# NORTHERN PACIFIC RAILROAD

## IDAHO DIVISION

AND BRANCHES.

No. 18.

### TIME SCHEDULE No. 18.

To Take Effect at 1000 A. M.

(PACIFIC OR 120th MERIDIAN TIME.)

One Hour Slower than Mountain or 105th Meridian Time.

SUNDAY, JUNE 15th, 1890.

(SUCCEEDING No. 17A.)

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.

General Manager.

M. C. KIMBERLY, W. S. MELLEN,

Asst. Gen. Superintendent.

T. J. DeLAMERE,

General Superintendent.

Supt. Transportation.

Asst. Supt. Transportation.

#### IDAHO DIVISION.-First District.

West Bound.

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

SPOKANE FRT. No. 61	GENESEE FR'T No. 59	WAY FREIGHT. No. 57	THROUGH FR'T	EXPRESS FR'T. No. 53	ation mbers.	Time Card No.18, June 15th, 1890. Succeeding No. 17A.	Distance from Hope.	ALMIRA PASSENGER. No. 11	GENESEE MAIL. No. 9	SPOKANE EX. No. 7	Pacific Lmtd. No. 3	PACIFIC MAII
Third Class.	Third Class,	Third Class.	Third Class.	Second Class.	Nur	STATIONS.	Dig	Second Class.	Second Class.	Second Class.	First Class.	First Class.
EX. SUNDAY.	DAILY.	EX. SUNDAY.	DAILY.	DAILY.				DAILY,	DAILY.	DAILY.	DAILY.	DAILY.
		De 7.00 A M	De 12.10 A M	De 2.30 P M	1492	5.0	0.0				De 1.40 P M	De 2.10 A M
		7.25	12.35	2.55	1497	Pack River	5.0				* 1.55	2.25 M 4
	1 8 2 1	7.40	12.47	3.08	1499	Oden 2.8	8.2				* 2.02	* 2.32
		7.55	1.00	3.25 M 54	1503	4.0	11.0				F 2.10	F 2,40
		8.15	1.15	3.43	1507	SA Sand Point 6.0	15.0	100			2.20	F 2.50
		Ar 8.42 De <b>8.52</b> M 2	Ar 1.35 De <b>1.45</b> M 4	4.10	1513	7.4	21.0				* 2.33 M 54	* 3.04
		9.35	2.25	4.45 M 58		CO Cocolalla 9.8	28.4				F 2.50	* 3.21
		10.35	3.18	5.30 M 56	1530	GE Granite 4.8	38.2				F 3.13	F 3.43
		11.05	Ar 3.45 De <b>3.55</b> 1 P	5,55	1535	Athol 8.1	43.0				* 3,25 M 58	* 3.55 P 55
		11.50 AM M54	4.30	6.25	1543	Ramsey 6.0	51.1				* 3.42	* 4.13
		12.15 P M	5,00	6.50	1549	RD Rathdrum 6.9	57.1				3.58 M 56	F 4.28
De 12.05 P M		12.45 M 58	. 5.30	7.15	1557	AU Hauser Jct. 4.6	64.0			De 8.25 P M	4.12 M 62	4.45
12.25 M 58		1.05	6.00	7.35	1561	Otis 6.8	68.6			8.35	* 4.23	* 4.55
12.55		1.35	Ar 6.45 De 7.22 M 2&8	8.00	1567	Trent	75.4			8.52	F 4.40	F 5.13
Ar 1.30 PM M56		Ar 2.15 M56 & 62 De 3.30 11 P	8.00	Ar 8.40 De 8.50	1576	SF Spokane Falls 8.7	84.6	De 3.15 PM P57	De 2.45 PM M56			Ar 5.35 De 5.40
	Ar 7.25 A M	4.25	8.45 M 54	9.35	1585	MRMarshall Jet. 7.3	93.3	3.40	Ar 3.10 P M		5.30 M 60	6.05 M 2
		5.05		Ar 10.25 De 10.35 M 4	1592	CY Cheney 10.7	100.6	Ar 4.00 P M			5,50	6.27
		Ar 6.05 De <b>6.15</b> 3 P	10.00	11.20	1603	Ty Tyler 7.9	111.3				6.15 P 57	F 6.50 M 54
		6.50	10.25	11.55 P M	1611	Kline 6.1	119.2				* 6.34	* 7.05
		Ar 7.15 P M	Ar 10.45 A M M 56	Ar 12.25 A M	1617	DK Sprague	125.3		11/11/11	N/	Ar 6.50 P M	Ar 7.20 AN M58

M-Meet.

P-Pass.

F-Flag Stations.

\*-Trains do not stop.

†-Meals.

Fullfaced figures (1, 2, 3, etc.) denote meeting and passing stations.

5,10

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

Conductors will register at Hope, Hauser Junction, Spokane Falls, Marshall Junction, Cheney, and Sprague, and must not pass a registering station without an order or clearance. Special attention is called to Rule 126.

Passenger trains will take their date from division terminals. Freight trains take their date from district terminals.

