NORTHERN PACIFIC RAILROAD.

DAKOTA DIVISION

And Branches.

No. 6.

TIME SCHEDULE No. 6.

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

(CENTRAL OR 90th MERIDIAN TIME.)

SUNDAY, APR. 5th. 1885.

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

J. T. ODELL

Assistant Gen'l Manager.

T.F.OAKES

Vice President and Gen'l Manager.

DAKOTA DIVISION,-Fourth District.

West Bound.

Central or 90th Meridian Time.

Station Numbers.	Time Card No. 6.	From Fargo.	PACIFIC EX	P. MO. RIVER EXP.	EXPRESS FR'T.	FREIGHT.	FREIGHT.	FREIGHT. No. 19.	FREIGHT. No. 21.
Na.	STATIONS.	Fro	First Class	First Class.	Second Class.	Third Class.	Third Class.	Third Class.	Third Class.
252	Fargo	.0	De. 4.05 A. M	I. De. 8.30 A. M.	De. 8.00 P. M.	De. 5.00 A. M.	De. 11.59 A.M M	De. 4.45 P. M.	De. 7.30 AM M1
257	Haggart 4.0	4.5	*4.16	F 8,43	8.25	5.25	12.25 P. M.	5.10	7.55
261	Canfield 4.0	8.5	*4.25	F 8,55	8,45	5,55	12.48	5.35	8.20
265	Mapleton 2.5	12.5	*4.35	9.05 P. 21.	9.07	6.25 M. 14.	1.12	6.00 M. 20.	Ar. 8.55 De. 9.05 3 P.
267	Greene 3.0	15.0	*4.40	F 9.13	9.20	6.41	1.27	Ar. 6.20 De. 6.30 M. 4.	9.25
270	Dalrymple 2.3	18.0	*4.47	F 9,21	9.36	7.00	1.45	6.48	9,48
273	Casselton 3.5	20.3	4,54	9.27	9.50	7.15	2.00	7.00	10.10
276	Sidney 3.0	23.8	*5.02	F 9.36	10.12	7.36	2.20	7.20	Ar. 10.40 De. 10.50 M. 6.
279	Wheatland 9,5	26.8	*5.10 M. 1	9,45	10.30	7.55	2.35	7.37	11.10 A. M.
289	Buffalo - 6.0	36.3	*5.32	F 10.10 M. 6.	Ar. 11.30 De 11.40 P.M. M2	8.53	3.30 M. 20.	8.30	12.10 P. M.
295	Tower City 5.5	42.3	5.47	10,25	12.20 AMM16		4.05	9.05	12.45
300	Oriska 5.0	47.8	*6.02	10.41	12.50	10.12	Ar. 4.40 De. 4.50 M. 4.	9,37	1.20
305	Alta 5.2	52.8	*6.13	*10.55 P. 15.	1.18	Ar. 10.45 De. 10.55 3 P.	5.20 M. 4.	10.05	1.50 M. 20.
310	Valley City	58.0	6.27	11.10	1.45 M. 14.	11.35 A. M.	5.50	Ar. 10.35 M. 16.	2.25
318	Hobart 3.7	65.8	*6.47	F 11.33	2.30	12.40 PM M20	6.35	De. 10.45 M. 2.	3.10
322	Sanborn 3.5	69.5	6.57	11.45	2.50	1.10	6.55	11.52 P. M.	Ar. 3.35
325	Eckelson 9.3	73.0	*7.07	F 11.55 AM M20	3.08	1.37	7.15	12.10 AMMI	De. 3.45 M. 4.
35	Spiritwood 5.0	82.3	*7.32	F 12.25 P. M.	4.00	Ar. 2.57	8.10 M. 16.	12.57	5.00
340	Bloom 5.7	87.3	* 7.45 M. 6.	*12.40	4.27	De. 3.07 M. 4	8.35	1.20	5.29
45	Jamestown	9.30	Ar. 8.00 A. M.	Ar. †1.00 P. M.	Ar. 5.00 A. M.	Ar. 4.30 P. M.	Ar. 9.10 P. M.	Ar. 1.50 A. M.	Ar. 6.00 P. M.

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

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

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

Full faced figures denote meeting and passing stations.

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

NOS. 19 AND 21 DAILY EXCEPT SUNDAY.

DAKOTA DIVISION. - Fourth District.

Central or 90th Meridian Time.

