

NORTHERN PACIFIC RAILROAD

IDAHO DIVISION AND BRANCHES.

No. 20.

TIME SCHEDULE

No. 20.

To Take Effect at 7:00 A. M.

(PACIFIC OR 120th MERIDIAN TIME.)

One Hour Slower than Mountain or 105th Meridian Time.

SUNDAY, MARCH 29th, 1891.

(SUCCEEDING CARDS AS SHOWN WITHIN.)

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

IDAHO DIVISION.—First District.

West Bound.

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

SPOKANE FR'T. No. 61	GENESEE FR'T. No. 59	WAY FREIGHT. No. 57	THROUGH FR'T. No. 55	EXPRESS FR'T. No. 53	Water, Coal, Scales, Tables and Wyes.	Station Numbers.	Time Card No. 20. March 29th, 1891. Succeeding No. 19.	Distance from Hope.	COULEE ACC. No. 11	GENESEE MAIL No. 9	SPOKANE ACC. No. 7	PACIFIC EXP. No. 3	PACIFIC MAIL No. 1
Third Class.	Third Class.	Third Class.	Third Class.	Second Class.					Second Class.	Second Class.	Second Class.	First Class.	First Class.
Tuesday, Thursday and Saturday.	DAILY.	EX. SUNDAY.	DAILY.	DAILY.					EX. SUNDAY.	DAILY.	DAILY.	DAILY.	DAILY.
STATIONS.													
		De 7.00 A M	De 2.50 A M 4	De 2.30 P M	W C S T	1492	Hope 4.6	0.0				De 1.40 P M	De 2.10 A M
		7.25	3.20	2.55		1497	Pack River 4.1	4.6				* 1.52	* 2.20
		7.45	3.45	3.10 M 54		1499	Oden 3.0	8.7				* 2.02	2.30 M 4
		8.00	4.00	3.25		1503	Kootenai 4.3	11.7				2.10	2.37
		8.25	4.25	3.45		1507	Sand Point 6.0	16.0				2.20 M 54	F 2.47
		Ar 9.00 De 9.05 M 2	5.00	4.10		1513	Algoma 7.4	22.0				* 2.33	* 3.02
		9.45	5.40	4.45 M 58	W	1520	Cocolalla 9.8	29.4				F 2.50	F 3.20
		10.35	6.35	5.30 M 56	W	1530	Granite 4.7	39.2				F 3.13	* 3.45
		11.00	7.05	5.55		1535	Athol 8.4	43.9				* 3.25 M 58	* 3.57
		11.40 A M 54	Ar 7.50 De 7.55 M 2	6.30		1543	Ramsey 5.8	52.3				* 3.42	* 4.18
		12.10 P M	8.25	6.55	W	1549	Rathdrum 6.8	58.1				3.54 M 56	4.33
De 11.35 A M		Ar 12.40 De 1.00 M 58	9.00 See 8	7.25 See 7	Y	1557	Hauser Jct. 6.0	64.9			De 7.20 P M See 53	4.12 M 62	4.50
11.55 A M		1.28	9.30	7.55		1561	Otis 5.8	70.9			F 7.33	* 4.27	* 5.05
12.15 P M 58		1.55 M 56	10.00 M 54	8.20		1567	Trent 8.9	76.7			7.47	F 4.40	F 5.18
Ar 12.50 P M 56	De 7.00 A M See 2	Ar 2.30 P M 62 De 3.30 M 11 P	Ar 10.40 M 10 & 12 De 11.05 A M 58	8.55	W C S T	1576	Spokane Falls 8.5	85.6	De 3.15 P M 57	De 2.45 P M 57	Ar 8.10 P M	Ar 5.00 De 5.05	Ar 5.40 De 5.45
Tuesday, Thursday and Saturday.	Ar 8.00 A M 54	4.30	12.01 P M 56	9.45	W C Y	1585	Marshall Jct. 7.4	94.1	3.40	Ar 3.10 P M	DAILY.	5.30 M 60	6.15 M 2
	DAILY.	5.10	12.40	Ar 10.40 De 10.45 M 4	W C Y	1592	Cheney 10.7	101.5	Ar 4.00 P M	DAILY.		5.50	6.33
		Ar 6.10 De 6.20 3 P	1.30	11.35 P M		1603	Tyler 7.0	112.2	EX. SUNDAY.			F 6.15 P 57	F 6.52 M 54
		6.47	2.00	12.05 A M		1611	Kline 7.1	119.2				* 6.32	* 7.08
		Ar 7.15 P M	Ar 2.30 P M	Ar 12.40 A M	W C S T	1617	Sprague	126.3				Ar 6.50 P M	Ar 7.25 A M 58
		EX. SUNDAY.	DAILY.	DAILY.								DAILY.	DAILY.

M—Meet. P—Pass. F—Flag Stations. *—Trains do not stop. W—Water. C—Coal. S—Scales. T—Table. Y—Wye. 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 Hope, Hauser Junction, Spokane Falls, Marshall Junction, Cheney, and Sprague, and must not pass a registering station without an order or clearance.
East Bound Freight Trains will not leave Cheney, Marshall Jct. or Athol to follow a Passenger Train until ten (10) minutes after the departure of such Passenger Train.

Engines and trains must be under perfect control when approaching switches, also all bluffs where slides are liable to occur.
 Speed must be reduced over all high trestles and truss bridges.
 Reduce speed to eight (8) miles per hour through corporate limits of Spokane Falls.

All Trains take their date from District Terminals.

IDAHO DIVISION.—First District.

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

East Bound.

ATLANTIC MAIL No. 2	ATLANTIC EXP. No. 4	CŒUR D'ALENE ACC. No. 8	SPOKANE MAIL. No. 10	SPOKANE ACC. No. 12	Distance from Sprague.	Time Card No. 20. March 29th, 1891. Succeeding No. 19.	Capacity of Side Tracks.	Telegraph Offices.	EXPRESS FR'T. No. 54	THROUGH FR'T. No. 56	WAY FREIGHT. No. 58	SPOKANE FR'T. No. 60	CŒUR D'ALENE FR'T. No. 62
First Class.	First Class.	Second Class.	Second Class.	Second Class.		STATIONS.			Third Class.	Third Class.	Third Class.	Third Class.	Third Class.
DAILY.	DAILY.	DAILY.	DAILY.	EX. SUNDAY.					DAILY.	DAILY.	EX. SUNDAY.	DAILY.	Tuesday, Thursday and Saturday.
Ar 10.00 A M	Ar 2.50 AM 55				126.3	Hope 4.6	400	N	Ar 4.00 P M	Ar 8.45 P M	Ar 7.00 P M		
* 9.48	* 2.39				121.7	Pack River 4.1	22		3.35	8.20	6.37		
* 9.39	2.30 M 1				117.6	Oden 3.0	50		De 3.10 M 53 Ar 3.05	8.00	6.20		
F 9.31	2.23				114.6	Kootenai 4.3	24	D	2.45	7.45	6.05		
F 9.20	F 2.13				110.3	Sand Point 6.0	51	N	De 2.20 M 3 Ar 2.15	7.25	5.45		
* 9.05 M 57	* 1.58				104.3	Algoma 7.4	53		1.45	6.55	5.20		
* 8.48	F 1.43				96.9	Cocolalla 9.8	50	N	1.10	6.25	De 4.45 M 53 Ar 4.40		
* 8.25	F 1.18				87.1	Granite 4.7	35	N	12.35	De 5.30 M 53 Ar 5.25	3.50		
* 8.13	* 1.07				82.4	Athol 8.4	34		12.15 P M	5.05	De 3.25 M 3 Ar 3.20		
* 7.55 M 55	* 12.49				74.0	Ramsey 5.8	50		11.40 AM 57	4.25	2.30		
7.43	12.34				68.2	Rathdrum 6.8	37	N	11.15	De 3.54 M 3 Ar 3.49	2.00		
7.30	12.18	Ar 8.30 A M See 55			61.4	Hauser Jct. 6.0	58	N	10.47	3.05	De 1.20 Ar 1.00 M 57		Ar 4.05 PM 13
* 7.17	* 12.04 A M	F 8.17			55.4	Otis 5.8	50		10.22	2.30	12.40		3.45
* 7.05	F 11.49 P M	8.05			49.6	Trent 8.9	34	D	10.00 M 55	1.55 M 57	12.15 PM 61		3.25
De 6.40 Ar 6.35	De 11.28 Ar 11.23	De 7.45 A M	Ar 10.30 AM 55	Ar 10.45 AM 55	40.7	Spokane Falls 8.5	300	N	De 9.05 Ar 8.40	12.50 M 61	De 11.35 A M Ar 11.05 M 55	Ar 6.20 P M	De 2.55 PM 13
6.15 M 1	11.03	DAILY.	De 10.05 AM P 58	10.22 P 58	32.2	Marshall Jct. 7.4	127	N	8.00 M 59	12.01 PM 55	De 10.30 12 P Ar 10.05 10 P	De 5.40 PM 13	Tuesday, Thursday and Saturday.
5.55	10.45 M 53		DAILY.	De 10.00 A M	24.8	Cheney 10.7	93	N	7.30	11.20 A M	9.30	DAILY.	
* 5.31	F 10.20			EX. SUNDAY.	14.1	Tyler 7.0	52	D	De 6.52 M 1 Ar 6.47	10.40	8.40		
* 5.15	* 10.00				7.1	Kline 7.1	50		6.05	10.00	8.05		
De 4.58 AM P 54	De 9.40 P M				0.0	Sprague	200	N	De 5.25 AM 2 P	De 9.20 A M	De 7.30 AM 11		
DAILY.	DAILY.								DAILY.	DAILY.	EX. SUNDAY.		