Engines and trains must be under perfect control when approaching switches, also all bluffs where slides are liable to occur.

Speed must be reduced to ten (10) miles per hour over all high trestles and truss bridges.

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

#### IDAHO DIVISION.-First District.

Pacific or I20th Meridian Time, One Hour Slower than Mountain or I05th Meridian Time.

East Bound.

ATLANTIC MAIL.	ATLANTIC LT'D. No. 4	CEUR d'ALENE EX. No. 8	SPOKANE MAIL.	SPOKANE PASS. No. 12	tance Wallula action.	Time Card No. 18. June 15th, 1890. Succeeding No. 17A.	acity of Tracks.	EXPRESS FR'T.	THROUGH FR'T. No. 56	WAY FREIGHT. No. 58	SPOKANE FR'T No. 60	CEUR d'ALENE FR'T No. 62
First Class.	First Class.	Second Class.	Second Class.	Second Class.	Dis from Jur	STATIONS.	Cap	Third Class.	Third Class.	Third Class.	Third Class.	Third Class.
DAILY.	DAILY.	DAILY.	DAILY.	DAILY.	ij.			DAILY.	DAILY.	EX. SUNDAY,	DAILY.	EX. SUNDAY.
Ar 9.45 A M	Ar 2.40 A M				246.0	<b>Hope</b> 5.0	400		Ar 8.15 P M	Ar 7.00 P M		
F 9.30	2.25 M 1				241.0	Pack River 3.2	22	4.00	7.50	6.35		
* 9.22	* 2.17				237.8	Oden 2.8	50	3.45	7.35	6.20		
F 9.15	F 2.10				235.0	Kootenai 4.0	4	De 3.25 M 53 Ar 3.15	7.25	6.05		
F 9.05	2.00				231.0	Sand Point	51	3.00	7.10	5.50		
* 8.52 M 57	* 1.45 M 55				225.0	Algoma 7.4	53	De 2.33 M 3 Ar 2.23	6,45	5.20		
* 8.35	F 1.30	ALE MEN			217.6	Cocolalla 9.8	23	1.45	6.10	De 4.45 M 53 Ar 4.35		
* 8.14	F 1.05				207.8	Granite 4.8	73	12.55	De 5.30 M 53 Ar 5.20	3.45		
* 8.03	* 12.55				203.0	Athol 8.1	34	12.30 P M	5.00	De 3.25 M 3 Ar 3.15		
* 7.46	* 12.35				194.9	Ramsey 6.0	50	11.50 AN M 57	4.25	2.25		
F 7.34	12.20				188.9	Rathdrum 6.9	37	11.20	De 3.58 M 3 Ar 3.48	1.40		
7.20	12.05 A M	Ar 7.50 A M			182.0	Hauser Jct.	58	10.55	3.25	12.45 M 57		Ar 4.00 PMM3
* 7.10	* 11.55 P M	7.38			177.4	Otis 6.8	50	10.35	3,10	12.25 PNN 61		3.45
F 6.55 M 55	F . 11.40	7.22 M 55			170.6	Trent	34	10.05	2.45	11.45 A M		3.20
De 6.35 M 59 Ar 6.30	De 11.18 Ar 11.13	De 7.00 A M	Ar 10.30 A M	Ar 11.00 A M	161.4	Spokane Falls 8.7	200	9.25	2.15 M57,61&9	De 10.50 Ar 10.20	Ar 6.20 P M	De 2.45 PM M 57
6.05 M 1	10.53		De 10.05 A M	10.35	152.7	Marshall Jet.	127	8.45 M 55	1.30	9.45	De 5.40 PM M3	
5.45	10.35 M 53			De 10.10 A M	145.4	Cheney 10.7	93	8.00	1.00	9.20 M 55		
F 5.20	F 10.10		1		134.7	Tyler 7.9	52	De 6.50 M 1 Ar 6.40	12.15 P M	8.30		-09/07
* 5.00	* 9.50				126.8	Kline 6.1	50	6.05	11.45 A M	7,55		
De 4.40 A M	De 9.35 P M				120.7	Sprague	300	De 5.35 A M	De 11.20 AN N 55	De 7.25 ANN 1		

Passengers with tickets can be carried on the rear section of Way Freights. No other freight trains are allowed to carry passengers.

The doors of all cars must be kept closed while in trains.

Night telegraph offices: Hope, Sand Point, Cocolalla, Granite, Rathdrum, Hauser Junc., Spokane Falls, Marshall Junction, Cheney, and Sprague.

All trains will come to a full stop two hundred (200) feet from Union Pacific Crossing, two (2) miles east of Spokane Falls.

F. W. GILBERT, Superintendent, SPRAGUE.

#### IDAHO DIVISION.—Second District.

West Bound.

Pacific or I 20th Meridian Time, One Hour Slower than Mountain or I 05th Meridian Time.