East Bound.

apacity of Side Tracks,	Time Card No. 6.	From	ATLANTIC E		ST. PAUL & M	4.	FARGO ACCOM. No. 6.	No. 14.	FREIGHT. No. 16.	FREIGHT.	
T C	STATIONS.	Jan	First Class	s.	First C	lass.	Second Class.	Third Class.	Third Class.	Third Class.	
500	Fargo 4.5		Ar. 1.15 A.	М.	Ar. 7.15		Ar. 11.59 AM M17	Ar. 7.30 AMM	21 Ar. 3.55 A. M.	Ar. 7.30 P. M.	
90	Haggart 4.0	88.5	*1.04		7.02	P. 20.	11.46	7.05	3.32	De. 7.02 4 P. Ar. 6.52	
50	Canfield 4.0	84.5	*12.52		6.49		11.34	6.45	3.12	6.23	
88	Mapleton 2.5	80.5	*12.42		6.37		11,23	6.25 M. 15.	2.52	6.00 M. 19.	
10	Greene 3.0	78.0	*12.35	1	6.30	M. 19.	F 11.15	6.10	2.40	5.40	
66	Dalrymple 2.3	75.0	*12.26	1	6.20		F 11.07	5.55	2.25	5.22	
158	Casselton 3.5	72.7	12.20		6.13		11.00	5,42	2.12	5.08	1
33	Sidney 3.0	69.2	*12.10	1	6.02		10.50 M. 21.	5.25	1.55	4.45	
86	Wheatland 9.5	66.2	*12.03 A.		5.53		10.40	De. 5.10 M. 1. Ar. 5.00	1.40	4.28	
97	Buffalo 6.0	56.7	*11.40 PM	I M13	5.25		De. 10.10 M. 3. Ar. 10.00	4.00	12.52	3.30 M. 17.	
130	Tower City 5.5	50.7	*11.25		5.07		9.43 M. 15.	3.23	De. 12.20 M. 13. Ar. 12.10 A. M.	2.52	
92	Oriska 5.0	45.2	11.10	1	4.50	M. 17.	9,28	2.50	11.43 P. M.	2.20	
45	Alta 5.2	40.2	*10.58		*4.35		*9,15	2.18	11.15	1.50 M. 21.	
160	Valley City 7.8	35.0	10.45 P16	6 M19	4.19		9.00	De 1.45 M. 13. Ar. 1.35	De. 10.45 2 P. Ar. 10.35 M. 19.	1.20	
30	Hobart 3.7	27.2	*10.25	I	3.55		8,40	12.47	9.47	12.40 M. 15.	
128	Sanborn 3.5	23.5	10.17		3.45	M. 21.	8.30	12.27	9.25	12.17 P. M.	
40	Eckelson 9.3	20.0	*10.09	F	3.34		8.20	12.10 AMM	9.05	De. 11.55 A.M.M3 Ar. 11.45	
78	Spiritwood 5.0	10.7	*9.46	F	3.07	M. 15.	7.57	11.25 P. M.	8.10 M. 17.	10.52	
44	Bloom 5.7	5.7	*9.35		*2.52		De. 7.45 M. 1. Ar. 7.35	11.00	7.35	10.25	
200	Jamestown	.0	De. 9.20 P. M	M. I	e. 2.35	P. M.	De. 7.15 A. M.	De. 10.30 P. M.	De. 7.00 P. M.	De. 9.55 A. M.	

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

TRAINS 2, 4, 14 AND 16 RUN DAILY.

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

NOS. 6 AND 20 DAILY EXCEPT SUNDAY.

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

- 1. When the Target stands in a Diagonal position, the track is clear for Northern Pacific trains.
- 2. When the Target stands in a Vertical position, the track is clear for Fargo Southern trains.
- 3. When the Target stands in a Horizontal position, the track is blocked against all trains of either
- 4. When the Crossing is not in use the Target must be kept in a Horizontal position.
- the Fargo Southern road.
- 6. First Class trains of the Fargo Southern road will be entitled to the Crossing as against Second and Third Class trains of the Northern Pacific road.
- 7. Second and Third Class trains of the Northern Pacific road will be entitled to the Crossing as against Second and Third Class trains of the Fargo Southern road.
- 8. The Target Tender will under no circumstances move the Target from a Horizontal position to a 5. First Class trains of the Northern Pacific road will be entitled to the Crossing, as against all trains of Diagonal or Vertical position until the train entitled to the Crossing has come to a full stop not nearer than 200 feet from the Crossing.

J. M. GRAHAM, Superintendent.

DAKOTA DIVISION.-Fifth District.

Central or 90th Meridian Time.

