

NORTHERN PACIFIC RAILROAD.

IDAHO DIVISION.

No. 8 TIME SCHEDULE No. 8

To Take Effect at 1 o'clock P. M.,

SUNDAY, JUNE 13, 1886.

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.

T. F. OAKES,
Vice-Pres't and Gen'l Manager.

J. M. BUCKLEY,
Ass't General Manager.

West Bound.

IDAHO DIVISION.—14th District.

Standard. Pacific or 120th Meridian Time One Hour Slower than Mountain or 105th Meridian Time.

	LOCAL FREIGHT.		EXPR. FREIGHT.		PACIFIC EXPR.		TELEGRAPH CALLS.	STATION NUMBER.	DISTANCE FROM HERON	STATIONS.			
	No. 15. Third Class.		No. 13. Second Class.		No. 1. First Class.								
			DAILY.		DAILY.								
lv	9.30	am	lv	7.20	pm	lv	9.25	am	HR	1405	0	LV.	Heron
	10.00			7.53			9.42			1411	6		Cabinet F
	10.45			8.35			10.04			1419	13.5		Clark's Fork F
	11.40			9.33			10.33		HO	1429	23.5		Hope
	12.10pm			10.00 pm	M 14		10.55			1434	28.5		Pack River F
	12.42			10.32			11.13			1440	34.5		Kootenai F
	1.04			10.52			11.25		SA	1444	38.5		Sand Point
	1.36 M 2			11.22			11.50			1450	44.5		Algoma F
	2.20			11.59			12.15 pm			1457	51.9		Cocolalla F
	3.23			12.50 am			12.45 M 2	GE	1467	61.7			Granite
	3.53			1.14			1.00			1472	66.5		Athol F
	4.15			1.30 M 16			1.10			1475	70.1		Chilco F
	5.23 M 14			2.20			1.38		RD	1486	80.6		Rathdrum
	6.22			3.04			1.59			1495	90		Idaho Line F
	7.20			3.45			2.23			1504	98.9		Trent F
	8.20			4.30			2.44 M 14	SF	1513	108.1			Spokane Falls
	9.13 M 16			5.20			3.12	MR	1522	116.8			Marshall Junction
	10.00			6.00			3.36	CY	1529	124.1			Cheney
	11.05			6.46			4.02			1540	134.8		Stevens F
ar	12.30 am	ar	7.45 am	ar	4.45 pm	DK	1554	148.8	AR.				Sprague

M — Meet. P — Pass. F — Flag Stations.

Study carefully Special and General Rules. Important changes have been made which must be understood alike by all.

Trains 15 and 16 daily, except Sunday. All other trains daily.

Full faced figures denote meeting and passing points.

When double time is given the latter is leaving time.

All trains and light engines must be registered at Heron and Sprague, and must not pass a registering Station without a clearance or order.

Passenger Trains will take their date from Heron and Wallula Junction. All other Trains take their date from District Terminals.

The clock in the Train Dispatcher's Office at Sprague is the standard time. Conductors and Engineers must compare their watches and regulate by that time daily.

Speed must be reduced to six miles per hour over all high bridges, trestles, and in yard limits, and to eight miles per hour on How truss bridges.

Engines and Trains must be under perfect control when approaching bluffs where slides are liable to occur, so that stop can be made promptly.

Train No. 13 will have absolute right to road over all except first class trains.

IDAHO DIVISION.—14th District.

East Bound.

Standard. Pacific or 120th Meridian Time One Hour Slower than Mountain or 105th Meridian time.

STATIONS.	DISTANCE FROM WALLULA JUNCTION.	CAPACITY OF SIDINGS CAR.	ATLANTIC EXPR. No. 2.		EXPR. FREIGHT. No. 14.		LOCAL FREIGHT. No. 16.	
			First Class.	Third Class.	Third Class.	Third Class.		
			DAILY.	DAILY.	DAILY.	DAILY.	DAILY.	DAILY.
Heron AR.	269.5	200	ar 3.50	pm ar 1.00	am ar 8.30	am		
⁶ Cabinet F	263.5	37	3.30		12.22	am	8.00	
^{7.5} Clark's Fork F	256	28	3.09		11.35		7.22	
¹⁰ Hope	246	45	2.40		10.30		6.30	
⁵ Pack River F	241	22	2.22		10.00	pm M 13	6.00	
⁶ Kootenai F	235	4	2.08		9.25		5.25	
⁴ Sand Point	231	51	1.58		9.05		5.00	
⁶ Algoma F	225	53	1.36	M 15	8.35		4.20	
^{7.4} Cocolalla F	217.6	23	1.14		7.55		3.30	
^{9.8} Granite	207.8	73	12.45	M 1	7.04		2.25	
^{4.8} Athol F	203	34	12.31		6.40		1.52	
^{3.6} Chilco F	199.4	66	12.21	pm	6.20		1.30	M 13
^{10.5} Rathdrum	188.9	37	11.55		5.23	M 15	12.30	am
^{9.4} Idaho Line F	179.5	46	11.35		4.30		11.40	
^{8.9} Trent F	170.6	34	11.12		3.35		10.50	
^{9.2} Spokane Falls	161.4	119	10.45		2.44	M 1	10.00	
^{8.7} Marshall Junction	152.7	27	10.17		1.58		9.13	M 15
^{7.3} Cheney	145.4	93	9.54		1.22		8.25	
^{10.7} Stevens F	134.7	52	9.17		12.27	pm	7.38	
¹⁴ Sprague LV.	120.7	125	lv 8.40	am lv	11.15	am lv	6.00	pm

In passing over Switches during the hours of daylight, speed of Passenger trains must be reduced to 15 miles per hour. Freight trains must reduce to 10 miles per hour. During the hours of night, all trains must reduce to 10 miles per hour.

Special attention is called to rules 126 and 130.

Engineers are required to report by Telegraph to the Train Dispatcher's office when their engines cannot haul full train, explaining defects of machinery or other cause.

Inferior class Trains must be kept entirely out of the way of Trains of superior class, and must be on the side track at least (10) ten minutes before a superior class train is due.

A reliable man must be stationed on rear car when train is in motion.

Engineers of all trains not on Schedule must sound a long blast of the whistle before approaching curves where the view is obstructed, to warn trackmen and others of the approaching train.

None but regular trains will be allowed to carry passengers.

Night Telegraph Offices are: Heron, Sand Point, Spokane Falls and Sprague.

The speed of freight trains must not exceed eighteen miles per hour.

Trains bound East have absolute right to track over West bound as per class, except as provided for train 13.

Reduce speed to 8 miles per hour through corporate limits of Spokane Falls.

Train No. 2 will take side track for No. 1 at Granite.

F. P. WEYMOUTH, Superintendent.

Time Table #8 - June 13, 1886

West Bound.

IDAHO DIVISION.---15th District.

Standard, Pacific or 120th Meridian Time, One Hour Slower than Mountain or 105th Meridian Time.