D—Day and N—Night and Day Telegraph Office.

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.

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

All Trains take their date from District Terminals.

F. W. GILBERT, Superintendent,

SPRAGUE.

IDAHO DIVISION.—Second District.

West Bound.

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

FREIGHT. No. 61	FREIGHT. No. 59	WAY FREIGHT. No. 57	THROUGH FR'T. No. 55	EXPRESS FR'T. No. 53	Water, Coal, Scales, Tables and Wyes.	Station Numbers.	Time Card No. 20. March 29th, 1891. Succeeding No. 19.	Distance from Sprague.	PASSENGER. No. 5	PACIFIC EXP. No. 3	PACIFIC MAIL No. 1
Third Class.	Third Class.	Third Class.	Third Class.	Second Class.			STATIONS.		First Class.	First Class.	First Class.
DAILY.	EX. SUNDAY.	EX. SUNDAY.	DAILY.	DAILY.					DAILY.	DAILY.	DAILY.
		De 9.20 AM M 56	De 3.00 PM M 58	De 1.40 A M	W C S T	1617	Sprague 9.9	0.0		De 6.55 P M	De 7.30 A M
		10.10	3.50	2.45		1627	Harriston 5.8	9.9		7.20	7.53 M 56
		10.40	4.20	3.25 M 54		1633	Iona 7.9	15.7		7.33	* 8.07
		11.20 A M	5.00	Ar 4.00 De 4.05 M 2	W	1641	Ritzville 9.3	23.6		7.52	8.27
		12.10 PM M 58	5.50	4.45	W	1649	Paha 8.0	32.9		8.15 M 4	* 8.44
		12.50	6.30	5.20 M 56	W	1658	Lind 8.2	40.9		8.33	F 9.00
		1.50	Ar 7.30 De 7.35 M 4	6.05		1667	Providence 7.6	49.1		8.55	9.33
		2.30	8.20	6.35		1674	Scott 3.1	56.7		9.12	* 9.38
		2.45	8.35	6.47	W	1677	Hatton 9.5	59.8		9.17	
		3.30	Ar 9.33 De 9.43 P	7.25	C Y	1686	Connell 8.9	69.3		9.38 P 55	
		4.15	10.20 M 54	8.05 M 58	W	1695	Lake 9.1	78.2		9.58 M 54	F 10.27
		5.00	11.00	8.40	W	1704	Eltopia 9.7	87.3		10.16	F 10.47
		Ar 5.50 De 5.55 M 4	11.40 P M	9.15		1714	Glade 7.4	97.0		10.35	* 11.08
De 8.00 A M	De 1.00 P M	Ar 6.30 P M	Ar 12.10 AM M 56	Ar 9.45 A M	W C S Y	1721	Pasco Junction 4.1	104.4	De 5.30 P M	Ar 10.50 P M	Ar 11.25 A M
8.17	1.17	EX. SUNDAY.	DAILY.	DAILY.		IG 4	South Ainsworth 10.1	108.5	5.40	DAILY.	DAILY.
8.55	1.55					IG 16	Hunts 1.0	118.6	6.02		
Ar 9.00 A M	Ar 2.00 P M				W Y	IG 17	Wallula Junc.	119.6	Ar 6.05 P M		
DAILY.	EX. SUNDAY.								DAILY.		

M—Meet. P—Pass. F—Flag Stations. *—Trains do not stop. W—Water. C—Coal. S—Scales. T—Table. Y—Wye. 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.

No. 61 will run regardless of No. 6. No. 59 will run regardless of No. 60.

Freight Trains will not leave Providence to follow Passenger Trains until ten (10) minutes after the departure of such Passenger Trains.

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.

All trains take their date from District Terminals.

IDAHO DIVISION.—Second District.

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

East Bound.

ATLANTIC MAIL. No. 2	ATLANTIC EXP. No. 4	PASSENGER. No. 6	Distance from Wallula Junction.	Time Card No. 20. March 29th, 1891. Succeeding No. 19.	Capacity of Side Tracks.	Telegraph Offices.	EXPRESS FR'T. No. 54	THROUGH FR'T. No. 56	WAY FREIGHT. No. 58	FREIGHT. No. 60	FREIGHT. No. 62
First Class. DAILY.	First Class. DAILY.	First Class. DAILY.		STATIONS.			Third Class. DAILY.	Third Class. DAILY.	Third Class. EX. SUNDAY.	Third Class. EX. SUNDAY.	Third Class. DAILY.
Ar 4.53 A M See 54	Ar 9.35 P M		119.6	Sprague 9.9	200	N	Ar 4.35 A M See 2	Ar 8.35 AM 57	Ar 3.00 PM 55		
* 4.31	* 9.11		109.7	Harriston 5.8	30	D	3.50	De 7.53 M 1 Ar 7.48	2.10		
* 4.19	* 8.58		103.9	Iona 7.9	50		De 3.25 M 53 Ar 3.20	7.20	1.40		
4.05 M 53	8.38		96.0	Ritzville 9.3	45	N	2.40	6.45	1.00		
* 3.44	8.15 M 3		86.7	Paha 8.0	43		1.50	6.00	12.10 PM 57		
* 3.25	F 7.55		78.7	Lind 8.2	35	N	1.10	De 5.20 M 53 Ar 5.15	11.30 A M		
* 3.05	* 7.35 M 55		70.5	Providence 7.6	40	D	12.40 A M	4.35	10.45		
* 2.43	* 7.15		62.9	Scott 3.1	50		11.55 P M	3.55	10.00		
* 2.36	F 7.09		59.8	Hatton 9.5	35	N	11.40	3.40	De 9.45 M 1 Ar 9.40		
2.18	6.50		50.3	Connell 8.9	18	N	11.00	2.50	8.50		
* 2.00 P 56	F 6.32		41.4	Lake 9.1	38		De 10.20 M 55 Ar 9.53 M 3	De 2.05 2 P Ar 1.55	De 8.05 M 53 Ar 8.00		
* 1.43	F 6.14		32.3	Eltopia 9.7	49	N	9.10	1.20	7.20		
* 1.23	* 5.55 M 57		22.6	Glade 7.4	55		8.25	12.40	6.35		
De 1.10 A M	De 5.40 P M	Ar 11.10 A M	15.2	Pasco Junction 4.1	600	N	De 7.50 P M	De 12.10 AM 55	De 6.00 A M	Ar 3.45 P M	Ar 7.25 P M
DAILY.	DAILY.	11.00	11.1	South Ainsworth 10.1	33		DAILY.	DAILY.	EX. SUNDAY.	3.25	7.05
		10.38	1.0	Hunts 1.0	20	D				2.35	6.25
		De 10.55 A M	0.0	Wallula Junc.	150	N				De 2.30 P M	De 6.20 P M
		DAILY.								EX. SUNDAY.	DAILY.