Station Numbers.	Time Card No. 6.	om stown.	PACIFIC EXP.	MO. RIVER EXP.	EXPRESS FR'T.	FREIGHT. No. 15.	FREIGHT. No. 17.	FREIGHT. No. 23.
Sta	STATIONS.	From	First Class.	First Class.	Second Class.	Third Class.	Third Class.	Third Class.
345	Jamestown		De. 8.10 A. M.	De. 1.25 P.M.	De. 5.30 A. M.	De. 6.30 PM M16	De. 10.00 PM M14	De. 7.35 A. M.
352	7.0 Eldridge 9.5	7.0	F 8.30 P23M18	1.50 M. 4	6.10	7.15	10.50	Ar. 8.20 M. 18 De. 8.30 1P
362	Windsor 3.8	16.5	F 8.53	F 2.20	7.00 M. 18	Ar. 8.20 8.30 M. 2 De. 8.40 M. 14	11.59 P. M.	9.40
365	Cleveland	20.3	F 9.02	F 2.33	7.22	9.08	12,23 A.M.	10.08
374	8.7 Medina 8.0	29.0	F 9.23	2,59	8.08	10.08	1.15	11.10 A. M.
382	Crystal Springs	37.0	9.43	3.23 M.16.	8.50	11.03	2.05	Ar. 12.10 P. M. De. 12.20 M. 4
391	Tappen 5.2	45.3	F 10.02	F 3.48	9.35	11.59 P. M.	2.55	1.20
396	Dawson 8.0	50.5	10.15 P. 13.	4.05	Ar. 10.05 De. 10.15 1 P.	12.27 A. M.	3.30 M. 18	1.57 M. 16
404	Steele 6.8	58.5	10.35	4.30 M. 14	Ar. 11.05 De. 11.15 M. 4.	1.15	4.20	2.55
411	Geneva 4.2	65.3	10.55 M. 4.	F 4.50	11.50 A. M.	1.55 M. 18	5.05	3.45 M. 14
415	Driscoll	69.5	11.06	F 5.03	12.13 PM M16	2.18	5.32	4.10
422.	Sterling 6.3	77.0	F 11.25 M. 16	F 5.25	12.51	3.03	6.20	4.55
129	McKenzie 5.2	83.3	*11.40	5.45 M2 P23	1.25	3.40	7.02	Ar. 5.35 De. 5.45 M.2. 3P
434	Menoken 9.0	88.5	F 11.52 A. M.	F 6.00	1.50 M. 14.	4.08	7.35	6.13
43	Apple Creek	97.5	*12.15 P. M.	F 6.24	2.35	5.00	8.35 M. 16.	7.00
147	Bismarck 5.2		Ar. 12.25 M14 De. 12.30	Ar. 6.35 De. 6.40	2.55	5.25	Ar. 9.10 De. 9.20 M. 4	Ar. 7.20 De. 7.25
452	Mandan	106.7		Ar. 7.00 P. M.	Ar. 3.30 P. M.	Ar. 6.00 A. M.	Ar. 9.55 A. M.	

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

West Bound.

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

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

Full faced figures denote meeting and passing stations.

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

NO. 23 DAILY EXCEPT SUNDAY.

DAKOTA DIVISION. - Fifth District.

Central or 90th Meridian Time.

East Bound.

