

VOID BETWEEN ST. PAUL AND WHITE BEAR.

TRAINS GOING NORTH.																					TRAINS GOING SOUTH.																						
STATIONS.	No. 129 D. & I. R. No. 5 PASSENGER Sundays Ex.	No. 127 D. & I. R. No. 1 PASSENGER Sundays Ex.	No. 125 St. P. & D. PASSENGER. Daily.	No. 123 St. P. & D. PASSENGER. Sundays Ex.	No. 121 St. P. & D. PASSENGER. Daily.	No. 119 St. P. & D. PASSENGER. Sundays Ex.	No. 117 St. P. & D. PASSENGER. Sundays Only.	No. 115 St. P. & D. PASSENGER. Sundays Ex.	No. 113 St. P. & D. PASSENGER. Sundays Ex.	No. 95 Sundays Ex.	No. 93 N. P. No. 30 FREIGHT. Sundays Ex.	No. 91 St. P. & D. No. 16 FREIGHT. Daily.	No. 89 St. P. & D. No. 13 FREIGHT. Daily.	No. 87 N. P. No. 8 PASSENGER. Daily.	No. 85 St. P. & D. No. 5 PASSENGER. Daily.	No. 83 St. P. & D. No. 3 PASSENGER. Daily.	No. 81 St. P. & D. No. 1 PASSENGER. Sundays Ex.	Distance from St. Paul.	STATIONS.	Distance from Duluth.	No. 82 St. P. & D. No. 2 PASSENGER. Sundays Ex.	No. 84 St. P. & D. No. 4 PASSENGER. Sundays Ex.	No. 86 St. P. & D. No. 6 PASSENGER. Daily.	No. 88 N. P. No. 7 PASSENGER. Daily.	No. 90 St. P. & D. No. 9 FREIGHT. Daily.	No. 92 St. P. & D. No. 11 FREIGHT. Daily.	No. 94 N. P. No. 14 FREIGHT. Daily.	No. 96 St. P. & D. PASSENGER. Sundays Ex.	No. 112 St. P. & D. PASSENGER. Sundays Ex.	No. 114 St. P. & D. PASSENGER. Sundays Ex.	No. 116 St. P. & D. PASSENGER. Sundays Ex.	No. 118 St. P. & D. PASSENGER. Daily.	No. 120 St. P. & D. PASSENGER. Daily.	No. 122 St. P. & D. PASSENGER. Sundays Ex.	No. 124 St. P. & D. PASSENGER. Daily.	No. 126 D. & I. R. No. 6 PASSENGER. Sundays Ex.	No. 128 D. & I. R. No. 2 PASSENGER. Sundays Ex.	STATIONS.					
	N. P. JUNCTION..... Thomson Jet.....										6.30 P M Lv 7.30 A M Lv	8.45 A M Lv 7.40.....	11.55 A M Lv 3.52.....	11.59..... 12.10 P M	4.55 A M Lv 4.59.....	6.52 P M Lv 6.54.....	2.21 P M Lv 2.24.....				131.6 132.7	N. P. JUNCTION..... Thomson Jet.....	20.6 19.5	9.00 A M Ar 8.57.....	2.38 P Ar 2.31.....	11.30 P M Ar 11.25.....	5.15 P M Ar 5.11 P M ²²	10.15 A M Ar 10.05.....	5.25 P M Ar 5.11 P M ²²	7.50 P M Ar 7.41.....												N. P. JUNCTION..... Thomson Jet.....	
Thomson..... Greeley..... Fond du Lac..... Spirit Lake.....											6.43..... 7.15 M ¹⁹⁴	7.40..... 12.25.....	3.52..... 12.45.....	11.59..... 12.10 P M	4.59..... 4.59.....	6.54..... 6.54.....	2.24..... 2.24.....		Old Line To West I.S. End Jet.	Thomson..... Greeley..... Fond du Lac..... Spirit Lake..... To West I.S. End Jet.	19.3 19.3 19.3 19.3	8.56..... 8.47..... 8.32 M ¹⁹¹ 8.22.....	2.30 M ¹⁸¹ 2.21..... 2.10..... 2.00.....	11.13..... 11.13..... 10.48..... 10.30.....	10.03..... 9.47..... 9.22..... 9.05 M ¹⁹¹	5.10..... 4.56..... 4.32..... 4.15.....	7.40..... 7.15 M ¹⁸³ 6.45..... 6.13.....																Thomson..... Greeley..... Fond du Lac..... Spirit Lake.....