LOCAL FREIGHT. No. 15.		EXPR. FREIGHT. No. 13.		PACIFIC EXPR. No. 1.		TELEGRAPH CALLS.	STATION NUMBER.	DISTANCE FROM HERON.	STATIONS.
Third Class.		Second Class. DAILY.		First Class. DAILY.					
lv	2.30 am	lv	8.25 am M 2	lv	5.00 pm M 16	DK	1554	148.8	LV. Sprague
	3.30		9.30 M 14		5.28		1564	158.7	9.9 Harriston F
	4.55		10.30		6.06	RV	1578	172.5	13.8 Ritzville
ar	6.45 M 2		11.40		6.55	LD	1595	189.8	17.3 Lind
lv	7.05 M 14		12.20 pm M 16		7.20		1604	198.8	9 Providence F
	8.17				7.50	TW	1614	208.8	10 Twin Wells
	10.45 M 16		1.40		8.20	Q	1622	217.6	8.8 Palouse Junction
	11.40		2.20		8.45		1632	227.3	9.7 Lake F
	12.30 pm		2.55		9.07	W	1641	236.1	8.8 Eltopia
	1.30		3.36		9.32		1651	245.9	9.8 Glade F
	2.10		4.05		9.52	PA	1658	253.0	7.1 Pasco Junction
	2.28		4.18		9.58		1661	255.8	2.8 Ainsworth F
	2.40		4.30		10.05		1662	256.8	1 South Ainsworth F
ar	3.30 pm	ar	5.20 pm	ar	10.30 pm	JN	1675	269.5	12.7 AR Wallula June.

M — Meet. P — Pass. F — Flag Stations.

Study carefully Special and General Rules. Important changes have been made which must be understood alike by all.

Trains 15 and 16 daily except Sunday. All other trains daily.

Full faced figures denote meeting and passing points.

When double time is given the latter is leaving time.

All trains and light engines must be registered at Sprague, Palouse, Pasco, and Wallula Junction, and must not pass a registering Station without a clearance or order.

Passenger Trains will take their date from Heron and Wallula. All other trains take their date from District Terminals.

The clock in the Train Dispatcher's office at Sprague is the standard time. Conductors and Engineers must compare their watches and regulate by that time daily.

Speed must be reduced to six miles per hour over all high bridges, trestles, in yard limits, and to eight miles per hour over How truss bridges.

Engines and Trains must be under perfect control when approaching bluffs where slides are liable to occur, so that stop can be made promptly.

Train No. 13 will have absolute right to road over all except First Class trains.

In passing over Switches during the hours of daylight, speed of passenger trains must be reduced to 15 miles per hour. Freight trains must reduce to 10 miles per hour. During the hours of night, all trains must reduce to 10 miles per hour.

Special attention is called to rules 126 and 130.

Engineers are required to report by telegraph to the Train Dispatcher's office when their engines cannot haul full train, explaining defects of machinery or other cause.

IDAHO DIVISION.---15th District.

East Bound

Standard, Pacific or 120th Meridian Time One Hour Slower than Mountain or 105th Meridian Time.

STATIONS.	DISTANCE FROM WALLULA JUNCTION.	CAPACITY OF SIDINGS CARS	ATLANTIC EXPR. No. 2.		EXPR. FREIGHT. No. 14.		LOCAL FREIGHT. No. 16.	
			First Class. DAILY.	Third Class. DAILY.	Third Class. DAILY.	Third Class. DAILY.		
Sprague AR. ^{9.9}	120.7	125	ar 8.25 am M 13	ar 10.30 am	ar 5.00 pm M 1			
Harriston F ^{13.8}	110.8	30	8.02	9.30 M 13	4.05			
Ritzville ^{17.3}	97	45	7.28	8.25	2.45			
Lind ⁹	79.7	35	6.45 M 15	7.05 M 15	1.10			
Providence F ¹⁰	70.7	28	6.22 ps 14	6.22 2 ps	12.20 pm M 13			
Twin Wells ^{8.8}	60.7	35	5.55	5.25	11.30			
Palouse Junction ^{9.7}	51.9	18	5.25	4.30	10.45 M 15			
Lake F ^{8.8}	42.2	38	5.00	3.35	9.45			
Eltopia ^{9.8}	33.4	49	4.36	2.43	8.52			
Glade F ^{7.1}	23.6	54	4.16	1.45	7.52			
Pasco Junction ^{2.8}	16.5	119	3.55	1.05	7.10			
Ainsworth F ¹	13.7	100	3.47	12.47	6.32			
South Ainsworth F ^{12.7}	12.7	33	3.40	12.35 am	6.20			
Wallula Junc LV.	0	150	lv 3.10 am	lv 11.45 pm	lv 5.30 am			

Inferior class Trains must keep entirely out of the way of Trains of superior class, and must be on the side track at least (10) ten minutes before a superior class train is due.

A reliable man must be stationed on rear car when train is in motion.

Engineers of all trains not on Schedule must sound a long blast of the whistle before approaching curves where the view is obstructed, to warn trackmen and others of the approaching train.

None but regular trains will be allowed to carry passengers.

Night Telegraph Offices are at Sprague and Wallula Junction.

Speed of Freight trains must not exceed eighteen miles per hour.

Trains bound East have absolute right to track over West bound as per class, except as provided for train No. 13.

The Automatic Brakes and Safety Chains must, in all cases, be used on Inclines and River Transfers.

All Trains must come to a full stop at a sufficient distance from the Draw in Snake River bridge, to see that the draw is in proper position, and in no case will engineers attempt to cross until they are positive that the draw is all right for crossing.

F. P. WEYMOUTH, Superintendent.

Extract from the Book of Rules.

SPECIAL.

107. To avoid any misunderstanding and unnecessary telegraphing, the following will be observed: Whenever a new Time Card takes effect, all Trains on the old Card will take the time and rights of corresponding Trains on the new Card. If this leaves the new trains ahead of time, they will not proceed without special orders until they strike the time of the Train whose number they take. If the numbers of Trains are changed by change of Card, the Trains of the old Card will not take the new numbers without an order from the Superintendent. If the new Card takes effect when certain Trains are between stations, all such Trains will flag to the next Telegraph Station. It must be distinctly understood that the moment a new Card takes effect the old one is thrown away, and if the new Card calls for Trains that should have left the terminal before the new Card took effect, such Trains have an existence from the very moment the Card takes effect, no matter if between stations, and all Trains affected will not run against these Trains without special orders.

108. Any alteration or modification of these Rules and Regulations will accompany the Time Tables, as Special Instructions; and such Special Instructions will remain in force only while the Time Table to which they are attached continues in use, and will apply only to that Division of the road to which the Time Table on which they are printed belongs.

20. *All employes are required to exercise the greatest care and watchfulness to prevent injury or damage to persons or property, and, in case of doubt, take the safe side.*

24. In all cases where instructions are not understood, or where the course to be pursued admits of any doubt, the parties in charge shall so act as in no way to compromise the safety or interests of the Road, seeking at the first opportunity, the necessary explanations from the proper officers.

CAUTION AS TO PERSONAL SAFETY.

25. Great care must be exercised by all persons when coupling cars. Inasmuch as the coupling apparatus of Cars or Engines can not be uniform in style, size or strength, and is liable to be broken, and as, from various causes it is dangerous to expose between the same, the hands, arms or persons of those engaged in coupling, all employes are enjoined before coupling Cars or Engines to examine so as to know the kind and condition of the drawheads, drawbars, links and coupling apparatus, and are prohibited from placing in the Train any car with a defective coupling, until they have first reported its defective condition to the Yard Master or Conductor. Sufficient time is allowed and may be taken by employes in all cases, to make the examination required. *Coupling by hand is strictly prohibited. Use for guiding the link, a stick or pin.* Each person having to make couplings is required to provide a proper implement for the purpose, as above specified. All persons entering into or remaining in the service of the Company, are warned that the business is hazardous, and that in accepting or retaining employment they must assume the ordinary risks attending it. Each employe is expected and required to look after and be responsible for his own safety, as well as to exercise the utmost caution to avoid injury to his fellows, especially in the switching of cars and in all movements of Trains. Stepping upon the front and rear of approaching engines, jumping on or off Trains or engines moving at a high rate of speed, getting between cars in motion to uncouple them, and all similar imprudencies are dangerous and in violation of duty, and are strictly prohibited. Employes are warned that if they commit them, it will be at their own peril and risk. Employes of every rank and grade are required to see for themselves, before using them, that the machinery or tools which they are expected to use, are in proper condition for the service required, and if not, to put them in proper condition, or see that they are so put before using them. *All will be held responsible accordingly.*

26. Yardmen, Trainmen and other employes are directed to communicate with the Superintendent of the Division, if they are aware of any defects in the construction of the yard tracks whereby an accident might happen while the men are in the discharge of their duties.

