behind its Schedule Time than the time specified in the order.

Following form of Order will be given the Second Class Train:

Form M.

Train No. can use minutes on the time of Train No. to run from to

Upon this Order, the Second Class Train can use the time of the First Class Train as indicated, in order to make the designated or any intermediate station, ahead of, or against the First Class Train, but not ahead of its own Schedule Time.

In all cases where Special orders are not fully understood, ask for an explanation, and in every case of doubt, take the safe side.

Double Order.

In using this form of Order, send to all Trains affected, at one and the same time, when it is practicable to do so:

Form Ab.—An Order for a Definite Meeting Point.

Train No. Conductor, and Train No. Conductor will meet at

Upon an Order of this form, the Train arriving first at the station named, will wait until the other Train arrives, unless the Conductor and Engineer receive another Order authorizing their Train to proceed:

Form Ad.—An Order giving one Train the right to the Road against another, to a certain point, until a certain time.

Train No. Conductor, You can have until to go to against Train No. Conductor,

Upon this Order, the first-named Train has the right to run to the station designated up to the given time, or before, but not ahead of Schedule time, and from there it will be governed by Time Card rules. Should the first-named Train fail to reach the station designated within the time allowed, it will run as per Schedule against the other Train. In such case the Train last named in the Order will not leave the station designated until five minutes after the time allowed for the first-named Train to arrive after which time it will run as per Schedule.

INSTRUCTIONS TO BE OBSERVED IN CLEARING THE TRACK OF SNOW AND ICE.

134. When two or more engines are coupled together, the forward engine will (except in case of danger, when any engine of the forward engine will govern all others, no matter in what position, whether forward or back, to the Signal Engine, they may be placed in the gang.

135. When starting for, or backing out of a snow drift, the forward Engineer will first place his lever in proper position, and then signal the other engines. The second engineer will answer the signal first given, only when entirely ready to give his engine steam. The third Engineer will answer the signal engine steam, etc. The last signal given will govern all engines in giving steam to their engines, which must be done on the instant.

136. In case a following or assistant engine is employed, it will keep at least one-half mile in the rear of snow gang, and be prepared to move forward the instant required. Five blasts of the whistle is a signal for following engine to move forward to assist snow gang, and the signal should be answered by the same signal.

137. In case engines become fast in snow bank, it is best to shovel out one of them at a time, and clear the track of snow. The released engine then becomes a helper for the others.

138. In running for snow banks, Engineers must in absence of express orders; as regards speed, use their best judgment, considering the condition of track and bank. When snow is badly packed and frozen, the edge of drift should be broken to allow plow to follow under with safety. In absence of an experienced Conductor, head Engineer will frequently examine snow banks before running, and especially when the snow is deep, or badly drifted upon one side of track.

139. It is useless to run into snow banks with low steam, and Engineers will therefore pay particular attention to having full boiler pressure before making a run.

140. On regular snow-bucking expeditions the pilots of pushing engines must be removed, and engines thoroughly equipped with substantial drawheads, firmly bolted. Also an extra supply

of links and pins, and the coal in the tender well covered with tarpaulin.

141. Snow plows running ahead and on time of Passenger Trains, will pull beyond the station building and await the arrival of the Train before proceeding.

142. Everybody interested must understand that Plow Engines cannot use headlights, and that the shoe of the Plow is liable to crowd Torpedoes of the rail without exploding, and the frequent use of the injector in low temperature blinds the Engineer by steam, thus requiring the greatest possible care in flagging Plow Engines.

143. In Blizzards, when it is necessary to follow the Plow close, Engineers of following Trains will allow as much time as possible between the Plow and the following Train. All Engineers should mark the bad cuts, and in severe storms every precaution should be taken to ascertain if the Plow Engine is through the cut or has had time to get a flag back. Particular attention is called to this rule.

144. No man is worth anything in Snow Plow Gang who has not perfect confidence in himself, engine and plow. Any one who does not feel this is requested to inform his superior.

RULES FOR THE USE OF WESTINGHOUSE AIR-BRAKES.

145. In making up Trains, all couplings must be united so that the Brakes will apply throughout the entire Train. The cocks in the Brake-Pipe must be opened (handles pointing down), except that on the rear of the last car, which must be closed.

146. In detaching engines or cars, the couplings must invariably be parted by hand. The cocks in the main Brake-Pipe, behind hose, must always be closed before separating the couplings to prevent application of the Brakes.

147. If the Brakes are set when the engine is not attached to the Train or car, they can be released by opening the release-cock usually put in the end of brake-cylinder.

148. For the Automatic Brake the handle of the four way-cock must be turned horizontally. If turned down it will be changed to Simple Air-Brake, if turned midway between these two positions it will close communication with the brake-cylinder and reservoir, and should be so turned when desirable to have the Brakes out of use on any particular car, on account

of the breaking of rods, etc. It is very important in order to avoid detentions, to keep the handles of these four way-cocks in their proper positions.

149. If desired to use Brake as non-automatic or straight air, turn the handles of triple valves down on all the cars in the Train.

Trainmen.

150. After making up or adding to a Train, or after a change of Engines, the rear Brakeman shall ascertain whether the Brake is connected throughout the Train.

151. When hose couplings are not used for connecting the Brakes between two cars, they must be attached to their dummy couplings.

152. When there is occasion to apply the Brakes from the cars, the valve must be held open to allow the air to escape until the Train is brought to a standstill, but this method of application should only be used in cases of emergency.

153. Trainmen must in all cases see that the Hand Brakes are off before starting.

154. Before detaching the Engine or any cars, the Brakes must be fully released on the whole Train. Neglecting this precaution, or setting the Brakes by opening a valve or cock when the Engine is detached, may cause serious inconvenience in switching.

Mountain Grades.

155. Before starting up or down grades which exceed one hundred feet per mile and one-half mile in length, examine Brakes and air apparatus carefully. Also make a test before starting from any point if engines or cars have been changed.

CONDUCTORS.

160. Every Conductor will inspect the Bulletin Board before the departure of his Train from Terminal Stations, and will compare time with his Engineer. Conductors and Engineers will compare time with other Conductors and Engineers when meeting on the Road, if practicable so to do.

167. In cases where several Trains meet at stations where it is necessary to "saw by," the senior Conductor in the service of the Company present, will take full charge for that particular occasion, and all interested will obey his orders.