Thomson..... Howell..... Braden..... Smithville.....												7.42..... 8.00..... 8.32 M ¹⁸² 9.05 M ¹⁹⁰	3.54..... 4.11..... 4.43..... 5.05.....	5.00..... 5.13..... 5.40..... 5.59.....	6.55..... 7.04..... 7.16..... 7.26.....	2.30 M ¹⁸⁴ 1.13..... 2.53..... 3.04.....	132.9 136.1 141.0 144.3	Thomson..... Howell..... Braden..... Smithville.....	19.3 16.1 11.2 7.9	8.56..... 8.47..... 8.32 M ¹⁹¹ 8.22.....	2.30 M ¹⁸¹ 2.21..... 2.10..... 2.00.....	11.13..... 11.13..... 10.48..... 10.30.....	10.03..... 9.47..... 9.22..... 9.05 M ¹⁹¹	5.10..... 4.56..... 4.32..... 4.15.....														Thomson..... Howell..... Braden..... Smithville.....					
West End Jet..... West Superior Jet..... West End..... West Duluth..... Onota..... 20th Avenue..... Short Line Jet..... Rice's Point..... Duluth.....											8.22..... 8.24..... 8.27.....	9.15..... 9.17..... 9.20.....	5.15..... 5.20..... 5.25.....	12.51..... 12.52..... 12.54.....	6.07..... 6.08..... 6.10.....	7.32..... 7.33..... 7.34.....	3.10..... 3.11..... 3.13.....	143.4 147.3 148.0	West End Jet..... West Superior Jet..... West End..... West Duluth.....	5.8 5.5 4.2	8.17..... 8.18..... 8.14.....	1.54..... 1.53..... 1.52.....	10.22..... 10.21..... 10.19.....	4.19..... 4.18..... 4.16 M ¹¹²³	8.55..... 8.51..... 8.46.....	4.06..... 4.02..... 3.57.....	6.01..... 5.59..... 5.56.....													West End Jet..... West Superior Jet..... West End..... West Duluth.....			
Onota..... 20th Avenue..... Short Line Jet..... Rice's Point..... Duluth.....											8.33..... 8.36..... 8.38..... 8.41..... 8.43..... 8.47..... 8.50..... 8.55 P M Ar 8.55 A M Ar	9.26..... 9.28..... 9.30..... 9.32..... 9.34..... 9.37..... 9.40..... 9.47 P M Ar 9.47 A M Ar	5.34..... 5.36..... 5.38..... 5.40..... 5.42..... 5.45..... 5.48..... 5.52 P M Ar 5.52 A M Ar	12.57..... 1.05..... 1.06..... 1.07..... 1.08..... 1.09..... 1.10..... 1.13 P M Ar 1.13 A M Ar	7.36..... 7.37..... 7.38..... 7.39..... 7.40..... 7.41..... 7.42..... 7.45 P M Ar 7.45 A M Ar	3.16..... 3.22..... 3.23..... 3.25..... 3.26..... 3.27..... 3.28..... 3.30 P M Ar 3.30 A M Ar	148.5 150.9 151.0 151.3 151.4 151.5 151.6 152.2 152.2	Onota..... 20th Avenue..... Short Line Jet..... Rice's Point..... Duluth.....	3.7 3.8 1.2 0.9 0	8.11..... 8.06..... 8.04..... 8.03..... 8.00 A M Lv	1.50..... 1.07..... 1.44..... 1.43..... 1.40 P M Lv	10.16..... 10.07..... 10.06..... 10.05..... 10.00 P M Lv	4.13..... 4.07..... 4.06..... 4.05..... 4.00 P M Lv	8.40 M ¹¹¹⁵ 8.31..... 8.28..... 8.20..... 8.15 A M Lv	3.51..... 3.47..... 3.37..... 3.35..... 3.30 P M Lv	5.49 M ^{124 Ps} 5.49..... 5.48..... 5.47..... 5.46.....																Onota..... 20th Avenue..... Short Line Jet..... Rice's Point..... Duluth.....	
Lake Avenue..... D. & I. R. JCT.....											4.42..... 4.45 P M Ar	2.58..... 3.00 P M Ar	11.18..... 11.20 A M Ar	8.52..... 8.54 A M Ar	6.56..... 6.58 A M Ar					Lake Avenue..... D. & I. R. JCT.....																					Lake Avenue..... D. & I. R. JCT.....		
	No. 129	No. 127	No. 125	No. 123	No. 121	No. 119	No. 117	No. 115	No. 113	No. 95	No. 93	No. 91	No. 89	No. 87	No. 85	No. 83	No. 81				No. 82	No. 84	No. 86	No. 88	No. 90	No. 92	No. 94	No. 96	No. 112	No. 114	No. 116	No. 118	No. 120	No. 122	No. 124	No. 126	No. 128						