27. Engineers are directed to exercise great care in handling their Engines, while Yardmen and others are making couplings, and must pay particular attention to signals. Conductors and

Yardmen are directed to report to the Superintendent of the Division, any Engineer who fails to obey this order.

SIGNALS.

Definition of Color.

30. Red signifies danger.

Green signifies Train Orders, and has the same meaning as Red when displayed at Telegraph Stations.

White Signals will be used at Flag Stations to flag Trains for Passengers or Freight and to denote Special or Wild Trains and light Engines as per Rule 34.

Blue Signals will be used at Division and District Terminals by Car Inspectors, also by Work Trains, as per Rule No. 35½.

Flag Signals.

31. A Red Flag by day, a Red Light at night, a lantern swung across the track, a Torpedo exploded thereon, or any object violently waved on the track is a signal of danger, on perceiving which the Engineer shall immediately stop his train, and will not proceed until he has received information as to the cause of the signal from the Flagman.

32. A stationary Red Flag or Red Light in the center of track is a Signal that track is impassable, and train must be brought to a stop as soon as possible. If train is unable to stop and passes over signal, it will be the Conductor's duty to replace it. A Red Flag or Red Light at the side of track is a signal of caution, and the speed of train must be reduced.

33. Two Red Flags by day, two Red Lights and two Red Flashes at night, shall be carried on the front of the engine to indicate that the engine or train is to be followed by another engine or train. The absence of a Red Signal at points where such a signal is usually shown will be considered a signal of danger, and trains must be brought to a full stop and the cause of the absence of such signal ascertained, and the train will not proceed until the way is known to be clear.

34. Two White Flags by day, two White Lights and two White Flashes at night, shall be carried on the front of the engine to indicate that it is an irregular or wild Train, but it must be distinctly understood that the White Signals confer no rights whatever other than those of an irregular Train; and it must be further understood that White Signals, carried on wild or irregular Trains running between two sections of regular Trains, does not in any way interfere with the rights of regular Trains.

If an emergency arises whereby two flags or two lights, as required by Rules 33 and 34, cannot be obtained, one flag and one light will indicate the same. It will be the duty of Division Superintendents to require an explanation whenever two lights or two flags cannot be obtained.

35. 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.

35½. A Blue Signal displayed at an appointed place at District and Division Terminals indicates that trains are held for inspection or supplies, and must not start until signal is removed.

This signal will also be used at the extreme switches of Car Repair Tracks, and no engines or trains must enter same or disturb the cars thereon without the sanction of the Car Foreman.

It will also be used to indicate the location of Work Trains when laid up for the night.

Whistle Signals.

36. Signals by Whistles will be given as follows:

One blast is notice to apply the brakes.

Two blasts is notice to let go the brakes.

Three blasts is notice to back the engine or Train.

One long and two short blasts, when the Train is running, is a signal for road crossings.

Two short blasts, when running, is notice that the train is about to stop at a Flag Station, or an acknowledgment of being flagged.

One long and one short blast of the Whistle, repeated at short intervals, is a signal that the Train has parted.

Two long and two short blasts is signal to Conductor to display side or top lights on caboose, which must be acknowledged by the Conductor displaying the go ahead signal.

Three blasts when running, given soon as blue light is seen after

sounding station whistle, will be notice to Conductor of the location of a work train. (See Rule 74.)

Four blasts is notice to call in a Flagman.

Five blasts is notice to observe red signals carried by Engine.

In snow gangs, five blasts of the whistle is a notice for trailing or assisting engine to move forward.

Six blasts, repeated at intervals, is notice to Trackmen and others that the Train needs assistance, and all employes within hearing must repair at once to the engine or Train and render such aid as is in their power.

A succession of short, rapid blasts is the alarm for cattle.

The length of time required for Passenger Trains to whistle for stations is four seconds, and for Freight Trains six seconds.

Engineers on Work or Irregular Trains will sound the Whistle when approaching curves or obscure track.

Engine Bell Signals.

37. The signal for starting an engine or Train will be given by ringing the bell of the engine, not less than ten seconds before starting. This must always be done before starting an Engine. The engine bell must also be rung when approaching Road Crossings, and continued until Engine is fully over crossing.

Signals by Bell or Air Signal Cord.

38. If Air Signal is not in working order, Bell Cords must be used on all Passenger Trains, and must be connected with the Alarm Bell of the Engine, and extend through or over the whole Train to the rear end of the last car. (See Rule 212.)

One blast of the Air Whistle or tap of the Alarm Bell when the Engine is standing is a signal to start.

One blast of the Air Whistle or tap of the Alarm Bell when the Engine is running is a signal to stop.

One blast of the Air Whistle or tap of the Alarm Bell when the Engine is running, given immediately after the Whistle has been sounded for a station, is a signal to stop at that station. The Engineer will answer by two sharp blasts of the Whistle, showing the signal is understood.

Three blasts of the Air Whistle or three taps of the Alarm Bell is a signal to back the Train.

Lantern Signals.

39. 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.

Head Lamps and Rear Signals.

40. Headlights on engines must always be burning when running after dark, and when passing through tunnels with, or without, a train.

41. All Night Passenger Trains must carry two Red Lights on Rear Car, and all Night Freights two or more Red Lights on Caboose. Day Freight Trains two Red Flags. Engines when running alone at night will carry two Red Lamps on rear of Tender. Rear Lights should be looked to frequently to prevent them going out.

Instructions Concerning Signals.

42. Engineers, when flagged, will give two low blasts of the Whistle as notice that the Signal is seen, provided it is not necessary to call for brakes the instant he sees the Signal.

43. Engineers when carrying Red Signals, as per Rule 33, will invariably call the attention of the Engineer and Conductor of opposing Trains, wherever met, to his Signals by five (5) short blasts of the Whistle, which must be answered by two (2) low Whistles as an acknowledgment that the Signal is heard and understood. When the response is not given, the train giving the Signal must stop and give notice, and whenever compelled to stop for this acknowledgment, the facts must be reported to the Superintendent. Engineers will also give notice of their Signals to Sectionmen and Bridgemen by five (5) short blasts of the Whistle. When trains being met also have Signals, they will answer by two short blasts, and then call attention to their own signals by five (5) short blasts, which will be answered by the opposing Train by two (2) short blasts.

44. It must be distinctly understood, however, that the Train being passed is not relieved from responsibility for not noticing the Signal on the passing Train, even though they fail to hear the five blasts of the Whistle, or if the opposing Train fails to stop for the acknowledgment.

45. Regular Trains, when carrying Red Signals and running in advance of time, will continue the Red Signals. It is understood

that Regular Trains in advance of time have only the rights of Irregular or Wild Trains while ahead of time, and when they fail to keep ahead of time they assume all the rights of the Regular Train which they represent. Regular Trains not carrying Red Signals, and receiving an order to run in advance of time, will not carry White Signals, while ahead of time.

46. Every Conductor, Engineer, Train Hand, Station Agent, Telegraph Operator, Track Foreman, Switchman, Watchman, or other employe of the Company having to make Signals, is required to provide himself with Signals, keep them on hand, in good order, and always in readiness for immediate use. All necessary materials for making Signals—such as Red and White Lanterns, Red and White Flags, and Torpedoes—must be carried in the Baggage Car or Caboose of every Train.