	WAY FREIGHT. No. 57	THROUGH FR'T. No. 55	EXPRESS FR'T. No. 53	Station Numbers.	Time Card No. 18, June 15th, 1890.	Distance from Hope.	PACIFIC L'T'D. No. 3	PACIFIC MAII
	Third Class.	Third Class.	Second Class.	Sta	Succeeding No. 17 A. STATIONS.	Di	First Class.	First Class.
	De 8.00 P M	DAILY. De 11.55 AM M56	DAILY. De 1.25 A M	1617	DK Sprague	125,3	DAILY. De 6.55 P M	DAILY. De 7.25,A M
	Ar 8.53	12.45 P M	2.20	1627	Harriston	135.2	* 7 00	
	De 9.03 M 4				5.9		* 7.20	* 7.47
	9.30	1.15 M 58	2.50	1633	Iona 7.9	141.1	* 7.33	* 8.00
	10.10	1.50	Ar 3.35 M 54 De 3.45 M 2	1641	RV Ritzville 8.3	149.0	7.52	8.17
	11.05 P M	2.20	4.20	1649	Paha 9.0	157.3	8,10 M 4	* 8.35 M 56
	12.05 A M	3.00	5.00	1658	LD Lind 9.0	166.3	F 8.30	F 8.55
	1.05 M 54	3.45	5.45	1667	Providence	175.3	* 8.52	* 9.17
	1.50	4.25	6.20 M 56	1674	Scott 2.6	182.7	* 9.10	* 9.35 M 58
	Ar 2.10 De 2.20 M 2	4.40	6.32	1677	TW , Hatton 8.8	185.3	F 9.17	F 9,43
	2.55	5.25	7.05	1686	Q Connell 9.7	194.1	9.35	10.02
	3,30	Ar 6.12 De <b>6.22</b> M 4	7.45 M 58	1695	Lake 8.8	203.8	* 9.55	* 10.25
	4.10 M 56	7.05	8.20	1704	W Eltopia 9.8	212.6	* 10.14 M 54	* 10.45
	4.50	7.45	9.00	1714	Glade 7.1	222.4	* 10.35	* 11.07
	Ar 5.15 AM M58	Ar 8.20 PM M54 De 12.30 A M M2 3 P		1721	PA Pasco Junction 2.8	229.5	Ar 10.50 M 2 P 55 De 11.05	Ar 11.25 De 11.40
		12.45	10.10	8803	Ainsworth	232.3	* 11.15	* 11.48
*		12.55	10.20	8804	South Ainsworth,	233.3	* 11.20	* 11.53 A M
		1.35	11.10	8816	HJ Hunts	245.0	11.42	12.17 P M
		Ar 1.40 AM M56	Ar 11.15 A M	8817	JN Wallula Junc.	246.0	Ar 11.45 P M	Ar 12.20 P M

M-Meet.

P—Pass.

F-Flag Stations.

\*-Trains do not stop.

†-Meals.

Fullfaced figures (1, 2, 3, etc.) denote meeting and passing stations.

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

Conductors will register at Sprague, Pasco and Wallula Junctions, and must not pass a registering station without an order or clearance. Special attention is called to Rule 126.

All engines with or without trains will come to a full stop within 400 feet of the draw in the Snake River bridge, and will not proceed until draw is known to be properly closed and secured.

#### IDAHO DIVISION.—Second District.

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

East Bound.

ATI	LANTIC No.	MAIL.	Аті	No. 4	Distance from Wallula Junction.	Time Card No. 18. June 15th, 1890.	Capacity of Side Tracks.	EX	No.	FR'T. <b>54</b>	THE	No. 5	FR'T.	A STATE OF THE PARTY OF THE PAR	No. 58	1900	Jan II				
1	First C	lass.	F	irst Class.	Sista fro Wal	Succeeding No. 17A.	apa de de	1	Third (	Class.	T	hird C	lass.	TI	hird Cl	ass.					
	DAII	Y.		DAILY.	1,5	STATIONS.	2.22		DAIL	Y.		DAILY			X. SUND						
Ar	4.35	A M	Ar	9.30 P M	120.7	DK Sprague 9.9	300	Ar	5.20	A M	Ar 1	0.55	AM M55	Ar	2.30 F	M		1			
	4.12		*	9.03 M 57	110.8	Harriston 5,9	30		4.40			10.10			1.45					The state of	
•	4.00		*	8.48	104.9	Iona 7.9	50		4.15			9.45	TV-		1.15 M	I 55					
	3.45	M53 P54		8.30	97.0	RV Ritzville 8.3	45		$\frac{3.45}{3.35}$			9.10			12.35 F	M					
	3.25			8.10 M 3	88.7	Paha 9.0	43		2.50		De Ar	8.35 8.25	M 1		11.55 A	M					
	3.05		F	7.50	79.7	LD Lind 9.0	35		1.55			7.45			11.05						
	2.45		*	7.28	70.7	Providence 7.4	28		1.05	M 57		7.00			10.15						
	2.25	777	*	7.10	63.3	Scott 2.6	50		12.30		De Ar	6.20 6.10	M 53	De Ar	$9.35 \atop 9.25$	I 1					
P	2.20	M 57	F	7.03	60.7	TW Hatton 8.8	35		12.15	A M		5.55			9.10						
	2.00			6.44	51.9	Q Connell 9.7	18		11.35	P M		5.25			8.30		3. 1/2				
	1.40		*	6.22 M 55	42.2	Lake 8.8	38		10.55		7	4.45		De Ar	7.45 N 7.35	I 53					
	1.20		*	6.03	33.4	W Eltopia 9.8	49		$10.14 \\ 10.04$			4.10	M 57		6.55						
	12.59		*	5.40	23.6	Glade 7.1	55		9.15			3.35	* * * * * * * * * * * * * * * * * * * *		6.10						
e r	12.45 $10.50$	A M PM M 3 & 55	De Ar	5.25 5.10	16.5	PA Pasco Junction 2.8	119	De Ar	8.35 8.15		De Ar	$\frac{3.10}{2.55}$		De d	5.40 A	M M57	*				
	10.40		*	5.00	13.7	Ainsworth 1.0	75		8.00			2.40	•								
	10.35		*	4.55	12.7	South Ainsworth 11.7	33		7.50			2.30									
	10.05			4.33	1.0	HJ Hunts	20		6.55			1.45									
Эе	10.00	PM	De	4.30 P M	0.0	JN Wallula June.	150	De	6.50	P M	De	1.40	AM M55						THE PARTY	THE PARTY OF	77