D—Day and N—Night and Day Telegraph Office.

No. 6 will not leave Wallula Junction until No. 61 arrives.
No. 60 will not leave Wallula Junction until No. 59 arrives.
Speed must be reduced over all high trestles and truss bridges.

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 closed while in trains.

F. W. GILBERT, Superintendent,
SPRAGUE

All Trains take their date from District Terminals.

SPOKANE & PALOUSE R. R.

West Bound.

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

East Bound.

		GENESEE FR'T. No. 159	GENESEE MAIL. No. 109	Water, Coal, Scales, Tables and Wyes.	Station Numbers.	Distance from Marshall Jc.	Time Card No. 20. March 29th, 1891. Succeeding No. 19.	Distance from Genesee.	Capacity of Side Tracks.	Telegraph Offices.	SPOKANE MAIL. No. 110	SPOKANE FR'T. No. 160		
		Third Class.	Second Class.			STATIONS.				Second Class.		Third Class.		
		DAILY.	DAILY.							DAILY.		DAILY.		
	De	8.30 A M	De	3.10 P M	W CY	1585	0.0	104.1	127	N	Ar	10.05 A M	Ar	5.30 P M
	Ar	9.32		3.40	W	ID 11	11.2	92.9	84	D		9.37 M 159		4.40
	De	9.37 M 110						84.3	15		F	9.15	De	4.05 M 109
		10.20	F	4.05 M 160		ID 20	19.8	77.4	110	D		8.55	Ar	4.00
		11.05 A M		4.25	W	ID 27	26.7	66.6	94	D		8.25		3.20
		12.15 P M		4.56		ID 38	37.5	61.1	130	D		8.10		2.20
		12.50		5.12	W CY	ID 43	43.0	56.9	25		F	7.57		1.45
		1.20 M 160	F	5.23		ID 47	47.2	54.6	40	D		7.50		1.20 M 159
		1.35		5.30		ID 50	49.5	45.0	125	D		7.23	De	12.01 P M
		2.40		5.57	W S	ID 59	59.1	38.4	30		F	7.05	Ar	11.45 A M
		3.20	F	6.16		ID 66	65.7	33.6	45			6.50		11.10
		3.45		6.30		ID 71	70.5	28.5	70	D	De	6.35		10.45
		4.20	Ar	6.45	W Y	ID 76	75.6	22.0	50		Ar	6.15		10.15
		5.00	De	7.05		ID 82	82.1	17.1	30		F	6.00		9.35
		5.30	F	7.25		ID 87	87.0	11.9	100	D		5.45		9.05
		6.00		7.40	W	ID 92	92.2	9.2	30	D		5.32		8.35
		6.20		7.55		ID 95	94.9	6.8	30	D		5.25		8.20
		6.33	F	8.05		ID 97	97.3	0.0	100	D	F	5.20		8.05
	Ar	7.00 P M	Ar	8.10	W CY	ID 104	104.1				De	5.00 A M	De	7.30 A M
				8.30 P M										
		DAILY.		DAILY.							DAILY.		DAILY.	

M—Meet. P—Pass. F—Flag Stations. †—Meals. D—Day and N—Night and Day Telegraph Office. Fullfaced figures (1, 2, 3, etc.) denote meeting and passing stations.

W—Water. C—Coal. S—Scales. T—Tables. Y—Wyes.

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, Belmont and Genesee, and must not pass a registering station without an order or clearance.

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

Speed must be reduced 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 **Regular 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.

West Bound.

FARMINGTON BRANCH.

East Bound.

SPOKANE AND IDAHO R. R.

West Bound.

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

East Bound.

SPOKANE FRT. No. 161 Third Class.		SPOKANE ACCOM. No. 107 Second Class.		Water, Coal, Scales, Tables, and Wyes.	Station Numbers.	Distance from Coeur d'Alene	Time Card No. 20. March 29th, 1891. Succeeding No. 19.	Distance from Hauser Junction.	Capacity of Side Tracks.	Telegraph Offices.	COEUR D'ALENE ACCOM. No. 108 Second Class.		COEUR D'ALENE FREIGHT. No. 162 Third Class.	
Tuesday, Thursday and Saturday.		DAILY.									DAILY.		Tuesday, Thursday and Saturday.	
De	10.30 A M	De	6.40 P M	CY	IA 14	0.0	STATIONS.	13.5	58	D	Ar	9.10 A M	Ar	5.10 P M
	11.10		7.10	W	IA 4	9.2	Coeur d'Alene 9.2	4.3	10	D		8.40		4.30
Ar	11.30 A M	Ar	7.20 P M	Y	1557	13.5	Post Falls 4.3	0.0	58	N	De	8.30 A M	De	4.10 P M
Tuesday, Thursday and Saturday.		DAILY.					Hauser Junction				DAILY.		Tuesday, Thursday and Saturday.	

W—Water. C—Coal. S—Scales. T—Tables. Y—Wyes. D—Day and N—Night and Day Telegraph Office.

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 Coeur d'Alene, and will not pass any registering station without an order or clearance.
 Speed must be reduced 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 Coeur d'Alene. Trainmen must see that brakes are in good order, and have train under perfect control before moving onto incline.

All trains upon arrival at Coeur 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 Third Class.		COULEE CITY ACCOM. No. 114 Second Class.		Water, Coal, Scales, Tables, and Wyes.	Station Numbers.	Distance from Cheney.	Time Card No. 20. March 29th, 1891. Succeeding No. 19.	Distance from Coulee City.	Capacity of Side Tracks.	Telegraph Offices.	SPOKANE ACCOM. No. 112 Second Class.		FREIGHT. No. 114 Third Class.	
Monday, Wednesday and Friday		EX. SUNDAY.									EX. SUNDAY.		Tuesday, Thursday and Saturday	
De	8.30 A M	De	4.05 P M M 114	WCY	1592	0.0	STATIONS.	108.2	93	N	Ar	9.55 A M	Ar	3.15 P M M 114
Ar	9.27		4.30		IF 10	10.4	Cheney 10.4	97.8	47	D		9.32 M 113		2.20
De	9.32 M 112		4.31		IF 11	10.6	Medical Lake 0.2	97.6				9.31		2.15
	9.35		4.45	W	IF 16	15.5	Spokane Branch Crossing 4.9	92.7	76	D		9.20		1.50
	10.00		5.00		IF 21	20.9	Deep Creek 5.4	87.3	30			9.05		1.22
	10.27		5.17		IF 26	26.4	Hite 5.5	81.8	48	D		8.50	De	12.55
	10.55		5.35		IF 34	33.8	Reardan 7.4	74.4	48			8.30	Ar	12.35 P M
	11.25 A M		5.55		IF 41	41.3	Mondovi 7.5	66.9	91	D		8.12		11.15
Ar	12.05 P M		6.10	WY	IF 41	41.3	Davenport 6.4	60.5	45			7.55		10.45
De	12.25		6.30		IF 48	47.7	Rocklyn 8.6	51.9	45			7.35		10.00
	12.55		6.50	W	IF 56	56.3	Fellows 7.8	44.1	45	D		7.15		9.20
	1.40		7.15		IF 64	64.1	Creston 10.0	34.1	45	D	De	6.50	De	8.30
	2.20	Ar	7.35		IF 74	74.1	Wilbur 6.6	27.5	45		Ar	6.30		7.55
	3.10	De	7.50		IF 81	80.7	Govan 6.7	20.8	100	D		6.15		7.20
	3.45		8.05	WY	IF 87	87.4	Almira 9.8	11.0	25			6.00		6.40
	4.20		8.30		IF 97	97.2	Hartline 11.0					5.35		

SPOKANE BRANCH.

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

West Bound.

East Bound.