47. Flagging against Trains means a man ahead of the Train three-fourths ($\frac{3}{4}$) of a mile with Danger Signals. Those giving Signals must locate themselves so as to be plainly seen, and make them in such a manner as to be readily understood. The utmost care must be exercised by Trainmen to avoid taking the wrong Signal when two or more Trains are passing each other at stations or in yards. Unless both the Conductor and Engineer are positive that the Signal given is for them they will not move their Trains until communication is made by word of mouth.

STANDARD TIME.

48. The clock in the Dispatcher's office of each Division is the Standard of Time for such Division, and watches of all Conductors, Engineers and other employes of the respective divisions must be regulated daily by this standard. *No excuse will be taken for variation of watches.* The time will be regulated by telegraph from Dispatcher's office of each Division at 12 o'clock M. daily. The Standard of Time for all Divisions and Branches east of Mandan is "Central" or 90th Meridian Time; for all Divisions and Branches west of and including Mandan to Heron, "Mountain" or 105th Meridian Time, and for all Divisions and Branches west of and including Heron, "Pacific" or 120th Meridian Time.

49. Conductors and Engineers will compare their watches with the clocks at the points where their runs commence, and will furnish the time to other employes on the road.

Bulletins.

49½. Bulletins will be kept at all Registering Stations. Additions to Bulletins must invariably be timed, and when they affect trains on line before same can reach a Terminal or Registering Station, must be telegraphed to them and their acknowledgment taken.

RULES FOR THE RUNNING OF TRAINS.

50. The Trains are Classed as to priority of right to the road as indicated on the Time Tables.

For the purpose of this card, trains will be referred to as "Superior" and "Inferior" Class Trains. Superior Class Trains are First Class Trains; Inferior Class Trains are Second and Third Class. If necessary to refer to Second and Third Class separately, the class in question will be specified.

51. Trains which have their time at stations specified in Time Table are *Regular Trains*. All other trains are *Irregular*.

52. Whenever a Train becomes twenty-four (24) hours or more behind its own time, it loses all right of track, and can only proceed as an *Irregular Train*, as per Rule 71.

52½. All train orders received, excepting such as pertain to abandonments, expire when Trains become *twenty-four (24) hours* late.

Running orders given to Wild or Irregular Trains remain in force until executed or countermanded.

53. On all Divisions and Branches of the Road, the Eastward and Southward Bound Trains shall have the right to the Road against all Westward and Northward Bound Trains, of the same or Inferior Class; but no Eastward or Southward Bound Train must leave any Station or meeting point where by the Time Table it should meet a Train of the same class, until five minutes after its own time per table, and this five minutes allowed for variation of watches must be observed at every succeeding Station until it shall have met the expected Train. This rule is not intended to give any right to a Train of an Inferior Class against a Train of a Superior Class, but is only to affect the Trains of the same class in regard to each other. No portion of the five minutes allowed for variation of watches must be used by Trains running in either direction.

54. The direction in which Trains, on all branches and operated lines, are considered running, will be indicated on the Time Card.

55. All Trains of an *Inferior Class* must keep out of the way of all Trains of a *Superior Class* going in either direction.

56. Trains of an *Inferior Class* moving in the same direction with Trains of a *Superior Class* must get out of their way by going on to the nearest siding. On Mountain Districts an *Inferior Train*, ascending, will not precede a *Superior Train*, without orders, unless it has ample time to reach the top and report before a *Superior Train* is due to leave the last Telegraph Station at the foot of the mountain.

57. A *Train* must not leave a *Station* under any circumstances, before its time as specified in the *Time Table* without a *Special Order* from the *Superintendent*. When no arriving time is specified, *Passenger Trains* may arrive at *Stations* three (3) minutes, and *Freight* ten (10) minutes (or less, as may be sufficient for the purpose) ahead of their leaving time, in order to do *Station business* and leave on time, or let following sections come in; provided they do not exceed the maximum speed prescribed in *Rule 59*.

58. The running time of a *Train* is intended to be used in running, and not wasted at *Stations*. *Trains* having slow speed will not wait at *Stations* to kill time, but will consume all the time in running, except as provided in *Rule 57*.

59. The maximum Rate of Speed for *Passenger Trains* is one and a half (1½) minutes to the mile. *Stock and Mixed Trains*, three (3) minutes to the mile. *Freight and Wild Trains*, four (4) minutes to the mile, except as provided in *Rule 199*. (See *Speed Table*, page 79 of *Book of Rules*.)

60. *Passenger Trains* meeting *Passenger Trains*, whether by *Time Table regulations* or by *Special Order*, will come to a full stop between switches and as near to each other as practicable. *Passenger Trains* will approach all *stations* with care, and will not pass the first switch at *stations* where *Trains* of any class are being met, without *Train* being under perfect control. The rate of speed of all *Trains* over switches shall be fixed by *Division Superintendents* on their several *Divisions*.

61. *Inferior Class, Wild and Working Trains* will come to a full stop at *Stations* when meeting any *Train*. This rule is hereby modified so as to permit *Stock Trains* meeting *Inferior, Wild or Working Trains*, to pass *Stations* at ten (10) miles per hour; providing such *Stock Trains* learn positively what *trains* are in waiting, and communicate definitely what *trains* they (the *stock*) are. *Conductors* of *Inferior, Wild or Working Trains*, having orders to meet *Stock Trains*, must be on the lookout and ready to exchange registers with them. (See rule 62.)

62. When *Trains* meet by *Special Order* or *Time Table Regulations* the *Conductors* and *Engineers* must inform each other what *train* they are. This must be done by word of mouth, and not by any signal of the hand or fingers.

63. No *Train* shall proceed towards a *station* where it expects to meet a *Train* of the same class having a right to the road unless it has ample time to arrive at that *Station* strictly at or before the *Time Table* time for the latter *Train* to leave that *Station*.

64. No *Inferior Class Train* must leave a *Station* immediately preceding a *Station* where a *Superior Class Train* is expected to be met, unless it shall be able to arrive at the latter *Station* by its average rate of running, and get on siding entirely out of the way of the *Superior Class Train*, ten (10) minutes before the time the *Superior Class Train* is due to leave that *Station*.

65. No *Inferior Class Train* shall leave a *Station* immediately preceding a *Station* where they are to be overtaken by a *Superior Class Train*, unless they have ample time to arrive at the *Station* and get out of their way ten (10) minutes before the *Superior Class Train* is due to arrive. (See rule 56.)

66. Leaving Time of *Trains* is always to be taken for *Card Time*. When a *Train* has but one time at a *Station*, such time will be considered as the *Departing Time*.

67. The *Full Faced Figures* on the *Time Tables* indicate the regular Meeting and Passing places for *Trains*.

68. Should it become necessary for a *Superior Class Train* to occupy the *Main Track* at a *Station* or *Turnout*, on the time of any *Train* of the same class which by the *Time Table* should either stop, meet or pass any *Superior Class Train* at such *Station* or *Turnout*, no signal shall be given to such approaching *Train*, except as provided in *Rule 70*.

69. Should an *Inferior Class Train* be compelled to occupy the *Main Track* on the Time of any *Superior Class Train*, the *Conductor* of the *Inferior Class Train* must send out the proper *Danger Signals* to prevent accident. If *Inferior Class Trains* are obliged to keep the *Main Track* at any time when meeting *Superior Class Trains*, a man must always be sent out with *Red Signals* to warn the

approaching *train*, and the *Conductor* of the *Inferior Class Train* must see that the *Switches* are right for the *Superior Train* to go on the siding.