W. H. FISHER,
General Superintendent.

J. A. BURNETT,
Assistant Train Master

WZ021-68

SIGNALS AND RULES

TO BE OBSERVED BY CONDUCTORS, ENGINEERS, STATION AGENTS, OPERATORS AND EMPLOYEES ON THE SAINT PAUL AND DULUTH RAILROAD, WHO WILL BE HELD RESPONSIBLE FOR ANY VIOLATION OF THEM

The Safety of Passengers and Trains is of the first importance, and all operations of working and repairing the Road must be subservient thereto. To this, with the regularity and punctuality of Trains, and the Comfort and Convenience of Passengers, all work must be entirely subordinate.

TIME.

1. The Clock in the Train Dispatchers' Office at St. Paul is the time by which the trains are to be run. Conductors and Engineers will compare their time daily when practicable.

REGISTERING.

2. Register Books will be found at White Bear, Wyoming and Rush City for branch trains, Taylors Falls Freight House, Hackett, N. P. Junction and Rice's Point. Conductors of all trains and Engineers running without a Conductor will register at these points, noting whether or not they carry Red Signals.

BULLETIN BOARDS.

3. Bulletin Boards will be found at White Bear, Hackett, N. P. Junction and Rice's Point. No excuse will be received for orders left on Bulletins unobserved.

SIGNALS.

4. A Red Flag by day or a Red Lantern by night, when swung or placed upon the track, the explosion of a Torpedo, the absence of lights on Switches where usually shown, and all signals violently given are signals of danger. On perceiving either the train must be brought to a full stop.

5. One Sound of the Whistle is the signal to apply the brakes.
Three Sounds of the Whistle is the signal to let go the brakes.
Four Sounds of the Whistle is the signal that the Engine of the Train is carrying Red Signals for a following Train.
Five Sounds of the Whistle is the signal that the Train has separated.
Six Sounds of the Whistle is the signal for calling in the Flagman.
Two Sounds of the Whistle while running, the first a second longer than the second, is the signal for approaching a Road Crossing.
One Long Continued Sound of the Whistle is the signal for approaching a Station.

6. One Stroke of the Signal Bell on the Engine is the signal to stop.
Two Strokes of the Bell is the signal to go ahead.
Three Strokes of the Bell is the signal to back. Engineers will answer Bell signals with Whistle.

7. Two Red Flags, and after dark two Red Lanterns in addition, placed on the front of an Engine, indicates that the Train or Engine is followed by another Train. In case two Red Flags or Lanterns cannot be obtained, one Red Flag or Lantern shall indicate the same thing.

8. Two Red Lanterns must be placed on the rear car of all Trains that are on the road after dark; also on the tender of Engines running without Trains. Two Red Flags must be placed on the rear car of all Freight Trains during the day.

9. Signal Cords shall be used on all Passenger and Mixed Trains, and shall extend from the rear car to the signal bell on the Engine.

10. A Green Signal by day or a Green Lantern by night, at Telegraph Stations, indicate that Trains are to stop for orders.

11. Night Signals—To stop: Swing the Lantern across the track. "To back": Raise and lower perpendicularly. "To go ahead": Swing the Lantern over the head.

12. Head Lights upon Engines must be kept lighted when running after dark.

RUNNING OF TRAINS.

13. Trains are Classed as to priority of right of road as follows: First, Passenger Trains. Second, Mixed Trains. Third, Freight Trains. Fourth, Work, Extra, and Special Trains.

14. Trains of an Inferior Class will wait indefinitely for Trains of a Superior Class going in opposite directions, and will keep entirely out of their way.