DAVENPORT ACCOM. No. 193 Second Class. Tuesday, Thursday and Saturday.		Water, Coal Scales, Tables and Wyes.	Station Numbers.	Distance from Spokane.	Time Card No. 20. March 29th, 1891. Succeeding No. 19.				Distance from Davenport.	Capacity of Side Tracks.	Telegraph Offices.	SPOKANE ACCOM. No. 194 Second Class. Tuesday, Thursday and Saturday.	
De	Time				STATIONS.	Time	Ar	Time					
De	7.30 A M	W	1576	0.0	Spokane Falls	51.0	93	N	Ar	5.30 P M			
	7.45		1577	1.0	Union Depot	50.0				5.15			
	7.55		IE 4	4.0	Alta Vista	47.0				5.05			
	8.00		IE 6	6.0	Green Wood	45.0				5.00			
	8.25	W	IE 14	14.0	Jamieson	37.0	10			4.35			
				20.6	Cent'l Washingt'n Cros'g	30.4							
	8.50		IE 21	21.0	Medical Lake	30.0	63	D		4.10			
	9.15	W	IE 23	28.0	Logan	23.0	65			3.45			
	9.30		IE 32	32.0	Denny's	19.0	4			3.30			
	9.55		IE 39	39.0	Gravellas	12.0	7			3.05			
	10.10		IE 44	44.0	Omans	7.0	4			2.50			
	10.20		IE 46	46.0	Wheatdale	5.0	4			2.40			
Ar	10.35 A M	W Y	IE 51	51.0	Davenport	0.0	91	D	De	2.25 P M			
											Tuesday, Thursday and Saturday.		

W—Water. C—Coal. S—Scales. T—Tables. Y—Wyes. D—Day and N—Night and Day Telegraph Office.

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 Spokane Falls and Davenport and must not pass a registering station without an order or clearance.
 Engines and Trains must be under perfect control when approaching switches and all bluffs where slides are liable to occur.
Train No. 194 will not leave Davenport until Train No. 193 arrives.

All trains must come to a full stop within two hundred (200) feet of the track of the Central Washington at Medical Lake.
 Speed must be reduced over all high trestles and truss bridges.
 Trains must not exceed a speed of Five (5) miles per hour over Spokane Bridge.
 The doors of all cars must be kept closed while in trains.

**F. W. GILBERT, Superintendent,
 SPOKANE.**

CŒUR D'ALENE RAILWAY AND NAVIGATION DIVISION.

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

West Bound.

East Bound.

WAY FREIGHT. No. 183. Third Class. DAILY.	MIXED. No. 185. Second Class. EX. SUNDAY.	PASSENGER. No. 181. First Class. EX. SUNDAY.	Water, Coal, Scales, Tables and Wyes.	Station Numbers.	Distance from Mullan.	Time Card No. 20. March 29th, 1891. Succeeding No. 19.	Distance from Mission.	Capacity of Sidings.	Telegraph Offices.	PASSENGER. No. 182. First Class. EX. SUNDAY.	MIXED. No. 186. Second Class. EX. SUNDAY.	WAY FREIGHT. No. 184. Third Class. DAILY.												
													STATIONS.											
													De	Ar	De	Ar	De	Ar	De	Ar	De	Ar	De	Ar
	De 4.35 P M	De 10.45 A M	W T	IB 31	0.0	Mullan	31.1	30		Ar 4.15 P M	Ar 10.20 A M													
De 6.45 A M	Ar 5.15 P M	Ar 11.20 De 11.30	W Y	IB 24	7.0	Wallace	24.1	25		De 3.40 Ar 3.30	De 9.40 A M	Ar 5.50 P M												
7.15		11.50 A M		IB 19	11.7	Osborne	19.4	5		3.10		5.20												
Ar 7.45 De 8.05		12.10 P M	Y	IB 13	17.9	Wardner Junction	13.2	30		2.50		De 4.40 Ar 4.20												
8.50		12.50		IB 5	26.1	Kingston	5.0	No Siding.		2.10		3.40												
Ar 9.30 A M		Ar 1.15 P M	W S Y	IB	31.1	Mission	0.0	40		De 1.45 P M		De 3.00 P M												
DAILY.	EX. SUNDAY.	EX. SUNDAY.								EX. SUNDAY.	EX. SUNDAY.	DAILY.												

Connections:—Steamer leaves Coeur d'Alene 9.15 A. M., arrives at Mission 1.15 P. M.; leaves Mission 2.15 P. M., arrives at Coeur d'Alene 6.30 P. M. daily, except Sunday, connecting with trains 181 and 182.

W—Water. S—Scales. T—Tables. Y—Wyes.

West Bound.

BURKE BRANCH.

East Bound.

WAY FREIGHT. No. 191. Third Class. EX. SUNDAY.	WAY FREIGHT. No. 189. Third Class. DAILY.	WAY FREIGHT. No. 187. Third Class. EX. SUNDAY.	Water, Coal, Scales, Tables and Wyes.	Station Numbers.	Distance from Burke.	Time Card No. 20. March 29th, 1891. Succeeding No. 19.	Distance from Wallace.	Capacity of Sidings.	Telegraph Offices.	WAY FREIGHT. No. 188. Third Class. EX. SUNDAY.	WAY FREIGHT. No. 190. Third Class. DAILY.	WAY FREIGHT. No. 192. Third Class. EX. SUNDAY.												
													STATIONS.											
													De	De	De	Ar	Ar	Ar	De	De	De			
De 4.55 P M	De 2.15 P M	De 10.00 A M		IC 7	0.0	Burke	7.0	10		Ar 9.15 A M	Ar 1.20 P M	Ar 4.40 P M												
5.15	2.35	10.15		IC 5	2.4	Frisco	4.6	4		9.00	12.55	4.20												
5.20	2.45	10.20		IC 4	3.0	Gem	4.0	4		8.40	12.50	4.10												
5.30	2.55	10.30		IC 3	4.0	Granite	3.0	4		8.20	12.40	4.00												
Ar 5.50 P M	Ar 3.15 P M	Ar 10.55 A M	W Y	IB 24	7.0	Wallace	0.0	25		De 8.00 A M	De 12.20 P M	De 3.45 P M												
EX. SUNDAY.	DAILY.	EX. SUNDAY.								EX. SUNDAY.	DAILY.	EX. SUNDAY.												

W—Water. Y—Wye.

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 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 395.
 No. 182 will not leave Mission until No. 181 arrives.
 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 at the Junction at the same time.

**JOHN DORSEY, Ass't Superintendent,
COEUR D'ALENE.**

**E. W. GILBERT, Superintendent,
SPRAGUE.**

EXTRACT FROM THE BOOK OF RULES.

19. The habitual use of intoxicating liquors by the employes of this Company is strictly forbidden, and will be considered good cause for dismissal from the service.

Caution as to Personal Safety.

25. 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.

26. Great care must be exercised by all persons when coupling cars. Inasmuch as the coupling apparatus of cars or engines cannot 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 person 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 imprudences, are dangerous and in violation of rules, 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.

27. 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.

28. 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.

Bulletins.

41. Bulletins will be kept at all Registering Stations, and additions to same must invariably be timed. Engineers and Conductors must inspect them thoroughly before departing on their runs.

SIGNAL RULES.

Signals.

*42. Conductors, Engineers, Firemen, Brakemen, Station Agents, Telegraph Operators, Switchmen, Switchtenders, Track Foremen, Road and Bridge Watchmen, and all other employes whose duties may require them to give signals, must provide themselves with the proper appliances, and keep them in good order and always ready for immediate use.

*43. Flags of the proper color must be used by day, and lamps of the proper color by night, or whenever from fog or other cause the day signals cannot be clearly seen.

*44. Red signifies danger, and is a signal to stop.

*45. Green signifies caution, and is a signal to go slowly, and as per Rules 53 and 55.

*46. White as a fixed signal signifies safety, and is a signal to go on, and as per Rule 57.

*47. White is also a signal to be used to stop trains at flag stations for passengers or freight.

*48. Blue is a signal to be used by Car Inspectors. It will

Train Signals.

*53. Each train, while running, must display two green flags by day and two green lights by night, one on each side of the rear car of the train, as Markers, to indicate the rear of the train. Yard engines will not display Markers, and passenger trains will not display day Markers.