Side Tracks.	Time Card No. 6.	From Mandan.	No. 2.	ST. PAUL & MPLS. EXP. No. 4.	EXPRESS FR'T.	FREIGHT.	FREIGHT.	
	STATIONS.	M.F.	First Class.	First Class.	Third Class.	Third Class.	Third Class.	
200	Jamestown 7.0	106.7	Ar. 9.10 P. M.	Ar. †2.10 P. M.	Ar. 10.00 PM M17	Ar. 6.30 PM M15	Ar. 9.15 A. M.	
88	Eldridge 9.5	99.7	F 8.52	1.50 M. 3.	9,25	5.50	De. 8.30 M. 1. Ar. 8.20 M. 23.	
96	Windsor 3.8	90.2	F 8.30 M. 15.	F 1.20	8.40 M, 15.	5.02	De. 7.00 M. 13.	
56	Cleveland 8.7	86.4	F 8.20 P. 14.	F 1.10	De. 8.20 2P. Ar. 8.10	4.45	6.27	
90	Medina 8.0	77.7	F 8.00	F 12.43	7.17	4.03	5.35	
51	Crystal Springs 8.3	69.7	7.40	12.20 PM M23	6.30	De. 3.23 M. 3. Ar. 3.13	4.48	
69	Tappen 5.2	61.4	F 7.18	F 11.53 A. M.	5.45	2.25	4.00	
104	Dawson 8.0	56.2	7.07	11.37	5.15	1.57 M. 23.	3.30 M. 17.	
124	Steele 6.8	48.2	6.47	11.15 M. 13.	De. 4.30 M. 3. Ar. 4.20	1.12	2.40	
39	Geneva 4.2	41.4	F 6.30	10.55 M. 1.	3.45 M. 23.	12.35	1.55 M. 15.	
26	Driscoll 7.5	37.2	F 6.19	10.44	3.22	De. 12.13 M. 13. Ar. 12.03 P. M.	1.30	
45	Sterling 6.3	29.7	F 6.00	F 10.25	2.45	De. 11.25 AM M.1 Ar. 11.15	12.40 A. M.	
45	McKenzie 5.2	23.4	5.45 M. 3&23	F 10.10 P. 16.		De. 10.10 4 P. Ar. 10.00	11.59 P. M.	
63	Menoken 9.0	18.2	F 5.32	F 9.58	De. 1.50 M. 13.	9,28	11.27	
41	Apple Creek 4.0	9,2	*5.11	F 9.35	12.48	8.35 M. 17.	10.30	
500	Bismarck 5.2	5.2		De. 9.25 Ar. 9.20 M. 17.		De. 8.00 Ar. 7.55	10.05	
450	Mandan	.0	De. 4.35 P. M.	De. 9.00 A. M.			De. 9.30 P. M.	

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

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

ALL TRAINS DAILY.

J. M. GRAHAM, Superintendent.

FARCO AND SOUTHWESTERN R. R.

Central or 90th Meridian Time

East Bound.

	FREIGHT. No. 53.	PASSENGER. No. 51.	Station Numbers,	m Fargo.	Time Card No. 6.	From La Moure.	acity of side racks	PASSENGER. No. 52.	FREIGHT. No. 54.	
	Third Class.	First Class.	Na St	From	STATIONS.	La	Cap	First Class.	Third Class.	
	De 9.00 A. M.	De 8.45 A. M.	252	.0	Fargo	88.0		Ar 6.45 P. M.	Ar 4.30 P. M.	
	9.25	F 9.02	E 4	4.2	Cotters 6.5	83.8	36	F 6.28	4.00	
	9.55	F 9.22	E 11	10.7	Horace 8.4	77.3	40	F 6.10	3,25	
	10.35	9,47	E 19	19.1	Davenport 9.6	68.9	39	5,45	2.40	
	11.25 A. M.	F 10.15	E 29	28.7	Leonard 12.8	59.3	37	F 5.15	1.45	
	12.30 PM M54	10.52	E 41	41.5	Sheldon 8.9	46.5	120	4,35	12.30 PM M53	
	1.20	F 11.20 M. 54,	E 50	50.4	Buttzville 5.6	37.6	33	F 4.07	De 11.20 AM M51 Ar. 11.10	
	1.50	11,35 A. M.	E 56	56.0	Lisbon 12.5	32.0	79	3,50	10.30	
	Ar 3.05 De 3.15 M. 52.	F 12.15 P. M.	E 68	68.5	8.0	19.5			9.20	
	4.00	F 12.40	E 76	76.5	Verona 11.5	11.5	38	F 2.50	8.30	
	Ar 5.00 P. M.	Ar †1.15 P. M.	E 88	88.0	La Moure	.0	134	De 2.15 P. M.	De 7.30 A. M.	

F-Flag Station.

West Bound.

M-Meet.

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

Full faced figures denote meeting and passing stations.

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

LEVI GREER, Assistant Superintendent.

No. 55.	Station Nation Station State Station State Station State Sta		Time Card No. 6.		Capacity of Side Tracks.	ACCOMMODAT'N No. 56.				
Third Class.	Nu	Sar	STATIONS.	From Coopers- town.	Cap	Third Class.				
De 4.15 P. M.	322	.0	Sanborn 9.0	36.0		Ar 11.30 A.M.				
5.00	H 9	9.0	Odell 9.0	27.0	24	F 10.45				
5,45	H 18	18.0	Dazey 9.5	18.0	32	F 10.00				
6.30	H 27	27.5	Hannaford 8.5	8.5	10	F 9.15				
7.15 P. M.	H 36	36.0	Cooperstown	.0	123	De 8.35 A. M.				

F-Flag Station.