Night telegraph offices: Sprague, Ritzville, Lind, Hatton, Connell, Eltopia, Pasco, and Wallula Junctions.

Speed must be reduced to ten (10) miles an hour over all high trestles and truss bridges.

trains will

Passengers with tickets can be carried on the rear section of Way Freights. No other freight trains will be allowed to carry passengers.

The doors of all cars must be kept closedwhile in trains.

F. W. GILBERT, Superintendent, SPRAGUE.

#### SPOKANE & PALOUSE R. R.

West Bound.

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

East Bound.

	Mo. 15	9	No. 1	09	Station Numbers.	Distance from Marshall Jc.		Time Card No. 18.  June 15th, 1890. Succeeding No. 17A.	Distance from Genesee.	Capacity of Side Tracks.	SPOKANE MAIL. No. 110	SPOKANE FR'T. No. 160		
	Third Cl		Second OAIL		Na	Di	1	STATIONS.	Di	Cap	Second Class.  DAILY.	Third Class.	-	1 1 1 1 1 1
	De 7.25	A M	De 3.10	P M	1585	0.0	MR	Marshall June.	104.1	127	Ar 10.05 A M	Ar 5.30 P M		
	8.20		3.40		8011	11.2	SG	Spangle 8.6	92.9	84	9.37	4.40		To the state of th
	Ar 9.05 De <b>9.15</b>	M 110	F 4.05		8020	19.8		Plaza 3.9	84.3	15	F 9.15 M 159	De 4.05 M 109 Ar 3.55		
,	10.00		4.25		8027	26.7	RO	Rosalia 10.8	77.4	110	8.55	3.10		
	11.10		4.56	400	8038		OD	Oakesdale 5.5	66.6	94	8.25	2.05		
	11.45		5.12		8041	43.0	BM	Belmont 4.2	61.1	130	8.10	1.30		
	12.13 I Art 12.30		F 5.23 5.30	- 9	8043	47.2	GF	Eden 2.3 Garfield	56.9	25		1.05		
	$\frac{\text{De } 12.50}{1.50}$	M 160	5.57		8059		PC	9.6  Palouse City	45.0	125	7.50	De 12.50 M 159 Ar 12.30 P M 11.35 A M		
	2.30		F 6.16		8066	65.7	-	6.6 Fallons	38.4	30		11.35 A M		
	3.00		6.30		8071	70.5	-	4.8 Whelan	33.6	45	6.50	10.35		
	3,35		Ar† 6.45		8076		PN	5.1 Pullman	28.5	70		10.05		
 	4.10		De 7.05 F 7.25		8082	82.1	-	6.5 Staley	22.0	50	Ar† 6.15	9.30		
	4.45	10	F 7.40		8087	87.0	-	Johnsons	17.1	30	F 5.45	9.05		
	5.15		7.55		8092	92.2	$\overline{\mathrm{CT}}$	5.2 Colton	11.9	100	5.32	8.35		
	, 5.35		8.05		8095	94.9	Ū	2.7 Uniontown 2.4	9.2	30	5.25	8,20		
	5.50		F 8.10		8097	97.3		Leon 6.8	6.8	30	F 5.20	8.05		
	Ar 6.30 P	Р М	Ar 8.30	РМ	8104	104.1	GN	Genesee	0.0	100	De 5.00 A M	De 7.30 A M		

M - Meet.

P-Pass.

F-Flag Stations.

\*-Trains do not stop.

† — Meals.

Fullfaced figures (1, 2, 3, etc.) denote meeting and passing stations.

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

Trainmen will be governed by rules in force on Northern Pacific Railroad.

Conductors will register at Marshall Junction and Genesee, and must not pass a registering station without an order or clearance. Special attention is called to Rule 126.