*54. Each train running after sunset, or when obscured by fog or other cause, must display the headlight in front, and two or more red lights in the rear. (See Rule 38.) Yard engines must be provided with a headlight on both front and rear.

55. Each car on a passenger train, while running, must be in communication with the engine. In the absence of an equivalent appliance, a bell cord must be attached to the signal-bell of the engine, passing through or over the entire length of the train, and secured to the rear end of it.

*56. Two green flags by day and two green lights by night displayed in the places provided for that purpose, on the front of an engine, denote that the train is followed by another train, running on the same side, and entitled to the same timetable rights as the train carrying the signals and no more.

*57. Two white flags by day and two white lights by night, displayed in the places provided for that purpose, on the front of an engine, denote that the train is an extra.

*58. A blue flag by day and a blue light by night, placed on the end of a car, denote that Car Inspectors are at work under or about the car or train. The car or train thus protected must not be coupled to, or moved, until the blue signal is removed by the Car Inspectors.

*59. When a car or train, standing on a siding, is protected by a blue signal, other cars must not be placed in front of it, so that the blue signal will be obscured, without first notifying the Car Inspector, that he may protect himself. A blue signal displayed, at an appointed place, at District and Division Terminals, indicates that train is held for inspection or supplies, and must not start until signal is removed.

Whistle Signals.

*60. One long blast of the whistle is the signal for approaching stations, railroad crossings and junctions (thus, —).

*61. One short blast of the whistle is the signal to apply the brakes, stop (thus, —).

*62. Two long blasts of the whistle is the signal to throw off the brakes (thus, — —).

*63. Two short blasts of the whistle is an answer to any signal except "train parted" (thus, — —).

*64. Three long blasts of the whistle (to be repeated until answered, as provided in Rule No. 136), is a signal that the train has parted (thus, — — —).

*65. Three short blasts of the whistle, when the train is standing (to be repeated until answered, as provided in (Rule No. 99), is a signal that the train will back (thus, — — —).

*66. Four long blasts of the whistle (thus, — — — —) is the signal to call in a Flagman.

*67. Four short blasts of the whistle is the Engineer's call for signals from Switch-tenders, Watchmen, Trainmen and others (thus, — — — —), and must be understood as a call for side or top light on caboose.

*68. Five short blasts of the whistle is a signal to the Flagman to go back and protect the rear of the train (thus, — — — —).

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

*69. One long followed by two short blasts of the whistle is a signal to be given by trains on single track, when displaying signals for a following train, to call the attention of trains of the same or inferior class to the signals displayed (thus, — — — —), which must be answered by two short blasts. (See Rule 83.)

*70. Two long followed by two short blasts of the whistle is the signal for approaching public road crossings at grade (thus, — — — —).

*71. A succession of short blasts of the whistle is an alarm for persons or cattle on the track, and calls the attention of Trainmen to danger ahead.

72. Six long 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.

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

Air-Whistle Signals.

74. If Air Signal is not in working order, Bell Cords must be used on all Passenger Trains, and must be connected with the

81. When one blast of the air whistle is heard while a train is running, the Engineer must immediately ascertain if the train is parted, and if so, be governed by Rule No. 136.

82. Signals of the same number of sounds shall have the same significance when given by other appliances than the air whistle.

Lamp Signals.

*83. A lamp swung across the track is the signal to stop.

*84. A lamp raised and lowered vertically is the signal to move ahead.

*85. A lamp swung vertically in a circle across the track, when the train is standing, is the signal to move back.

*86. A lamp swung vertically in a circle across the track, when the train is running, is the signal that the train has parted.

*87. A flag, or the hand, moved in any of the directions given above, will indicate the same signal as given by a lamp.

Head Lamps and Rear Signals.

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

89. All Night Passenger Trains must carry two Red Lights on rear car, and all Night Freights three Red Lights on caboose. 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 from going out.

Fixed Signals.

*90. Fixed Signals are placed at Junctions, Railroad crossings, Stations and other points that require special protection. Special instructions will be issued indicating their position and use.

Rules Governing the Use of Signals.

*91. A signal imperfectly displayed, or the absence of a signal at a place where one is usually shown, must be regarded as a danger signal, and the fact reported to the Superintendent.

*92. The unnecessary use of the whistle is prohibited; when necessary, in shifting at stations and in yards, the engine bell should be rung, and the whistle used only when required by rule or law, or when necessary to prevent accident.

*93. The whistle must not be sounded while passing any portion of a passenger train, except in cases of emergency or danger, or when required by the rules.

*94. When a danger signal (except a fixed signal) is displayed to stop a train, it must be acknowledged as provided in Rule No. 63.

*95. The engine bell must be rung before starting a train, and when running through tunnels and the streets of towns or cities.

*96. The engine bell must be rung for a quarter of a mile before reaching every road crossing at grade, and until it is passed; and the whistle must be sounded at all whistling-posts.

*97. When two or more engines are coupled to the head of a train, the leading engine only shall display the signals, as provided in Rules Nos. 56 and 57, excepting regular helping engines, which will duplicate signals carried by trains they help. Pushing engines will not carry signals.

*98. One flag or light displayed as a classification signal will be regarded the same as if two were displayed; but Conductors and Engineers will be held responsible for the proper display of all train signals.

99. 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. 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.

*100. When a train turns out to meet, pass or be passed by another train, the red lights must be removed, leaving green displayed in such position as to be visible from either direction, as soon as the track is clear; but the red must again be displayed immediately before returning to the main track.

*101. Headlights on engines when on side tracks or at the end of double tracks, waiting for trains, must be covered as soon as the main track is clear and the train has stopped. Uncovered headlights must be considered a danger signal.

*102. The white signal is to be used to stop a train only at the flag stations designated by the schedule of that train. When it is necessary to stop a train, at a point that is not a flag station for that train, a red signal must be used.

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 the signals to Sectionmen and Bridgemen, by one long and two short blasts of the whistle. When trains being met also have signals, they will answer by two (2) short blasts and then call attention to their own signals by one long and two short blasts, which will be answered by the opposing train by two (2) short blasts.

107. 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.

108. Engineers of Freight Trains, running after dark, will call for signal from the Conductor at every Station where Side or Top Lights of Caboose cannot be seen. Failing to receive this signal, they will assume that the train has parted and be governed by Rule 136. (See Rule 64.)

109. 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.

TRAIN RULES.

Classification of Trains.

*110. All trains are designated as regular or extra. Regular trains are those represented on the Time-table, and may consist of one or more sections. All sections of a train, except the last, must display signals as provided in Rule 56. Extra trains are those not represented on the Time-table. An engine without cars, in service on the road, shall be considered a train. (See Rule 57.)

*111. All regular trains are classified on the Time-table with regard to their priority of right to the track; trains of the first class being superior to those of the second and all succeeding classes, and trains of the second class being superior to those of the third and all succeeding classes; and so on indefinitely. The terms passenger, freight or mixed are descriptive, and do not refer to class.

*112. Irregular trains will be distinguished as follows:

If Passenger, Special.

If Freight, Extra.

If for work, Work Train.

*113. All Irregular Trains are of inferior class to all Regular Trains of whatever class.

Movement of Trains.

*114. A train of inferior class must in all cases keep out of the way of a train of superior class.

115. For Time-card purposes the direction of all trains will be made arbitrary, either east or west, and the direction in which trains are understood to move will be indicated on Time card.

116. All east bound trains have the absolute right of track over trains of the same or inferior class running in the opposed direction, but no Eastward 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 (5) minutes after its own time per table, and this five minutes, allowed for possible variation of watches, must be observed at every succeeding station until it shall have met the expected train. No portion of the five minutes, allowed for variation of watches, must be used by trains running in either direction.

117. The trains having 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.

118. When trains of the same class meet, the train not having right of track, must take the siding and be clear of the Main Track, before the leaving time of the opposing train; but such train must not pass the switch to back in on siding, until after the arrival of the opposing train, unless otherwise directed by special orders. When necessary to back in on the siding, before passing the switch, a Flagman must be sent out in the direction of the opposing train, as per Rule No. 133. Trains should always approach sidings with caution.