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

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

W	est Bound.			ESTOWN AND NORTHER			E	ast Bo	ound.		
ACC	ACCOMMODAT'N. No. 57. Third Class.		10 10 10 10 10 10 10 10 10 10 10 10 10 1			Time Card No. 6.	ity of de ceks.	ACCOMMODAT'N.			
7			Jame	STATIONS.	From New Rockford.	Capacity o Side Tracks.	Third Class.				
De	8.30 A. M.	345	.0	Jamestown 6.5	59.5		Ar	7.45	Р. М.		
F	9.00	F 6	6.5	Parkhurst 7.0	53.0	61	F.	7.15			
F	9.35	F 13	13.5	Buchanan 7.6	46.0	31	F	6.45			
F	10.15	F 21	21.1	Pingree 6.5	38.4	64	F	6.10			
F	10.45	F 27	27.6	Edmunds 6.9	31.9	21	F	5.42			
F	11.20 A. M.	F 34	34.5	Melville 9.0	25.0	45	F	5.10			
	12.05 P. M.	F 43	43.5	Carrington 16.0	16.0	236	De. Ar.	4.30			
Ar.	1.15 P. M.	F 60	59.5	New Rockford	.0	50	De.		P. M.		
De.	3.00 P. M.	F 43	.0	Carrington	13.0		Ar.	4.30	P. M.		
Ar.	3.40 P. M.	G 13	13.0	Sykeston	.0	80	De.	3.50	P. M.		

F, in time column, signifies Flag Station.

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

Jamestown and Northern trains will protect themselves against Main Line trains between J. & Northern trains will protect themselves against Main Line trains between J. & Northern trains will protect themselves against Main Line trains between J. & Northern trains will protect themselves against Main Line trains between J. & Northern trains will protect themselves against Main Line trains between J. & Northern trains will protect themselves against Main Line trains between J. & Northern trains will protect themselves against Main Line trains between J. & Northern trains will protect themselves against Main Line trains between J. & Northern trains will protect themselves against Main Line trains between J. & Northern trains will protect themselves against Main Line trains between J. & Northern trains will protect themselves against Main Line trains between J. & Northern trains will protect themselves against Main Line trains between J. & Northern trains will protect themselves against Main Line trains between J. & Northern trains will protect themselves against Main Line trains between J. & Northern trains will be the protect themselves against Main Line trains between J. & Northern trains will be the protect themselves against Main Line trains will be the protect themselves against Main Line trains will be the protect themselves against Main Line trains will be the protect themselves against Main Line trains will be the protect themselves against Main Line trains will be the protect themselves against Main Line trains will be the protect themselves against Main Line trains will be the protect themselves against Main Line trains will be the protect themselves against Main Line trains will be the protect themselves against Main Line trains will be the protect themselves against the protect the protect themselves against the protect the protect themselves against the prot

Junction and the Passenger Depot at Junestown. Conductors will register at Junestown, New Rockford and Sykeston, and will not pass any registering station without an order or clearance. Special attention is called to rule No. 126. No. 55 will not leave New Rockford, Sykeston or Carrington until No. 156 has arrived. No. 57 will run regardless of No. 58.

J. M. GRAHAM, Superintendent.

EXTRACT FROM THE BOOK OF RULES:

SPECIAL.

107. To avoid any misunderstanding and unnecessary telegraphing, the following will be observed: Whenever a new Time Card takes effect, all Trains on the new Card will take the time and rights of corresponding Trains on the old Card. If this leaves the new train 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 new Card will not take the new marmers without an order from the Superintendent. If the new Card takes effect when certain Trains are between stations at least the card takes effect when certain Trains are between stations at least the card takes effect when certain Trains are detained takes effect 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 additions, and all Trains affected will not run against these Trains without special orders. without special orders until they strike the time of the Trains whose number they take. If the numbers of trains are changed by change of Card, the Trains of the new Card will not take offect when certain Trains are the twen the trains of the new Card takes effect, the heave Card takes effect, when certain Trains are the twen the state of the trains will Flag to the next Telegraph Station, that the source of the card calls for Trains that should have left the terminal before the new Card takes effect, the old one is thrown away, and if the Card calls for Trains that should have left the terminal before the new Card took effect, such Trains have an existence from the very most takes effect, mo matter if between stations, and all Trains affected will not run against these Trains without special Instructions, and all Trains affected will not run against these Trains without special not train to the 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 to which they are printed belongs.