Engines and trains must be under perfect control when approaching switches and all bluffs where slides are liable to occur.

Trains going toward N.P. main line have ABSOLUTE right to track, as per class. Speed must be reduced to ten (10) miles per hour over all high trestles and truss bridges.

The safety switch at the west end of Garfield Siding must be kept set and locked for the safety spur, when not in use.

Passengers with tickets can be carried on the rear section of Way Freights. No other freight trains are allowed to carry passengers.

All trains will come to a full stop two hundred (200) feet from Union Pacific crossings at

Oakesdale, Garfield and Pullman.

The doors of all cars must be kept closed while in trains.

F. W. GILBERT, Superintendent,

SPRAGUE.

#### SPOKANE AND IDAHO R. R.

#### West Bound.

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

East Bound

SPOKANE FR'T. No. 161	SPOKANE EX. No. 107	Station Numbers.	from:	Time Card No. 18.  June 15th, 1890. Succeeding No. 17A.	Hauser ction.	city of Fracks.	CŒUR D'ALENE EX. No. 108	CŒUR D'ALENE FREIGHT. No. 162	The second second
Third Class.	Second Class.	Sta Nur Pris	our c	STATIONS.	Jun	Capa	Second Class.	Third Class.	The Market of the Control of the Con
EX. SUNDAY.	DAILY.		0	(	d		DAILY.	EX. SUNDAY.	
De 11.00 A M	De 7.45 P M	7613	0.0	CA Cœur d'Alene	3.5	58	Ar 8.30 A M	Ar 5.00 P M	
11.45 A M	8.15	7604	9.2	Post Falls	4.3	10	8.00	4.20	A STATE OF THE STA
Ar 12.05 P M	Ar 8.25 P M	1557	13.5	AU Hauser Junction	0.0	58	De 7.50 A M	De 4.05 P M	

M-Meet.

F-Flag Stations.

\*-Trains do not stop.

Fullfaced figures (1, 2, 3, etc.) denote meeting and passing stations.

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

Trainmen will be governed by rules in force on Northern Pacific Railroad.
Conductors will register at Hauser Junction and Cœur d'Alene, and will not pass any registering station without an order or clearance. Special attention is called to Rule 126.
Trains going toward Cœur d'Alene have absolute right to track over trains

of the same class in opposite direction.

Speed must be reduced to ten (10) miles per hour over all high trestles and truss bridges. Engines and trains must be under perfect control when approaching switches also all bluffs where slides are liable to occur.

Every precaution must be used in handling cars on the incline at Cœur d'Alene. Train men must see that brakes are in good order, and have train under perfect control before moving onto incline. All trains upon arrival at Cœur d'Alene must turn engine at the "Y" and back down the incline.

Under no circumstances must engine head down incline. When backing down inclines brakes must be set to control the train without assistance from the engine.

Engine must in no case be uncoupled from coaches while standing on the incline.

The doors of all cars must be kept closed while in trains.

F. W. GILBERT, Superintendent,

SPRAGUE.

#### CENTRAL WASHINGTON R. R.

#### West Bound.

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

East Bound.

	FREIGHT No. 113	ALMIRA ACCM.	Station Numbers.  Distance from Chenev.	Time Card No. 18. June 15th, 1890. Succeeding No. 17A.	Distance from Almira.	SPOKANE ACCOM, No. 112	FREIGHT. No. 114	
	Third Class.	Second Class.	Stat Tum Dista	CELABIONE	fro fro Alm apac	Second Class.	Third Class.	
	Monday, Wednesday and Friday			0212201101	N. S. S.	DAILY.	Tuesday, Thursd'y and Saturd'y	
	De 8.30 A M	De 4.05 P M	1592 0.0	CY Cheney 10.4	87.4 93	Ar 10.05 A M	Ar 2.55 P M	
	Ar 9.28 De <b>9.38</b> M 112	4.32	8610 10.4	MK Medical Lake 0.2	77.0 47	9.38 M 113	2.00	
1	9.43	F 4.33	8611 10.6	Seattle Crossing	76.8	F 9.37	1.55	
	10.10	4.48	8616 15.5	DC Deep Creek 5.4	71.9 76	9.22	1.30	
			8621 20.9	Hite 5.5	66.5 30		Y	
	11.05	5.20	8626 26.4	FA Reardan 7.4	61.0 48	8.50	De 12.35 Ar 12.15 P M	
	11.35 AM MH4	5.40	8634 33.8	MO Mondovi 7.5	53.6 48	8.30	11.35 A N N 113	
	Ar 12.15 P M De 12.35	Ar† 6.00 De 6.20	8641 41.3	DA Davenport 6.4	46.1 91	8.08	10.55	
	1.05	6.38	8647 47.7	Rocklan 8.6	39.7 45	7.50	10.25	
	1.50	7.05	8654 56.3	Fellows 7.8	31.1 45	7.23	9.40	
	2,30	7.28	8662 64.1	Creston 10.0	23.3 45	7.00	9.00	
	3.20	7.58	8672 74.1	Wilber 6.6	13.3 45	6.30	8.10	
	3.55	8.18	8679 80.7	Govan 6.7	6.7 45	6.10	7.35	
	Ar 4.30 P M	Ar 8.40 P M	8687 87.4	Almira	0.0 100	De 5.50 A M	De 7.00 A M	

M-Meet. P-Pass.