*119. When a train of inferior class meets a train of superior class, the train of inferior class must take the siding and clear the

*121. Passenger Trains, running in the same direction, must keep not less than fifteen minutes apart, unless some form of block signal is used.

*122. Freight trains following each other must keep not less than ten minutes apart (except in closing up at stations or at meeting and passing points) unless some form of block signal is used.

*123. No train must leave a station, expecting to meet or to be passed at the next station by a train having the right of track, unless it has full schedule time to make the meeting or passing point required by Rules Nos. 118 and 119.

*124. A train, not having right of track, must be entirely clear of the main track by the time it is required, by rule, to clear an opposing train or a train running in the same direction; failing to do so, it must be immediately protected, as provided in Rule No. 133.

*125. Except at meeting or passing points, as provided in Rules Nos. 118 to 124, inclusive, no train must arrive at a station in advance of its schedule time.

No train must leave a station in advance of its schedule leaving time. (See Rule 224.)

*126. All trains must stop at schedule meeting or passing points, if the train to be met or passed is of the same class, except as provided in Rule 151. The point at which a train should stop is the switch, to be used by the train to be met or passed, in going on the siding.

127. If Inferior Class Trains are obliged to keep the Main Track, 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.

128. 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.

*129. All trains must approach the end of double-track and junction, prepared to stop, and must not proceed until the switches or signals are known to be right, and the track is plainly seen to be clear.

All trains must come to a full stop at all draw bridges and railroad crossings at grade, and sound two short blasts of whistle before proceeding.

*130. No train must leave a Junction, Terminal, or other starting point, or pass from double to single track, until it is ascertained that all trains due, or for which signals were carried, which have the right of track against it, have arrived. Conductors must register their trains at all Registering Stations. (See Rule 351.)

131. When any train, either passenger or freight, is delayed for an unusual time at any station or siding not protected by established yard limit signs, where, by curves, foggy or stormy weather, the view of an approaching train is obstructed, the delayed train must be protected as per Rule 133. It must, however, be understood as a general rule that the responsibility for rear collisions at stations rests with the approaching train.

*132. When it is necessary for the rear Brakeman to go back to protect the rear of his train, the next Brakeman must immediately take the rear Brakeman's position on the train, and remain there until relieved by him; and on passenger trains the Baggage Master must take the place of the front Brakeman whenever necessary.

*133. When a train is stopped by an accident or obstruction, the rear Brakeman must immediately go back with danger signals to stop any train moving in the same direction. At a point fifteen telegraph poles from the rear of his train he must place one torpedo on the rail; he must then continue to go back at least thirty telegraph poles from the rear of his train and place two torpedoes on the rail, ten yards apart (one rail length), when he may return to point where first torpedo was placed, and he must remain there until recalled by the whistle of his engine; but if a passenger train is due within ten minutes, he must remain until it arrives. When he comes in, he will remove the torpedo nearest to the train, but the two torpedoes must be left on the rail as a caution signal to any following train.

If it becomes necessary to protect the front of the train, the front Brakeman must go forward and use the same precautions. In case of necessity the Fireman will be required to act as Flagman.

134. 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.

If break-in-two is discovered by Conductor or rear Brakeman, they will immediately stop rear portion, giving break-in-two signal (see Rule 56), until answered by Engineer, who will answer with break-in-two whistle signal. (See Rule 64.) When rear portion is stopped it must be protected, rear and front, by the proper danger signals. Great care must be taken to keep the forward part out of the way of the detached part, and every precaution used to prevent a collision.

When the whole occurrence is in plain sight, no curves or other obstructions intervening, and where signals can be plainly seen from both portions of the train, the re-occupying may be made in such manner as may appear entirely safe and prudent to Conductor and Engineer. If the Engineer is not certain that the rear part has stopped, he will proceed to the nearest siding, where he will leave his train. After taking necessary precautions to protect his engine from opposing trains, he will flag his engine back to the rear part of his train, assuming it is still in motion, taking great care not to collide with it. Trains coming up behind will wait until the detached portion of forward train has been picked up by its Engineer.

*137. A train starting from a Station or leaving a Junction, when a train of the same class running in the same direction is overdue, will proceed on its own time and rights, and the overdue train will run as provided in Rule 121 or 122.

*138. A train which is delayed and falls back on the time of another train of the same class does not lose its rights.

*139. Regular Trains twelve hours or more behind their schedule time lose all their rights.

*140. A train overtaking another train of the same or superior class, disabled so that it cannot move, will run around it, assuming the rights and taking the orders of the disabled train, to the next Telegraph Office which is open, where it will report to the Superintendent. The Disabled Train will assume the rights and orders of the last train passing it, until the next Telegraph Office is reached.

*141. All messages or orders respecting the movement of trains or the condition of the track or bridges must be in writing.

*142. No train shall display signals for a following train without an order from the Superintendent, except as per Rule 143.

143. 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. (See Rule 120.)

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 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 ran as Train No. — from — Station to — Station.

144. Conductors of trains or engines carrying signals to a station having no train register, will leave a registering ticket with the Operator, who will flag and notify all trains and engines of the same or inferior class going in an opposite direction until delayed train has arrived. Conductors must stop and notify all trains and engines of the same or inferior class they meet between such stations and the station where next register is kept, and will there register signals and the points between which carried.

145. Except as provided for in Rules 140 and 143, 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.

146. Irregular trains shall not be run without an order from the Division Superintendent. They shall be known and described according to their character as per Rule 112. Such trains have no rights on the road other than those conferred by 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 ten (10) minutes before any regular train is due.

When an extra engine is sent over the road on the time of a regular train, it shall be run as the first section of the Passenger train.

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.

151. Inferior Class, Wild and Work 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 Work 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 Work Trains, having orders to meet Stock Trains, must be on the lookout and ready to exchange registers with them. (See Rule 152.)

152. When trains meet by Special Order or Time-table Regulations the Conductors must exchange registers. This must be done by regular registering ticket.

153. 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.

154. 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 ten (10) 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 they are protected as per Rules 133 and 134.

155. Work Trains laying up at night will display a Blue Signal (see Rule 48) at a conspicuous point where it can be seen by approaching trains from either direction.

156. 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 from any cause, to immediately protect the rear end of his train as per Rule 133. No understanding with the Conductor of the following train will relieve you of this duty.

157. 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 offices.

158. Trains will be run under the directions 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. No train shall leave a station without a signal from its Conductor.

159. Flying switches are dangerous and must be avoided whenever possible. When absolutely necessary to make such switches it must be done with great care, and employees will be held strictly accountable for the exercise of such care.

160. 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.

161. 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.

162. 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.

*163. Accidents, detention of trains, failure in the supply of water or fuel, or defects in the tracks or bridges must be promptly reported by telegraph to the Superintendent.

*164. Conductors and Engineers will be held equally responsible for the violation of any of the rules governing the safety of their trains, and they must take every precaution for the protection of their trains, even if not provided for by the rules.

*165. In all cases of doubt or uncertainty, take the safe course and run no risk.

Responsibility for the Safety of Switches.

166. 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.

At siding or passing point the employe attending switch will, after locking it to main track, take position on opposite side of track from the switch stand and remain there until the expected train has passed.

*167. Conductors or Engineers will be held responsible for the proper position of the switches used by them and their men, except where switch tenders are stationed.

*168. When there is more than one train to use a switch, it

They must be brief and clear; the prescribed forms must be used when applicable, and there must be no erasures, alterations or interlineations.

*201. Each order must be given in the same words to all persons or trains directly affected by it, so that each shall have a duplicate of what is given to the others. Preferably, an order should include but one specified movement.

*202. Orders will be numbered consecutively for each day as issued, beginning with No. 1 at Midnight.

*203. Orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy. Those for a train must be addressed to the Conductor and Engineer, and also to a person acting as Pilot. A copy for each person addressed must be supplied by the Operator.

*204. Each order must be written in full in a book provided for the purpose at the Superintendent's office; and with it must be recorded names of Trainmen and others who have signed for the order; the time and signals, showing when and from what offices the order and responses were transmitted; and the Train Dispatcher's initials. These records must be made at once on the original copy, and not afterward, from memory or memoranda.