20. All persons employed by the Cumpany are required to exercise the greated care and vanishing the special Instructions will remain in force only while the greated care and vanishing the special Instructions will remain in force only while the special Instructions will remain in force only while the special Instructions will remain in force only while the special Instructions will remain in force only while the special Instructions will remain in force only while the special Instructions will remain in force only while the special Instructions will remain in force only while the special Instructions will remain in force only while the special Instructions will remain in force only while the special Instructions will remain in force only while the special Instructions will remain in force only while the special Instructions will remain in force only while the special Instructions will remain in force o

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

CAUTION AS TO PERSONAL SAFETY.

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 of Engines can not be uniform in style, size or strength, and is liable to be browned to the coupling apparatus of the coupling apparatus of the coupling apparatus of these engaged in coupling, all employees are enjoined before coupling Cars or Engines to examine so as to know the kind and condition of the drawbeads, drawbars, links and coupling apparatus, and are prohibited from placing in the Train any Car with a defective condition to the Xard Master in the Arabitation of the Cars of the Signal processing of the service coupling, nor possing in the Train and State of the Coupling by India State of State of

reduced.

33. Two Red Flags by day, two Lights and two Flags 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.

36. Signals by Whistle 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 Fing Station, or an acknowledgment of being

stagged.

One long and one short blast of the Whistle, repeated at short intervals, is a signal that the Train has parted.
Four blasts is notice to call in a Flagman.
Five blasts is notice to observe red signals carried by Engine.
In snow gangs, five blasts of the Whistle is notice for trailing or assistant Engine to move forward. Look out for another

or assistant Engine to move forward. Look out for another Whistle.

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

A succession of short, rapid blasts is the alarm for cattle. The length of time required to freight Trains to whistle for stations is six seconds, and for Passenger Trains four seconds.

irain, and must and will not proceed until he has received information as to the cause of the signal from the Flagman.

A stationary feel Flag or Red Light in the center of the track is Signal that track is limpassable, and train must be brought to a stop as possible. A Red Flag or Red Light at the side of track is a signal of caution, and the speed of train must be reduced.

3. Two Red Flags by day, two Lights and two Flags at night, shall be carried or the Region of the Whistle, or if the opposing Train, even though they fall to hear the signal on the passing Train, even though they fall to hear the signal on the passing train, even though they fall to hear the signal on the passing Train, even though they fall to hear the signal on the passing Train, even though the signal on the passing Train, even though they fall to hear the signal on the passing Train, even though the size of the siz 44. If 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

STANDARD TIME.

48. The clock in the Dispatcher's office of each Division is the Standard of Time for such Division, and watches of all-conductors, Engineers and other employees of the respective. Division must be regulated daily by this standard. No excussible taken for variation of watches. The time will be regulated by telegraph from Dispatcher's office of each Division at 20 colock a cach day. The Standard of Time for all Divisions and Branches cast of Mandan is 90th of Time for all Divisions and Branches 195th Meridian or Mountain Time, which is one hour slower than Central.

49. Conductors and Engineers will compare their watches with the clocks at the point where their run commences, and will furnish the time to other employees on the road.

hand or fingers.

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

before the Time and same on the station immediately presented in the property of the station of the station of the station where a First Class Train is expected to be met, unless tishall be able to arrives the latter station by its average rate of running, and get on siding entirely out of the way of the First Class Train, ten (10) minutes before the time the First Class Train is due to leave that station.

65. No Second Class Train is due to leave that season.

65. No Second Class Train shall leave a station immediately preceding a station where they are to be overtaken by a First Class Train, unless they have ample time to arrive at the station and get out of their way ten (10) minutes before the First Class Train is due to arrive.

66. Leaving Time of Trains is always to be taken for Card Trains.

66. Leaving Time of Trains is always to be taken for Cara Time.
67. The Full Faced Figures on the Time Tables indicate the regular Meeting and Passing places for trains.
68. Should it become necessary for a First Class Train to occupy the Main Track at station or turnout, in the time of any Train of the same class which by the Time Table should either stop or pass any First Class Train at such station or turnout, no signal shall be given to such approaching Train, except as provided in Rules 70.
61. Class Train be compelled to occupy the Main Track on the time of any First Class Train, the Conductor of the Second Class Train must send out the proper Danger Signal to prevent accident. If Freight Trains are obliged to keep the Main Track at any time when passing Passenger Trains, a man must always be sent out with Red Signals to warm the approaching Train, and the Freight Train Conductor must see that the Switches are right for the Passenger Train to go on the siding.

siding.

The When a Second Class Train is occupying the Main Track inside the Yard Limits at stations where Yard Limits Posts are creeted, or between Switches at other stations, where by the Time Table a Train of its own class should stop or meet 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.