F-Flag.

\*—Trains do not stop.

Fullfaced figures (1, 2, 3, etc.) denote meeting and passing stations.

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

Trainmen will be go verned by rules in force on Northern Pacific Railroad.

Conductors will register at Cheney and Davenport and must not pass a registering station without an order or clearance. Special attention is called to Rule 126.

Engines and Trains must be under perfect control when approaching switches and all bluffs where

Train 111 will run to Almira regardless of Train 112.

All trains must come to a full stop within two hundred (200) feet of the track of the Seattle, Lake Shore & Eastern Railroad at Seattle crossing.

Speed must be reduced to ten (10) miles per hour over all high trestles and truss bridges.

The doors of all cars must be kept closed while in trains.

F. W. GILBERT, Superintendent,

#### CŒUR D'ALENE RAILWAY AND NAVIGATION DIVISION.

#### West Bound.

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

East Bound.

w.	AY FREIGHT	200	MIXE No. 18			No. 1		Station Numbers.	Distance from Mullan.	Time Card No. 18. June 15th, 1890. Succeeding No. 17A.	Distance from Mission.	apacity of Sidings.	PASSENG No. 18	Section Control		MIXE		ALC: NO. OF STREET	Y FRE	Company of the Compan
	Third Class.	-	econd C		-	First C		Sta	Dist fr Mu	STATIONS.	Dis fr Mis	Capa	First Cl		_	ond (		T	hird C	
	DAILY.	1	EX. SUNI	DAY.	1	EX. SUN	DAY.						EX, SUNI			c. sun			DAILY	ζ
		De	4.35	P M	De	10.45	A M	7732	0.0	Mullan 7.0	31.1	30	Ar 4.15	РМ	Ar	10.20	A M			
De	6.45 A M	Ar	5.15	P M	Ar De	11.20 11.30		7725	7.0	Wallace 4.7	24.1	25	De 3.40 Ar 3.30		De	9.40	A M	Ar	5,50	PM
	7.15					11.50	A M	7719	11.7	Osborne 6.2	19.4	5	3.10						5.20	113
Ar De	7.45 8.05					12.10	P M	7713	17.9	Wardner Junction 8.2	13.2	30	2.50					De Ar	$\frac{4.40}{4.20}$	
	8.50					12.50		7705	26.1	Kingston 5.0	5.0	No Siding.	2.10						3.40	
Ar	9,30 A M	7			Ar	1.15	P M	7700	31.1	Mission	0.0	40	De 1.45	P M		-13	V.	De	3.00	P M

Connections:—Steamer leaves Cour d'Alene 8.30 A. M., arrives at Mission 1.15 P. M.; leaves Mission 2.15 P. M., arrives at Cour d'Allene 7.15 P. M. daily, except Sunday connecting with trains 81 and 82.

#### BURKE BRANCH.

#### West Bound.

East Bound.

	WAY FREIGHT.	WAY FREIGHT. No. 189.	WAY FREIGHT. No. 187.	Station Numbers.	istance from Burke.	Time Card No. 18.  June 15th, 1890. Succeeding No. 17A.	Distance from Wallace.	apacity of Sidings.	WAY FREIGHT. No. 188.	WAY FREIGHT. No. 190.	WAY FREIGHT. No. 192.
	Third Class.	Third Class.	Third Class.	Sta	Dist fr Bu	STATIONS.	Dis fi Wa	Sid	Third Class	Third Class.	Third Class.
	EX. SUNDAY.	DAILY.	EX. SUNDAY.			STATIONS		0	EX. SUNDAY.	DAILY.	EX. SUNDAY.
	De 4.55 P M	De 2.15 P M	De 10.00 A M	7807	0.0	Burke 2.4	7.0	10	Ar 9.15 A M	Ar 1.20 P M	Ar 4.40 P M
	5.15	2.35	10.15	7805	2.4	Frisco 0.6	4.6	4	9,00	12.55	4.20
	5.20	2.45	10.20	7804	3.0	Gem 1.0	4.0	4	8.40	12.50	4.10
	5.30	2.55	10.30	7803	4.0	Granite 3.0	3.0	4	8.20	12.40	4.00
1	Ar 5.50 P M	Ar 3.15 P M	Ar 10.55 A M	7725	7.0	Wallace	0.0	25	De 8.00 A M	De 12.20 P M	De 3.45 P M

#### SPECIAL RULES.

Trainmen will be governed by rules in force on Northern Pacific Railroad.

East bound trains have the absolute right to the road as per class.

Train No. 181 will run to Mission regardless of train No. 182; Train No. 182 will hold at Mission for Train No. 181.