*205. The terms "Superior right" and "Inferior right" in these rules, refer to the rights of trains under the Time-table and Train Rules, and not to rights under Special Orders.

*206. When an order is to be transmitted, the signal "9," meaning "Train Order," will be given to each office addressed, followed by the word "Copy," and a figure indicating the number of copies to be made, if more or less than three—thus, "3 copy 5."

*207. A fixed signal must be used at each Train-order office which shall display red when trains are to be stopped for orders. When there are no orders the signal must display white.

When an Operator receives the signal "9," he must immediately display red, and then reply "Red displayed." The signal must not be changed to white until the object for which red was displayed is accomplished.

While red is displayed, all trains must come to a full stop, and any train thus stopped must not proceed without receiving an order addressed to such train, or a clearance card on a specified form stating over the Operator's signature that he has no orders for it. Operators must be prepared with other signals, to use promptly, if the fixed signal should fail to work properly. If a signal is not displayed at a night office, trains which have not been previously notified must stop and inquire the cause, and report the facts to the Superintendent from the next open telegraph office.

When a Semaphore is used, the arm means red when horizontal and white when in an inclined position.

*208. An order to be sent to two or more offices must be transmitted simultaneously to as many as practicable. The several addresses must be in the order of superiority of rights of trains, and each office will take only its proper address. When not sent simultaneously to all, the order must be sent first for the train having superior right of track.

*209. Operators receiving orders must write them out in manifold during transmission and make the requisite number of copies at one writing, or trace others from one of the copies first made.

*210. When an order has been transmitted, Operators receiving it must (unless otherwise directed) repeat it back at once from the manifold copy, and in the succession in which their several offices have been addressed. Each Operator repeating must observe whether the others repeat correctly. After the order has been repeated correctly by the Operators required at the time to repeat it, the response "O. K.," authorized by the Train Dispatcher, will be sent, simultaneously, to as many as practicable, naming each office. Each operator must write this on the order with the time, and then reply "I. O. K.," with his office signal, which must be recorded at once on Dispatcher's record book. (See Rule 204.)

Those to whom the order is addressed, excepting the Engineers, must then sign their names to the order; the Operator will then send their signatures to the Superintendent. The response "Complete," with the Superintendent's initials, will then be given, when authorized by the Train Dispatcher. Each Operator receiving this response will then write on each copy the word "Complete," the time; and his last name in full; and will then deliver a copy to each person included in the address, excepting Engineers, and each must read his copy aloud to the Operator. The copy for each Engineer must be delivered to him personally, by Conductor, and the Engineer must read it aloud and understand it before acting upon it.

Conductors must acquaint their rear Brakeman with their orders, and the Engineers their Firemen.

*211. "Complete" must not be given to an order for delivery to a train of inferior right until "O. K." has been given to and acknowledged by the Operator who receives the order for the train of superior right. Whenever practicable, the signature of the Conductor of the train of superior right must be taken to the order and "Complete" given before the train of inferior right is allowed to act on it.

After "O. K." has been given and acknowledged, and before "Complete" has been given, the order must be treated as a holding order for the train addressed, but must not be otherwise

time when he receives it; the responses; the time when they are received; his own name; the date; and the train number, for which places are provided in the blanks. These copies must be sent to the Superintendent, daily.

*214. Orders used by Conductors must be sent by them daily to the Superintendent.

*215. Engineers will place their orders in the clip before them until executed, and at the end of each trip will send all orders to Master Mechanic with trip report.

*216. For orders delivered at the Superintendent's office, the requirements as to record and delivery, will be the same as at other points.

*217. Orders to persons in charge of work requiring the use of track in yards or at other points, authorizing such use when trains are late, must be delivered in the same way as to Conductors of trains.

218. Division Superintendents will make frequent examinations of train order books, and will hold Dispatchers to a strict accountability for the observance of the proper forms. They will also see that all orders required to be, are received at their offices daily, and cause the same to be checked as to legibility, etc.

*219. An order to be delivered to a train at a point not a telegraph station, or while the office is closed, must be addressed to "C. and E., No. — (at —), care of —" and forwarded and delivered by the Conductor or other person in whose care it is addressed. "Complete" will be given upon the signature of the person by whom the order is to be delivered, who must be supplied with copies for the Conductor and Engineer addressed, and a copy upon which he shall take their signatures. This copy he must deliver to the first Operator accessible, who must preserve it, and at once advise the Train Dispatcher of its having been received.

Orders so delivered to a train must be compared by those receiving them with the copy held by the person delivering and acted on as if "Complete" had been given in the ordinary way.

Orders must not be sent in the manner herein provided, to trains, the rights of which are thereby restricted.

*220. When a train is named in an order, all its sections are included unless particular sections are specified, and each section included must have copies addressed and delivered to it.

*221. Meeting orders must not be sent for delivery to trains at the meeting point if it can be avoided. When it cannot be avoided, special precautions must be taken by the Train Dispatchers and Operators to insure safety.

There should be, if possible, at least one telegraph office between those at which opposing trains receive meeting orders.

Orders should not be sent an unnecessarily long time before delivery, or to points unnecessarily distant from where they are to be executed. No orders (except those affecting the train at that point) should be delivered to a freight train at a station where it has much work, until after the work is done.

*222. A train, or any section of a train must be governed strictly by the terms of orders addressed to it, and must not assume rights not conferred by such orders. In all other respects it must be governed by the Train Rules and Time-table.

*223. Orders once in effect continue so until fulfilled, superseded or annulled. Orders held by, or issued for a Regular Train which has lost its rights, as provided by Rule 139, are annulled and other trains will be governed accordingly.

*224. Operators will promptly record and report to the Superintendent the time of departure of all trains and the direction in which Extra Trains are moving. They will record the time of arrival of trains and report it when so directed.

Schedule trains must not run in advance of time, but in case of necessity for quicker movement will be annulled and run as extra.

*225. Regular trains will be designated in orders by their schedule numbers. Extra or Special trains by name of Conductor, as "Brown Extra West; Jones Special East." The direction of the movement of Irregular Trains will be shown in orders as "East" or "West." Time will be stated in words and figures.

*226. The following signs and abbreviations may be used: Initials for Superintendent's signature.

Such office and other signals as are arranged by the Superintendent of Telegraph.

C. & E.—for Conductor and Engineer.

Con.—for Conductor.

O. K.—as provided in these rules.

Min.—for Minutes.

Junc.—for Junction.

Frt.—for Freight.

No.—for Number.

Eng.—for Engine.

Sec.—for Section.

Op.—for Operator.

9—to clear the line for Train Orders, and for Operators to ask for Train Orders.

The usual abbreviations for the names of the months and stations.

★ FORMS OF TRAIN ORDERS.

Examples.

No. 1 and No. 2 will meet at Bombay.

No. 3 and 2d No. 4 will meet at Siam.

No. 5 and Baker Extra East will meet at Hong Kong.

Lee Extra East and Taylor Extra West will meet at Yokohama.

Trains receiving this order will, with respect to each other, run to the designated point, and having arrived there will pass in the manner provided by the Rules.

FORM B.—AUTHORIZING A TRAIN TO RUN AHEAD OF OR PASS ANOTHER TRAIN RUNNING IN THE SAME DIRECTION.

- (1) — will pass at —, from — to —.
- (2) — will run ahead of —, from — to —.

Examples.

(1) No. 1 will pass No. 2 at Ekartoun.

(2) No. 4 will run ahead of No. 3, from Bengal to Madras.

When under this order a train is to pass another, both trains will run according to rule to the designated point and there arrange for the rear train to pass promptly.

FORM C.—GIVING A TRAIN OF INFERIOR RIGHT THE RIGHT OF TRACK AGAINST AN OPPOSING TRAIN OF SUPERIOR RIGHT.

— has right of track against — to —.

Examples.

(1) No. 1 has right of track against No. 2, Mecca to Mirhat.

(2) Smith Extra East has right of track against No. 3, Natal to Belem.

This order gives a train of inferior right the right of track against one of superior right, to a designated point.

If the trains meet at the designated point, the train of inferior right must take the siding, unless the orders otherwise indicate.