To alike responsible, in Case of collision.

71. Irregular Trains shall nob er un without an order direct from the Division Superintendent. They shall be known and described coording to their character as "Special," Passenger, Freight, or Vorking Trains, or "Special Engines." Such Trains have no dipta on the road other than those conferred in the Special rivers by which they run, and except in cases when they are tiven special rights over Regular Trains, they must clear the Intin Track at least fifteen (15) minutes before Passenger Trains and m (10) minutes before Prigith Trains are due.

nyo) manust region training trains are thus.

72. On the arrival of an Irregular Train at its appointed desination, or on its quitting the use of the road when authorized it run back and forth, the Conductor (or Engineer in case of a pacial Engine without Conductory) shall notify the Division inperintendent to that effect in writing, to be sent by Telegraph all placed on file by the Operator, and all its rights to run shall been expire.

Superintendent to that effect in writing to test and y tengang and placed on file by the Operator, and all its rights torus shall the continue that the continual that the continue that the con

74. Conductors of Wood, Work and Construction Trains must also notify the Superintendent every evening, from the nearest telegraph office, where they will work the day following, and under no consideration pass the limits given without permis-sion. They will not occupy the Main Track between 5 i. N. Mil

under they will not occupy the mass.
5:30 A. M.
75. If a subsequent order be given, moving a Working Train

Signate.

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 rain is following.

more than one Section, the engine of each Section except the last shall carry the prescribed signals to indicate that another train is following.

Section of a train follows another that is carrying Signals for it, the Section or train following has all the Time Table rights of the leading train and no more.

St. Whenever one train is to follow another on the same time, notice must be given to the forward train and the Conductor thereof must notify in person all Conductors whom he may meet at stations where he stops of the fact, besides carrying the property of the pr

tion, at all stations, on all curresand obscure points on the road on the supposition that the signals have not been everywhere as the signals have not been everywhere as the signals are not been everywhere as the signals of the signals are not been everywhere as the signals of the signals are not been everywhere as the signals of the signals are not been everywhere as the signals of the signals are not seen as the signals of the signals are not seen as the signals of the signals are not seen as the signals of the signals are not seen as the signals of the signals are not seen as the signals of the signals are not seen as the signals are not seen as the signals of the signals are not seen as the signals are not seen as the signals are not seen as the signals of the signals are not seen as the signals ar

tion to — Station.

Station.

By a portion to come with the state of the late of the Agent and Operator at the State of the protected by Signals, if possible.

thest one being, if possible, one-half mile from the obstruction.

96. When a Flagman is send out to signal any approaching train, he must, if possible, avoid stopping on a curre, or behinding out the properties of the Conductor and Engineer are first the personal signatures of the Conductor and Engineer are first the personal signatures of the Conductor and Engineer are first the personal signatures of the Conductor and Engineer are first the personal signatures of the Conductor and Engineer are first the properties of the Conductor and Hessages relative to the movement of the Conductor must know that his Train is fully protected in the standy and "13" (I understand.) Figures must be written standy and "13" (I understand.) Figures must be written the training of the Training and "13" (I understand.) Figures must be written out in full and duplicated, thus: Twelve thirty (12:39).

117. A Special Order for the movement of Training, sent by

from want of any precaution that could have been taken.

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

98. In cases of fog, storm or darkness, the use of Torpedoes la particularly required. Flagmen will, if possible, stop approaching Trains before they explode the Torpedoes, and, when they succeed in so doing, will preserve the same for future

use.

99. Trains are to be run under the direction of the Conductor, except when such directions conflict with these rules, or involve risk or hazard, in which case the Engineer will be held

involve risk or hazard, in which case the Bugineer will be held equally responsible.

100. Conductors and Engineers are prohibited from making 'Hying Swicheta.'' The use of sticks in breaking is also prohibited, except on mountain grades, and then only by the approval 101. Freight Trains that are designated to carry Passengers, will not carry them except upon the rear Section, when more than one Section, except by special order of the Superintendent of the Division.