70. When an *Inferior Class Train* is occupying the *Main Track* inside of the *Yard Limits* at *Stations* where *Yard Limit Posts* are erected, or between *Switches* at other *Stations*, where by the *Time Table* a *Train* of its own class should stop, meet or pass any *train*, no *Signal* will be sent out except where the view is obstructed, or when the weather is such as to prevent seeing far enough ahead to avoid accident, in which case both *Trains* are alike responsible, in case of collision. *Third Class Trains* must protect themselves against *Second Class Trains* in the same manner that *Second and Third* do against *First Class Trains*.

71. Irregular *Trains* shall not be run without an order direct from the *Division Superintendent*. They shall be known and described according to their character as "*Special*," *Passenger, Freight, or Working Trains*, or "*Special Engines*." Such *Trains* have no rights on the road other than those conferred in the *Special Orders* by which they run, and except in cases when they are given special rights over *Regular Trains*, they must clear the *Main Track* at least fifteen (15) minutes before *Superior Trains* and ten (10) minutes before *Inferior Trains* are due. (See *Rule 52½*.)

72. On the arrival of an Irregular *Train* at its appointed destination, or on its quitting the use of the road when authorized to run back and forth, the *Conductor* (or *Engineer* in case of a *Special Engine* without *Conductor*) shall notify the *Division Superintendent* to that effect in writing (which must be sent by telegraph and then placed on file by the sending *Operator*), and all its rights to run shall then expire.

73. *Conductors* and *Engineers* of *Wood, Work, and Construction Trains*, must, before going to their work in the morning, ascertain the position of all *Trains*, and learn positively that all *trains* due, or for which signals have been carried during the night, have arrived or passed. They shall report to the *Division Superintendent* where they intend to run and work, and receive a *Special Order* to do so. All such *Trains* when leaving a *Station* for their work or returning, must proceed with the utmost caution, and never risk the safety of the road. They must never be on the road within fifteen (15) minutes of the time that any *First or Second Class Train* is due. They may continue their work, when of pressing importance, until *Third Class Trains* approach, provided a *Flagman* is kept three-quarters of a mile (in the direction the train is approaching) with the proper signals, when they must run before the *Third Class Train* to the nearest siding. The *Flagman* in all such cases must exhibit the prescribed *Red Signal*, and also, on arriving at his post, must at once place a *torpedo* on the rail and keep it there till called in by the whistle of his *train*, or until he is certain his *Signal* is observed and acknowledged by the *Engineer* of the *Third Class Train*. (See *Rules 36 and 42*.) Should he hear the *Third Class Train* coming after he has been called in, he will remain at his post and flag the approaching *Train*. *Work Trains* will not occupy the *Main Track* between 8 P. M. and 5:30 A. M. without special orders.

74. *Work Trains* laying up at night will display a *Blue Signal* (see *Rule 35½*) at a conspicuous point where it can be seen by approaching *Trains* from either direction. This *Signal* shall be notice for all passing *Trains* to leave with *Watchman* of *Work Train* a regular time ticket. (Form 608.)

75. If a subsequent order be given, moving a *Work Train* beyond, or curtailing the length of the limits first prescribed for it, their previous working orders must be recalled.

76. The responsibility for *Rear End Collisions* at *Fuel or Water Stations*, as a rule, rests with the following *Train*; but if the view is not clear or the weather stormy or foggy, then both *Trains* are equally responsible; provided, however, that an *Inferior Class Train* will protect itself against a *Superior Class Train* at *Fuel and Water Stations*, the same as at other points. In case a stop is made between *Stations* for *Fuel or Water*, the rear end must be protected as per *Rule 95*.

77. No *Train* will move backward over any part of the *Road*, whether it be on *Main Track* or *Siding*, or however short a distance, unless there is a man on the rear end of the rear car before the *Train* is signaled to move backward, who will remain in that position while the *Train* is moving. This will apply to backing *Trains* on *Side Tracks* at intermediate *stations* or in any of the various yards. When making up *Trains* in yards it may not always be practicable to have a man on rear of *Train*. In such cases there must be a man on the ground in full view, to warn persons of danger.

78. The 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 or passed, and time can be saved by so doing. When practicable Trains will always take the Side Track from 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 one-half mile in advance of the Train. Trains should always approach Sidings with caution, in anticipation of a Train backing in at the near end of the switch.

79. Trains may consist of one or several sections. When more than one section, the engine of each section, except the last, shall carry the prescribed Signals to indicate that another Train is following. (See Rule 33.)

80. When one section of a Train follows another that is carrying Signals for it, the section of Train following has all the Time Table rights of the leading Train, and no more.

81. Whenever one Train is to follow another on the same time (which must never occur ascending mountain grades), notice must be given to the forward Train, and the Conductor thereof must notify in person all Conductors whom he may meet at stations where he stops of the fact, besides carrying the proper Signal. One Train following another must be kept at least one mile behind, except at stations or water tanks, which must be approached with great care. (See Rules 56 and 76.)

82. When any section of a Train is unable to make the specified time, the Conductor will drop a man with Danger Signals to warn the following Train. It is the duty of the Conductor of every Train, when the Train stops for any cause, to immediately protect the rear end of his Train as per Rule 95. No understanding with the Conductor of the following Train will relieve you of this duty.

83. Any Train following a Red Signal must be run with caution, at all stations, on all curves and obscure points on the road, on the supposition that the signals have not been everywhere noticed.

84. When two or more Sections of a Passenger Train are run they must be kept fifteen (15) minutes apart. When a light engine is run as first Section of a Passenger Train, or when two or more Sections other than Passenger Trains are run, they must be kept ten (10) minutes apart, except at meeting points, which must be approached with great care. At such points the responsibility of a collision rests with the following Train. The following Train must approach all stations with great care, expecting to find the leading Train at the station. In case of fog, darkness, or at dangerous places, the forward Train, as an extra precaution, will send out a Flagman, but it must be distinctly understood that this does not relieve the following Train from the responsibility for a collision.

NOTE.—This Rule is hereby modified so as to permit a Passenger Train following a Snow Plow, to leave the station three minutes behind the Plow and proceed as per Rule 143.

85. Engines running alone or in company with other engines or Trains, must carry Red Signals on the rear of their tenders by night, as provided in Rule 41. Such engines must also carry the proper Signals to be used in case of detention or "breaking down."

86. Whenever a Train or Engine is run over any portion of the road without a Conductor, the Engineer will be regarded both as Conductor and Engineer, and will act accordingly. He will be required to make the Conductor's running reports and return them to the proper officers.

87. Should one train be held by another between Telegraph Stations, the Conductor of the train thus detained may require the first train passing him bound in the same direction to carry Signals for him to the next Telegraph Station, where he must report for orders, but a Passenger Train shall not carry Signals for a Freight Train when another Passenger Train is to be met at the Telegraph Station or some station intermediate, nor in any case unless the Freight Train is ready to follow immediately.

88. If it is not possible to let the Regular Train pass without delay, the Delayed Train can, after examining the orders of the Train whose rights they are to take, carry the Signals and run ahead of the Regular Train to the next Telegraph Station, where they will notify the Superintendent of the Division what they have done. Should the Delayed Train carry the Signals and run ahead and on the time of a Regular Train, they must be very particular to notify all trains they meet until they arrive at the Telegraph Station. If, upon arrival at the Telegraph Station, they receive orders from the Superintendent to proceed ahead of the Regular

Train on whose time they have been running, they will notify all trains they meet until their arrival at a station where a Register Book is kept, when they will register the fact that they carried Signals and run as Train No. — from — Station to — Station.