Under this order, as illustrated by example (1), if the train of superior right reaches the designated point before the other arrives it may proceed, provided it keeps clear of the schedule time of the train of inferior right as many minutes as the inferior train was before required by the train rules to keep clear of the superior train.

If the train of superior right, before meeting, reaches a point beyond that named in the order, the Conductor must stop the other train where it is met and inform it of his arrival.

Under example (2), the train of superior right cannot go beyond the designated point until the extra train arrives.

When the train of inferior rights has reached the designated point, the order is fulfilled, and the train must then be governed by Time-table and Train rules or further orders.

The following modification of this form of order will be applicable for giving a Work Train the right of track over all other trains, in case of a wreck or break in the track.

Example.

Brown Work Train has right of track over all trains between Stockholm and Edinburgh from 7 P. M.—.

This gives the Work Train the exclusive right of the track between the points designated.

FORM D.—GIVING ALL REGULAR TRAINS THE RIGHT OF TRACK OVER A GIVEN TRAIN.

All Regular Trains; have right of track against — between — and —.

Example.

All regular trains have right of track against No. 1 between Moscow and Berlin.

This order gives to any Regular Train of inferior right receiving it the right of track over the train named in the order, and the latter must clear the schedule times of all regular trains, the same as if it were an extra.

FORM E.—TIME ORDERS.

- (1) — will run — late from — to —.
- (2) — will wait at — until — for —.

Examples.

(1) No. 2 will run 20 min. late from Joppa to Mainz.

(2) No. 2 will wait at Muscat until 10 A. M. for No. 1.

Form (1) makes the schedule time of the train named, between the points mentioned, as much later as the time stated in the order, and any other train receiving the order is required to run with respect to this later time, the same as before required to run with respect to the regular schedule time. The time in the order should be such as can be easily added to the schedule time.

Under form (2) the train of superior right must not pass the designated point before the time given, unless the other train has arrived. The train of inferior right is required to run with respect to the time specified, the same as before required to run with respect to the regular schedule time of the train of superior right.

FORM F.—FOR SECTIONS OF REGULAR TRAINS.

— will carry signals — to — for —.

Examples.

No. 1 will carry signals Astrakhan to Cabul for Brown.

2nd No. 1 will carry signals London to Dover for Jones.

If there are other sections following, add:

Following sections will change numbers accordingly.

The character of train for which signals are carried may be stated. Each section affected by the order must have copies, and must arrange signals accordingly.

FORM G.—FOR ARRANGING A SCHEDULE FOR A SPECIAL TRAIN.

(1) Smith will run as Special (or Extra), leaving — on — on the following schedule, and will have the right of track over all trains:

Leave —.

Arrive —.

Example.

(1) Smith will run as special, leaving Turin on Thursday, Feb. 17th, on the following schedule, and will have the right of track over all trains:

Leave Turin 11:30 P. M.

Pekin 12:25 A. M.

Canton 1:47 A. M.

Arrive Rome 2:22 A. M.

Example (1) may be varied by specifying particular trains over which the Special shall or shall not have right of track, and any train over which the Special train is thus given the right of track must clear its time as many minutes as such train is required to clear the schedule time of a first-class train.

(2) Brown will run as Special (or extra), leaving — on — with the rights of a — class train, —, on the following schedule, which is a supplement to time-table No. —.

Leave —.

Arrive —.

Example.

(2) Brown will run as special, leaving Geneva, Thursday, Feb. 17th, with the rights of a first-class train east, on the following schedule, which is a supplement to time-table No. 10:

Leave Geneva 10 A. M.

Pekin 10:30 A. M., passing No. 12.

Canton 11 A. M., meeting No. 7.

Arrive Athens 11:30 A. M.

Example (2) creates a regular train and the specified meeting and passing points are to be regarded as if designated in the same manner as on the Time-table. Such trains will be governed by all rules which effect regular trains.

FORM H.—EXTRA TRAINS.

— will run extra from — to —.

Examples.

(a) Smith will run extra from Berber to Gaza. A train receiving an order to run extra is not required to guard against opposing extras, unless directed by order to do so, but must keep clear of all regular trains as required by rule.

A "Work Train" is an extra for which the above form will be used for a direct run in one direction. The authority to occupy a specified portion of the track, as a Work Train, while working, will be given in the following form:

(b) Jones will work from 7 A. M. until 6 P. M. between Berne and Turin.

The working limits should be as short as practicable, to be changed as the progress of the work may require. The above may be combined thus.

(c) Jones will run extra from Berne to Turin and work from 7 A. M. until 6 P. M. between Turin and Rome.

When an order has been given to "Work" between designated points, no other Extra must be authorized to run over that part of the track without provision for passing the Work Train.

When it is anticipated that a Work Train may be where it cannot be reached for meeting or passing orders, it may be directed to report for orders at a given time and place, or an order may be given that it shall clear the track for a designated extra, in the following form:

(1) Jones, Work Train, will keep clear of Smith, Extra, east, between Antwerp and Brussels after 2:10 P. M.

In this case, Extra, Smith, must not pass either of the points named before 2:10 P. M., at which time the Work Train must be out of the way between those points.

When the movement of an Extra Train over the working limits cannot be anticipated by these or other orders to the Work Train, an order must be given to such Extra, to protect itself against the Work Train in the following form:

(c) Smith, Extra, will protect against Jones, Work Train, between Lyons and Paris.

This may be added to the order to run Extra.

A Work Train when met or overtaken by an Extra must allow it to pass without unnecessary detention.

When the conditions are such that it may be considered desirable to require that Work Trains shall at all times protect themselves while on working limits, this may be done under the following arrangements. To example (b) add the following words:

(f) Protecting against all trains.

A train receiving this order must, whether standing or moving, protect itself within the working limits (and in both direc-

(g.) Jones is working between Berne and Turin.

A train receiving this order must run expecting to find the Work Train within the limits named.

FORM J.—HOLDING ORDER.

Hold —. Examples.

(1) Hold No. 2.

(2) Hold all trains east.

As any order for which "O. K." has been given and acknowledged operates as a holding order for the train to which it is addressed, this form will only be used in special cases, to hold trains until orders can be given or for some other emergency. The reason for holding may be added, as "For orders."

This order is not to be used for holding a train, while orders are given to other trains against it, which are not at the same time given to it in duplicate. It must be respected by Conductors and Engineers of trains thereby directed to be held as if addressed to them. Conductors when informed of the order must sign for it, and their signatures must be sent and "Complete" obtained.

When a train has been so held it must not go until the order to hold is annulled, or an order is given in the form: " — may go."

This must be addressed to the person or persons to whom the order to hold was addressed, and must be delivered in the same manner.

FORM K.—ANNULLING A SCHEDULE TRAIN.

— of — is annulled.

Examples.

(1) No. 1 of Feb. 29th is annulled.

(2) No. 3 due to leave Naples Saturday, Feb. 29th, is annulled.

Adding "from Alaska," or "between Alaska and Halifax," when appropriate.

This order takes away all rights of the train annulled and authorizes any train or person receiving it to use the track as if the train annulled were not on the time-table.

If a train is annulled to a point named, its rights beyond that point remain unaffected.

The Train Dispatcher may direct any Operator to omit repeating back an order annulling a train, until he has occasion to deliver it.

When a train has been annulled it must not be again restored under its original number by special order.

FORM L.—ANNULLING OR SUPERSEDING AN ORDER.

"Order No. — (describing substance) is annulled."

This will be numbered, transmitted and signed for as other orders.

If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the Operator, who will destroy all copies of the order annulled but his own, and write on that:

Annulled by order No. —.

An order superseding another may be given, adding "instead of —."

Examples.

No. 1 and No. 2 will meet at Sparta, instead of at Thebes.

An order which includes more than one specified movement must not be superseded.

An order that has been annulled or superseded must not be again restored by special order under its original number.

In the address of an order annulling or superseding another order, the train first named must be that to which rights were given by the order annulled or superseded, and when the order is not transmitted simultaneously to all concerned, it must be sent to the point at which that train is to receive it, and the required response first given, before the order is sent for other trains.

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.

*27. 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 Rules 204 and 210.

*28. 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.

*29. 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