Conductors will register at Wallace, Mission, Burke and Mullan; Trains must not exceed schedule time without special orders and must be under full control approaching all bluffs.

On mountain grades brakemen must be stationed in proper position as per rule 216.

Engineers must sound a long blast of the whistle when approaching all curves where view is obstructed.

Cars must not be set out on the main track to load or unload without an or er from the Superintendent. The doors of all cars must be kept closed while in trains.

All trains must come to a full stop 200 ft, from Union Pacific Railway crossing 2 miles East of Mission and 3 miles West of Wardner Junction.

The Junction switch East of Wallace will be set for the Burke Branch. The East switch of East leg of Wye on Burke Branch will be set for the Wye. All West bound trains approaching Wallace must come to a full stop before passing Junction switch, and sound two long blasts of the whistle before proceeding. Main line trains will have right of road in case of both trains arriving a the Junction at the same time.

JOHN DORSEY, Ass't Superintendent, COUR D'ALENE.

F. W. GILBERT, Superintendent, SPRAGUE.

### EXTRACT FROM THE BOOK OF RULES.

#### SPECIAL.

107. To avoid any misunderstanding and unnecessary tele-graphing, the following will be observed: Whenever a new Time Card takes effect, all Trains on the old Card will take the 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.

Any alteration or modification of these Rules and Regu-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.

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 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 thei

discharge of their duties.

27. Engineers are directed to exercise great care in handling their Engines, while Yardmen or 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. (Red is by Special order substituted for Green for Train Order

White Signals will be used at Flag Stations to flag Trains for Passengers or Freight and to denote Special or Wild Trains and

Passengers of Freight and to denote special of the American 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 lattern 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 us to the cause of the

not proceed which the man received any signal from the Flagman,

32. A stationary Red Flag or Red Light in the centre of signal from the Flagman.

32. A stationary Red Flag or Red Light in the centre of track is 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 Flags at night, shall be carried on the front of the engine to indicate that the angine or train is to be followed by apother engine or

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 Waite Flags by day, two White Lights and two White Flags 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.

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 Red Flag by day, a Red 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.

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

nagged.

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 dis-

Two long and two snort 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.

Four plasts 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 add as is in their reverse.

nearing 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 Passonger 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 obscuze 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

#### Signals by Bell or Air Signal Cord.

Signals by Bellor 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 Aiarm 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.

ng arei dark, and when passing through tunnels with, or t, a train. All Night Passenger Trains must carry two Red Lights on Rear Car, and all Night Freights two or more Red Lights on Ca-boose. 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

#### 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.

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 his (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 seeing 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.

25. 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 Irrevular 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.

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 (34) 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 Conthe 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 Brauches east of Mandan is "Central" or 90th Meridian Time; for all Divisions and Brauches west of and including Mandan to Hope, "Mountain" or 105th Meridian Time, and for all Divisions and "Mountain" or 105th Meridian Time, and for all Divisions and Branches west of and including Hope, "Pacific" or 120th Merid-

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.

49%. 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 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 tregular. 52. Whenever a Train become stwenty-four hours (24) or more behind its own time, ti loses all right of track, and can only proceed as an tregular Train, as per Rule 71.

52\(\frac{1}{2}\). All train orders received, excepting such as pertain to abandonments, expire when Trains become twenty-four (24) hours late.

nte. Running orders given to Wild or Irregular Trains remain in

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 rights 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.

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

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 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 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 ovided they do not exceed the maximum speed prescribed in

Rule 59.

58. The running time of a Train is intended to be used in 58.

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 (1/2) 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 neet Stock Trains, must be on the look-out 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 trains the done by word of mouth, and not by any signal of the hand or fingers.

63. No Train shalt 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.

No Inferior Class Train must leave a Station immediately oreceding a Station where a Superior Class Train is expected to be met, unless it shall be able to arrive at the latter Station

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.)

oo. 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 Fuced 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 Security the Mair 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.

nate to warn the approaching train, and the Conductor of the Superior 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 anorder direct from the Division Superintendent. They shall be known and described according to their character as "Special? Passenger, Fright, 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

Orders by which they run, and except in cases when they are given special rights over Regular Trains, they must clear the Mair 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

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 shell then expire.

73. Conductors and Engineers of Wood, Work, and Construction Trains and the three coings to their work in the morning.

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 cue, 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 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 r. 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 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 Sations for Fuel or Water, the rear end must be protected as per Rule 95

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 any of the various yards. When making up Trains in it may not always be practicable to have a man on rear of In such cases there must be a man on the ground in full view

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 the property of the same of the same of the property of the same o 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 Pales) 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 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 speci-

s2. When any section of a Train is unable to make the speci-fied time, the Conductor will drop a man with Dasger Signals to warn the following Train. It is the duty of the Conductor of every Train, when the Train stops for any cause, to immediate-ly protect the rear end of his Train as per Rule 95. No under-standing with the Conductor of the following Train will relieve standing with the

53. Any train following a Red Signal must be run with cau-tion, at all stations, on all curves and obscure points on the road, on the supposition that the signals have not been everywhere noticed.