89. It will be the duty of the Agent and Operator at the Station where there is no Register Book, and to which Signals are carried as per Rules 87 and 88, to flag and notify all Opposing Trains of the fact, until the expected train for which the Signals are carried has arrived. The Agent or Operator will also notify the Superintendent of the Division that Train — or Engine — carried Signals to his station for Train or Engine No. —, and that he will keep Signal out for Opposing Trains until the expected Train arrives. In addition to the above, the Dispatcher will notify all Trains.

90. Engines or Trains that have orders to carry Signals to stations where there are no Register Books kept will be governed by Rule 88.

91. Except as provided for in Rules 87 and 88, Conductors shall not assume the rights or take the time of another Train without special orders from the Superintendent. In case Engineers or Conductors change off before the completion of their trip, they must exchange all unexpired orders they may have, and know that they are fully understood by the parties with whom they are changing. Train Crews will not be permitted to change off without the sanction of the Division Superintendent, and no Engineer, without the permission of the Master Mechanic. In either case, the Train Dispatcher must always be informed so that proper record can be made on train sheet.

92. When an Extra Engine is sent over the road on the time of a Passenger Train, it shall be run as the first section of the Passenger Train when practicable, and carry signals for it. (See Rules 84 and 85.)

93. No Freight or Work Train shall start to follow a Passenger Train until at least five (5) minutes after its departure, and must then follow with great care, being governed by Rule 84. On Mountain Districts they will not follow First Class Trains descending, under any circumstances, without orders, until such Trains are duly reported at next Telegraph Station. Freight Trains must not follow each other in ascending or descending mountain grades. Descending Passenger Trains may follow Freight Trains, as per Rule 84. Ascending Passenger Trains will not leave station at foot of mountain until track is known to be clear. (See Rule 56.)

94. Trains are never to be pushed by the Engine when it can possibly be avoided. In case two or more Engines must be used, and if, for any reason, it is not advisable to couple them together, the Train must be divided and a part taken by each Engine.

95. When an accident occurs, or when a train stops on the main track between stations, the Trainmen must instantly take all necessary measures to thoroughly protect it in both directions. The rear Brakeman must immediately go back with Danger Signals not less than nine hundred (900) yards or the distance of sixteen standing telegraph poles, whether another Train is expected or not. He must have with him three Torpedoes in addition to the proper Flag or Lanterns; these torpedoes he will place upon the rail five or six rods apart, the farthest one being, if possible, three-fourths of a mile from the obstruction.

96. When a Flagman is sent out to signal any approaching train, he must, if possible, avoid stopping on a curve, or behind any obstruction, endeavoring to pass beyond the same, should such exist, and reach a position where he can be clearly seen from the approaching Train, for at least one-fourth of a mile. The Conductor must know that his Train is fully protected in both directions, and he will be held responsible, if any accident occurs from want of any precaution that could have been taken.

97. When a Flagman is called in, and there is not a clear view for one-half of a mile in the rear of the Train, Torpedoes will be left on the track.

98. In cases of fog, storm or darkness, the use of Torpedoes is particularly required. Flagmen will, if possible, stop approaching Trains before they explode the Torpedoes, and, when they succeed in so doing, will preserve the same for future use. When fog or storm prevents an Engineer from seeing clearly, the crossing signal must be sounded at intervals of a minute until the Train is clear of the fog or storm. Trains following a flag during foggy or stormy weather must reduce speed to eight (8) miles per hour, and at each Station the Conductor of each section will leave a written notice for the following Train, giving the time of departure and warning them about the speed.

99. Trains are to be run under the direction of the Conductor,

except when such directions conflict with these rules, or involve risk or hazard, in which case the Engineer will be held equally responsible.

100. Conductors and Engineers are prohibited from making "Flying Switches." The use of sticks when braking is also prohibited, except on mountain grades and when applying the hand brake on air brake cars, and then only by the approval of the Division Superintendent.

101. Freight Trains that are designated to carry passengers must always carry them upon the rear section, when more than one section, except by special order of the Superintendent of the Division.

102. Trains will not stop at those Stations against which an * is placed in the Time Tables, unless it shall be necessary to take fuel or water, meet or get out of the way of Trains.

103. All Trains and all Engines, with or without Trains, must come to a full stop at the Crossing of all intersecting Railroads, at a distance not exceeding 200 feet from the same, and never proceed until the way is known to be clear.

104. In doing work in cities and villages, where, by city ordinance, fines are imposed for blocking Crossings, Trainmen are personally liable, unless it can be shown that the blocking was unavoidable.

105. Great care must be taken in handling Stock Trains to prevent injury to Stock. Engines taking water must be cut off before reaching the tank, to avoid jerking the Stock by getting opposite the tank spout.

When Trains Break in Two.

106. When an Engineer discovers that his Train has broken apart he will give the Trainmen notice by giving two successive blasts of the whistle, the first prolonged, the second much shorter, thus, ———, and repeat several times when necessary; and will not stop the forward part until he is sure the rear part is at a standstill. When entirely certain that the rear part has stopped, the forward part may stop, and after sending back a Flag or Signal will move slowly back to get the detached part of Train, but not until a Signal to back up has been received from the rear part of the Train, which must not be given unless the rear part is standing still. If the Engineer cannot make sure that the rear part has stopped, he will proceed to the nearest siding, where he will leave the forward part of his Train, after which he will Flag his Engine back to the rear part, presuming that it is still in motion, and taking great care not to collide with it. As soon as the men upon the rear portion of the Train discover that it has broken apart, they will stop it, and protect the front and rear by the usual Danger Signals. If a following Train reaches this detached part before its engine has returned, the following Train will not push the detached portion. If any Train breaks into more than two (2) parts, the rear part must be stopped first, then the part next forward of it, and so on, using great care not to stop any part so as to permit a following portion to collide with it. When stopped, each portion must be protected by Signals, if possible.

108. Every person having to do with track or train service must distinctly understand that no notice will be given of the contemplated running of Irregular Trains, and they must be prepared for them at any hour of the day or night.

109. In every case of Doubt take the Safe Side.

Responsibility for the Safety of Switches.

110. The absolute Rule for the position of all Switches, when not in actual use, is that they must be set for the Main Track and Locked.

111. A Switch must never be left open for another train or engine, upon the supposition that its Conductor will close it, unless such Conductor assumes its charge. Conductors, Brakemen and others handling switches must stand by them until relieved, or until Switches are closed.

112. The Conductor or Engineer who uses a switch is responsible for its position, unless the Switchman or another Conductor or Engineer personally assumes its charge.

113. All persons who are required to open or close Switches must never attempt to throw the Switch while a Locomotive or car is on the Shifting Rail, except to prevent an accident.

RULES FOR THE RUNNING OF TRAINS BY SPECIAL ORDER.

114. In moving Trains by Special Order, each Section shall be taken and considered as a separate and distinct Train, and shall receive and run only under Special Orders addressed to its own Conductor and Engineer.

115. 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 and Engineer addressed shall read the order carefully, and, if understood, shall sign it, adding Train number, which must be transmitted with it. It will then be repeated back over their signatures to the Dispatcher, who will, if the order is correctly repeated, reply, "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. One impression of the order, when properly signed, will be given to Conductor, and one to Engineer. The third impression must be kept by the Operator in his manifold book. Receiving Operators must not, under any circumstances, repeat an order back until the personal signatures of the Conductor and Engineer are first obtained.

115. Where orders are sent to a train at a non-Telegraph Station through the medium of the Conductor and Engineer of another train, the Conductor and Engineer carrying the order will send back their understanding to the Dispatcher; the order can then be delivered to the other train and have the same force and effect as though signed by them.