102. Trains will not stop at those stations against which a 's is placed in the Time Tables, unless it shall be necessary to take the or water, pass or get out of the way of trains.

of before reaching the tank, to avoid jerking the stock to get and conductor and Engineer, and will act accordingly. He will be required to make the Conductor's running reports and return hem to the proper officer, running reports and return hem to the proper officer, running reports and return hem to the proper officer, running reports and return hem to the proper officer, running reports and return hem to the proper officer, running reports and return hem to the proper officer, running reports and return hem to the proper officer, running reports and return hem to the proper officer, running reports and return hem to the proper officer, running reports and return hem to the proper officer, running reports and return hem to the proper officer, running reports and return hem to the proper officer, but a fast and return hem to the proper officer of the train that of the running reports and return hem to the proper officer of the train that there are partially as the return passing him bound in the same direction to carry signals for the authority to give Special Orders for the observed much the first train passing him bound in the same direction to carry signals for the authority to give Special Orders for the observed the return them to the proper officer of the running reports and return hem to the proper officer of the authority to give Special Orders for the observed the running reports and return hem to the running reports and return hem to the running reports and return hem to the proper of the substance of the authority to give Special Orders for the observed the running requirements and running requirements and running responsible to the running requirements and running runn

Beyond, or curtailing the length of the limits first prescribed for it, the original order expires and must not be used.

With the right of the control of t

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 theory of the special order of the special order of the order, and been approved by him as "O, K," and not ther until the approval is entered upon the order and the Operation 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 an annot be sent, or "O, K," given, the order is void and will be an annot be sent, or "O, K," given, the order is void and will be an annot be sent, or "O, K," given, the order is void and will be an annot be sent, or "O, K," given, the order is void and will be an annot be sent, or "O, K," given, the order is void and will be an annot be sent, or "O, K," given, the order is void and will be an annot be sent, or "O, K," given, the order is void and will be an annot be sent, or "O, K," given, the order is void and will be an annot be sent, or "O, K," given, the order is void and will be an annot be sent, or "O, K," given, the order is void and will be an annot be sent, or "O, K," given, the order is void and will be an annot be sent, or "O, K," given, the order is void and will be an annot be sent, or "O, K," given the order is void and will be an annot be sent, or "O, K," given the order is void and will be an annot be sent, or "O, K," given the order is void and will be an annot be sent, or "O, K," given the order is void and will be an annot be sent, or "O, K," given the order is void and will be an annot be sent, or "O, K," given the order is void and will be an annot be sent, or "O, K," given the order is void and will be an annot be sent, or "O, K," given the order is void and will be an annot be sent, or "O, K," given the order is void and will be an annot be sent, or "O, K," given the order is void and will be an annot be sent, or "O, K," given the order is void and will be an a

cannot be sent, or "O. K. given, the order is fold that better a considered by all concerned.

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

afor or any other person or come whatever,

119. A Train shall not be started to run by Special Order
unless both the Conductor and Engineer have a copy of the
order complete as prescribed in Rule 115, in their possession;
nor until they have compared the copies of the order, one with
the other, and with the understanding given and know that they

come those particulars must not allow a copy of an order to leave the other, and with the understanding given an 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 uppear on orders delivered to Trainmen, Should it be neces-ary to make any change in first copy, the Dispatcher must epeat the entire order, and a new copy be made by receiving

orders, and the later.

or Districts.

123. Train Dispatchers shall only give such orders in the name of the Division Superintendent, adding thereto the initial of

unless they receive a clearance. When a train is held for orders

Conductor and Engineer Frain No...... will not pass...
Train No....... Conductor, arrives. Form B.

Conductor and Engineer Train No.....run to......regardless of Train No.....
The word "regardless" as used in Train orders has the same significance as the word "meet."

Conductor and Engineer Train No......meet Train No.......Conductor

Form C .- Running Ahead Order. Conductor and Engineer Train No..... run from

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.

Conductor and Engineer Train No...... Form D. .. ahead of you.

Form E .- Abandoning Order

Form F .- Carrying Signals

Form H.

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

Form I .- Working Order.

Form J .- Irregular or Wild Trains

(Note.) The word "wild," as used in Train Orders, has the same meaning as "avoiding Regular Trains," and the word "irregular" can be used in place of "wild" if desired.

Form K .- Flagging and Holding.

Agent and Operator:
Fing and hold First, Second and Third Sections Train No.......at
The Dispatcher must be absolutely sure the Train has not
passed the station before using this form of order.

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: Form L.

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

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

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

Conductor...

Upon this Order, the first-named Train has the right to run to the station designated up to the given time, or before, but not abead 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

assist sinow gang, and the signal should be answered by the same signal.

137. In case engines become fast in snow bank, it is best to shovel out one of them at a time, and clear the track of snow. It is now to not one of them at a time, and clear the track of snow. It is now to not one of them at a time, and clear the track of snow. It is now to not not not pressed on the state of the state