When two or more Sections of a Passenger Train are run 18 A. When the or more Sections of a Russenger 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 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

Whenever a Train or Engine is run over any portion of the 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 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 immediate.

ately.

83. 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 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 bevery 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.

o — Station. 89. It will be the duty of the Agent and Operator at the Sta 89. It will be the duty of the Agent and Operator at the Startion 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

Except as provided for in Rules 87 and 88, Conductors hall 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 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 per-mitted to change off without the sanction of the Division Super-intendent, 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

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

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 Cass 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

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 Brekenan must investigated and beat

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 for one-half of a mile in the rear of the Train, Torpedoes left on the track.

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 ise. 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 warning them along the speed.

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

ally responsible. 00. Conductors and Engineers are prohibited from making The use of sticks when breaking 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

Trains will not stop at those Stations against which an

18 12. Trains will not stop at those Stations against which an it 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

come to a just stop at the Crossing of all intersecting Ratiroads, 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 of before reaching the tank, to avoid jerking the Stock by getting opposite the tank spout.

#### When Trains Break in Two.

Every person having to do with track or train service 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 or 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 Cost is on the Skifting Pail a vent to reverse the received.

Car is on the Shifting Rail, except to prevent an accident.

#### RULES FOR THE RUNNING OF TRAINS BY SPEC-IAL ORDER.

114. In moving Trains by Special Order, each Sectionshall 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 impresthe whole countersigned by the receiving Operator. One impresthe mole 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

Station through the medium of the Conductor and Engineer of another train, the Conductor and Engineer of 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). Where orders are sent to a train at a non-Telegraph

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.

considered by all concerned.

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

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 nor until they have compared the copies of the order, one when 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.

Division Superintenden s and Train Dispatchers under lirections are the only persons authorized to give 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 initial 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 exer-

ment 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 bours of 7.A. M. and 7.P. M., or the showing of a White Signal at the place where the 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

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. Rrequires 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 Dispayated." 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, Red Signal and the signature of two or more responsible employes to the order.

11. 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 Red 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 time. If, however, the conditions are favorable for holding Freight Trains through the Operator and s

Terminal Stations, Freight Trains can be held as provided

in Rule 129.

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 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.

Form R. 

Form B. B.

If trains are moved against more than one section the order Conductor and Engineer 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 .....:

Form E .- Abandoning Order. 

Form F .- Carrying Signals. Conductor and Engineer Train No.....: Carry signals from ......to.
Conductor or ......Engineer. 

Form H.

and Engineer:
You will run as Third Section Train No......from ..... Form I.-Working Order.

Work to-day, April sixteenth (16th), between......and......

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.

Form K .- Flagging and Holding.

Flag and hold Train No......at......

Agent and Operator:

Flag and hold First, Second and Third Sections Train No ....

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 emer-

gency.

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

Train No......will run....minutes behind Schedule Timef rom.....

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

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..... advance of time.

If it is not intended to leave that station in advance of time,

Station to 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 ation named, will wait until the other Train arrives, unless a Conductor and Engineer reserve another Order authorizing their Trair 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.

Upon this Order, the first-named Train has the right to run 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.

at.......s recalled.

Nork.—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..... t.....instead of......

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

Special Instructions in Relation to Dispatching.

Particular attention is directed to the various Dispatching Rules, which must be followed as closely as possible, and when-ever an emergency arises which calls for any temporary modifi-cation of established rules, all the necessary precautions for ab-

solute safety must be taken. When in certain emergencies a particular kind of order is 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

or 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.
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 the read to more Trains against

the clearance. Rule 126 is an extra precaution rule and must news 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.

Norz.—Superintendents must so far as practicable be kept advised of he necessity for modification of above rule in order that the practice of unning Trains in advance of time or increasing their speed may be kept the rule number.

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 sec-

weather the utmost care must be exercised in blocking the sections a safe distance apart.

Dispatchers will not permit two freights on the 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 34). Meeting points, when it is possible to avoid them, must not be permitted on the 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

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 examination of Train Order Books, and hold Dispatchers to a strict accountability for the observance of the forms.

bility 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

he gang.
135. When starting for, or backing out of a snow drift, the 135. When starting for, or backing out a serious 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 engineer steam, etc. ongine steam, etc. The last signal given will govern all engi-neers in giving steam to their engines, which must be done on

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 'he whistle is a signal for following engine to move forward to assist snow gang, and the signal should be answered by the

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 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

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 libble 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 Engineer.

the frequent use of the injector in low temperature finds 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, 1), except that on the rear of the last car, which must be

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

main Brake-Fipe, beannd nose, must aways 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 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 (\scrtsim) between these two positions it will close communication with the Brake-Cylinder and Reservoir, and should be soturned 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 avalve 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 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. 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 westignals to define

pare 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 rety wholly upon the telegraph to notify other trains, but must leave a flagman in addition to tel-

egraphing. 165. Whenever an accident occurs which involves the loss of 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.

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.

Second Instructions to Passenger Conductors.

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.