116. 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).

117. A Special Order for the movement of Trains, sent by telegraph, has no force or value until the understanding of the Conductor and Engineer has been repeated to the person giving the order, and been approved by him as "O. K.," and not then until the approval is entered upon the order and the Operator has signed his own name thereon. When, by reason of the telegraph failing, or from any other cause the understanding cannot be sent, or "O. K." given, the order is void and will be so considered by all concerned.

118. Both Conductors and Engineers shall sign their names to the order. Neither shall sign for the other, nor the Operator or any other person for either of them, under any pretext whatever.

119. A Train shall not be started to run by Special Order unless both the Conductor and Engineer have a copy of the order complete as prescribed in Rule 115, in their possession; nor until they have compared the copies of the order, one with the other, and with the understanding given and know that they agree. Operators must not allow a copy of an order to leave their possession until complete, as prescribed in Rule 117, nor enter "O. K." thereon in advance of its receipt, nor sign their names thereon until the order is otherwise all complete.

120. Alterations, Interlineations and Erasures must not appear on orders delivered to Trainmen. Should it be necessary to make any change in first copy, the Dispatcher must repeat the entire order, and a new copy be made by receiving Operator.

121. Not more than one person on a District or Division shall be permitted, at the same time, to give Special Orders for the movement of Trains.

122. Division Superintendents and Train Dispatchers under their directions are the only persons authorized to give such orders, and the authority is limited to their respective Divisions or Districts.

123. Train Dispatchers shall only give orders in the name of the Division Superintendent, adding thereto the initials of their own.

124. A transfer of the authority to give Special Orders for the movement of Trains shall not be made except in writing, containing a specific transfer of the authority, and complete statement of all unexpired orders; and if done by telegraph, an understanding shall be returned before the authority is exercised by another person, and "O. K." given, as provided for Special Orders in Rule 117.

125. When orders are awaiting the arrival of a Train, the Operator must display a Green Signal. On sight of such Signal at a Telegraph Station, Conductors and Engineers must go at once to the office to receive and respond to orders. The Green Signal must invariably be lighted after dark, and in complete readiness for instant use. Conductors and Engineers must keep a careful watch for this Signal at Telegraph Stations; and when seen, the Train must be brought to a full stop, and they must ascertain, from the Operator in charge, the object of the Signal. If the orders are not for their Train, they must each obtain a Clearance to that effect, from the

Operator in charge. These clearances must be turned in at the end of each round trip to Dispatcher, and his receipt taken for same on car book.

126. The absence of a Signal at any Telegraph Station between the hours of 7 A. M. and 7 P. M., or the showing of a White Signal at the place where the Train Order Signal is displayed, is clearance so far as it relates to Train Orders, but at all night Telegraph Offices (see list on Time Card, changes must be bulletined and wired to Trains liable to be affected), between the hours of 7 P. M. and 7 A. M., all Trains will consider themselves held for orders unless they receive a Clearance, as per Rule 125. In the absence of a White Signal at any Night Telegraph Office, during night, Trains must be brought to a full stop and position of Signal Board ascertained before proceeding. Report all such cases to Superintendent.

127. When a Train is held for orders by a "13" order, they cannot be released by any form of Clearance or notice of bad track or bridges unless the holding order is recalled. It requires a regular "13" order to release a Train held for orders by a "13" order.

128. When an Operator receives an order to flag and hold a Train for orders, the "13" must not be sent back until the Dispatcher is notified "My Signal Displayed." At change of night and day Operator, the relieving Operator will sign holding orders, and have them repeated to Dispatcher for his O. K.

129. In giving orders against Passenger Trains, Dispatchers will in every case get the understanding from Conductor and Engineer of Train having the right to the road, before moving any Train against them, except at Terminal Stations, where Dispatchers may depend upon Operator, Green Signal and the signature of two or more responsible employes to the order. The signatures of Agent and Yard Master, with the Operator, are preferable, but, if they cannot be obtained, then the signature of any other responsible employe will answer. If it is not possible to obtain the additional signatures without serious delay, and the Train to be held is obliged to pass the Telegraph Office before it can leave the Station, then the Green Signal and the Operator's signature can be used for moving Trains against, but the Operator must secure the additional signatures as soon as possible. If, however, the Train can pull out of the yard without passing the Telegraph Office, then under no circumstances will Trains be moved against it until the three signatures are obtained to the order.

130. The general rule to be observed in moving Freight Trains against each other is to obtain the understanding of the Conductor and Engineer of the train having the right to the road before running any train against them. If, however, the conditions are favorable for holding Freight Trains through the Operator, and serious delays can be avoided thereby, Dispatcher can depend upon the signature of the Operator, Green Signal and Torpedoes to hold such ruling train for orders at any Telegraph Station, other than the meeting point, and in extreme cases Trains can be held for each other at the meeting points by putting out Red Signals and Torpedoes 1,000 feet in both directions from the Telegraph Office in addition to the Green Signal and Torpedoes at the Telegraph Office. When there is no Telegraph Office at the meeting point, the Red Signal and Torpedoes must be used for holding at the Telegraph Office distant from the meeting point.

At Terminal Stations, Freight Trains can be held as provided in Rule 129.

NOTE.—Dispatchers will understand that in the use of the Torpedo with Green and Red Signals, as provided by Rule 130, in each case the order to use the Torpedo must be given by the Dispatcher to the Operator.

If any emergency arises whereby the Torpedo should be used in any other case not covered by Rule 130, an order must be given by the Dispatcher to the Operator. Any unnecessary use of the Torpedo impairs its value as a signal of danger.

131. Before any Train is moved against an Operator's Green or Red Light, it will be the duty of the Dispatcher to inquire of the Operator the condition of his Signal Lamps and the number of Torpedoes he has on hand, and at 7 o'clock each night all night offices will report the condition of Green and Red Lamps, and number of Torpedoes on hand.

132. Every precaution must be taken to prevent orders from being forgotten, and to this end avoid holding trains beyond too many Telegraph Stations.

133. All Special Orders for the movements of Trains will be given in the Forms herewith prescribed:

Form A.

Conductor and Engineer Train No. :
Do not pass until Train No. Conductor arrives.

Form B.

Conductor and Engineer Train No. :
Run to regardless of Train No. Conductor
NOTE.—The word "regardless" as used in Train Orders has the same significance as the word "meet."

Form B. E.

Conductor and Engineer Train No. :
Meet Train No. Conductor at
If trains are moved against more than one section the order should read:

Conductor and Engineer Train No. :
Run to regardless of First and Second Sections Train No. Conductors and or First, Second and Third Sections, etc.
Or, meet First, Second and Third Sections Train No. Conductors etc.

Form C.—Running Ahead Order.

Conductor and Engineer Train No. run from to ahead of Train No.
Upon this form of Order, the slow Train will run ahead of the fast Train to the point designated, but not ahead of its own Card time, or exceed its maximum rate of speed.

Form D.

Conductor and Engineer Train No. :
Train No. runs from to ahead of you. Left at

Form E.—Abandoning Order.

All Concerned, or Conductor and Engineer Train No. :
Train No. of this date, April sixteenth (16th), is abandoned on Division, or East or West of

Form F.—Carrying Signals.

Conductor and Engineer Train No. :
Carry signals from to for Conductor or Engineer.

Form G.

..... and Engineer :
Carry signals for Light Engine or Conductor, and run as Second Section Train No. from to

Form H.

..... and Engineer :
You will run as Third Section Train No. from to

Form I.—Working Order.

..... and Engineer :
Work to-day, April sixteenth (16th), between and wild (or Irregular or special), (or avoiding Regular Trains). Flag against Work Train or Extra on same ground or East or West of He is not (or is) flagging against you.

NOTE.—If it becomes necessary to change the limits of a Work Train during the day, its previous working orders must be recalled.

Form J.—Irregular, Wild or Special Trains.

Run from to wild (or special) (or avoiding Regular Trains). Run miles per hour. Flag against Jones. (State what kind of train Jones is running.) East or West of He is (or is not) flagging against you.

NOTE.—The word "Wild," as used in Train Orders, has the same meaning as "avoiding Regular Trains," and the words "Irregular" or "Special" can be used in the place of "Wild" if desired.

Form K.—Flagging and Holding.

Agent and Operator :
Flag and hold Train No. at for orders.
or
Agent and Operator :
Flag and hold First, Second and Third Sections Train No. at for Orders.

The Dispatcher must be absolutely sure the Train has not arrived or passed the station before using this form of order. If the train has arrived or is passing the station this order must not be used. (See Rules 129 and 130.)

Time Orders.

Orders of this kind should only be given in case of an emergency.

Second Class Trains running ahead of or against First Class Trains, following form of order will be given the First Class Train:

Form L.

Train No. will run minutes behind Schedule Time from to

Upon this Order, the First Class Train will run not less 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.

Form N.—Running Ahead of Time.

In running Regular Trains in advance of time, if it is intended that the train shall leave the station where the Order is sent, in advance of time, the Order must read:

Leave..... Station, and run to..... In advance of time.

If it is not intended to leave that station in advance of time, the Order must read:

Run from..... Station to..... Station in advance of time.

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 A. B.—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 A. C.—An order giving one Train the Right to the Road against another, to a certain point, until a certain time.

Train No..... Conductor..... Has or 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.

Form A. D.—Recall Order.

Order to meet Train No..... Conductor..... at..... is recalled.

NOTE.—If more than one Section was to have been met, the Sections must be designated as "First," "Second," "Third," etc.

Form A. E.—To Change Meeting Point.

Meet Train No..... Conductor..... at..... instead of.....

NOTE.—If more than one Section, spell them out, viz.: "First," "Second," "Third" etc., Conductors.

This Form to be used when the opposing Train has not received its order for a definite meeting point. If, however, the meeting has been definitely contracted for, and the opposing Train has received its orders, then the following form will be used:

Form A. F.

Order to meet Train No..... Conductor..... at..... instead of..... is recalled.

Meet Train No..... Conductor..... at.....

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

Special Instructions in Relation to Dispatching.

Particular attention is directed to the various Dispatching Rules which must be followed as closely as possible, and whenever an emergency arises which calls for any temporary modification of established rules, all the necessary precautions for absolute safety must be taken.

When in certain emergencies a particular kind of order is necessary, for which no regular form can be furnished, the Chief Dispatcher will supply the form of order to be used.

Double Orders must be used to the utmost extent consistent with reasonable promptness in moving Trains.

Time Orders, except for Work Train service and for moving Slow Trains ahead of Fast Trains, must be the exception and not the rule.

Orders reading like the following: "All former Orders recalled," "Order No..... is void or recalled," "All Trains due have passed," must be discontinued.

NOTE.—The words "All Trains due have passed," may be used in extreme cases, if the Dispatcher has two (2) checks on all trains that have passed.

Dispatchers must aid in the observance of Rule 126 by asking Operators frequently if both Conductor and Engineer received the clearance. Rule 126 is an extra precaution rule and must never be used to move Trains against.

Regular Trains must not be run ahead of time or faster than

the prescribed rate of speed, except when there is good and sufficient reasons for so doing.

NOTE.—Superintendents must so far as practicable be kept advised of the necessity for modification of above rule in order that the practice of running Trains in advance of time or increasing their speed may be kept at its minimum.

It is the duty of Dispatchers to hold following sections of Trains when they are known to be running too close and keep them the prescribed time and distance apart, and in stormy weather the utmost care must be exercised in blocking the sections a safe distance apart.

Dispatchers will not permit two freights on Mountains at the same time, going in either direction. Freight Trains must never follow Passenger Trains down Mountains, but Passenger Trains may follow Freight Trains. (See Rule 84.)

Meeting points, when it is possible to avoid them, must not be permitted on Mountains. A Passenger Train can pass an Inferior Class Train already on the Mountain, but it is better, when possible, to avoid even this, and permit only one train at a time on the hill.

Chief Dispatchers or Division Operators must fully examine and instruct new Operators in the matter of Train Signals and handling of Train Orders, before they are allowed to commence work. If this cannot be done before Operators commence service it must be attended to at the first opportunity.

Division Superintendents will make frequent examinations of Train Order Books, and hold Dispatchers to a strict accountability for the observance of the forms.

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 will Signal) be considered the Signal Engine, and the direction the Forward Engine is going will govern all others 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 of the second Engineer only when entirely ready to give his engine steam, etc. The last signal given will govern all engineers in giving steam to their engines, which must be done on the instant.

136. In case a following or assisting 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 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 off 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 the 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 last car, which must be closed.

146. In detaching Engines or Cars, the slack must always be released before attempting to separate the hooks, and 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. Engines must in all cases have full maximum air pressure before being coupled to train.

148. For the Automatic Brake the handle of the Four-way Cock must be turned *Horizontally* (—). If turned down (↓) it will be changed to *Straight 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 the *Four-way Cocks* down (↓) on all the cars in the Train. When Freight Trains are only partially equipped with Air Brakes use *Straight Air* (↓).

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. Hand Brakes must always be set on Air Brake cars set out at intermediate stations.

Mountain Grades.

155. Before starting up or down grades which exceed one hundred feet per mile and one-half in length, examine Brakes and air apparatus carefully. Also make a test before starting from any point if engines or cars have been changed. Special attention is called to the "Retaining Valves" which may be set horizontally (—) on descending grades of over one hundred feet per mile. Conductors will be held responsible for this duty as well as the relieving of the valves at foot of grade.

Conductors.

160. Every Conductor will inspect the *Bulletin* 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 to do so.

162. If a Conductor discovers anything wrong with the track, bridges or culverts, which would be likely to cause an accident to a following train, *he must not rely wholly* upon the telegraph to notify other trains, but must leave a flagman in addition to telegraphing.

165. Whenever an accident occurs which involves the loss of life, serious injury of persons, damage to property, or the obstruction of the road; or whenever the road is found impassable on account of snow, or damage by flood or other cause, the Conductor or person in charge must report the fact to the Division Superintendent or head of the department, by telegraph, as soon as practicable, giving all information necessary to a clear understanding of the case, such as the location, nature of, cause and extent of the injury, damage, or obstruction, and what relief or assistance is required.

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.

168. Conductors must enter in the Train Register Book at all Terminal Stations of Divisions and Districts, or wherever such books are kept, immediately before departing and upon arrival, the time of departure or arrival of their Trains, number of engine, name of Engineer, number of cars of each kind in Train, and whether Signals carried or not, and if taken down at intermediate Stations, so note. *No Train must pass a Registering Station without an Order or Clearance.* (See Rule 126.) Conductors must also leave a report at all Night Telegraph Stations and with Work Train Watchman on the regular form of blank (No. 608), giving arriving and departing time at that Station, if Signals were carried and for whom.

Special Instructions to Passenger Conductors.

180. In case of an accident, whereby passengers and baggage have to be transferred, Conductors must understand that they are to treat express and mail matter the same as baggage, and will render all the assistance they can in making such transfer, and must handle all baggage with care, and will be held responsible for unnecessary breakage.