15. An Inferior Train, in case it cannot get orders, after waiting fifteen minutes beyond schedule time for a Superior Train going in the same direction, may proceed by leaving a written notice for the Conductor of the delayed Train, but will take the first siding on approach of said Train.

16. Regular Trains, after becoming 12 Hours Late, lose their rights as per time table, and become irregular and can afterward proceed only on special orders.

17. Full Faced Figures denote meeting and passing points for Trains.

18. All Regular Trains Going South have the right to the track against Trains of the same or inferior class going North, and Trains going North, if delayed so as not to be able to make the meeting point on the leaving time of the Train going South, must keep back and out of the way of Trains of the same or superior class going South.

19. Trains Going South will hold five minutes for variation in watches at regular meeting points with Trains of the same class behind time, and observe the five minutes at succeeding Stations until the delayed Train is met. This five minutes must not be used by the Train going North as running time.

20. Trains Will Not Leave Stations before the time specified by the Time Card.

21. No Train Shall Leave a Station preceding a Station where it is to meet or be passed by a Train of a superior class, unless it shall be able to reach such Station AND TAKE SIDING without encroaching on the time of that Train.

22. An Extra Train or Engine, following a regular Train (whose Engine carries Red Signals for it), must always be taken and considered to be a part of, and to have all the rights of that Train AND NO MORE. Conductors and Engineers of other Trains must so regard it. In case the following Train should be delayed, and cannot keep up with its signal, it must not consider it has a right to follow the signals against Trains having the right to the road, though the Train carrying signals for it may have orders to run to a certain point against a Train having the right to the track; but the following Train, when unable to keep up with the Train carrying signals for it, MUST KEEP BACK AND OFF THE TIME of all Trains having right to the track, without SPECIAL AND SEPARATE ORDERS.

23. An Extra Train or Engine following a Leading Train must be kept near, but never less than a mile in distance from the Train ahead, except when near stations, in order that opposing Trains may have as little detention as is consistent with perfect safety, and MUST APPROACH all stations and fueling places WITH GREAT CARE, expecting to find the preceding train taking fuel or water at such stations, whether it may be a stopping place as per time table for that Train or not.

24. A Train or Engine Carrying Signals for an extra Train or Engine will not leave the Station where the signals are to be taken in, unless the Train or Engine it has carried signals for has arrived, without permission from the Train Dispatcher.

25. When Trains are to Pass each other, the Train having the right to the Road shall occupy the Main Track, excepting when there are special orders to the contrary, or it shall be impracticable thus to pass, in which case sufficient precaution must be used to prevent accident or unnecessary delay.

26. The Train that is to Side Track will ENTER ON THE APPROACHING Siding FIRST, and will never pass the station to back on to a siding, should it be necessary to do so, without flagging against the opposing Train.

27. Care Must be used in coming into all Stations. Always approach a Station on the supposition that a Train is to be met there, and is standing on the Main Track.

28. When Trains are Running over the Road in Heavy Storms, or immediately after such storms, Engineers will run very cautiously, and without regard to making Schedule Time. Run very slow in approaching all curves and places liable to wash, and see that your way is clear. In case of doubt or uncertainty, always take the safe side. Run no risks.

29. Inferior Class Trains will keep five minutes off the time of Superior Class Trains.

30. In Case of Accident or Stoppage upon the Main Track, from any cause, Conductors must immediately and always station men with Red Flags by day or Red Lights by night, not less than fifteen telegraph poles distant in both directions, and have no right to assume that there are no Trains approaching from either direction. Special care must also be taken in case a Train gets behind time, and liable to be overtaken by a following Train, to guard against accident.

31. When the Engineman Shuts off Steam at Stations where the Train is to stop, thereupon the Brakemen must apply their brakes, and, using their judgment, endeavor to stop at the Station without the necessity of the Engineman sounding his whistle. Too much sounding of the whistle impairs its value as a signal of danger. Brakemen must not slide the Wheels, and it is the duty of the Conductor, and a very important one, to see to this matter.

32. The Daily Orders given Working Trains will, unless some stated time be mentioned in the order, be considered as good from 6 A. M. until 7 P. M. of that day only. Should it be desired to go beyond the limits mentioned in the order a new order must be obtained. Working Trains occupying main track, at obscure places, must keep up signals, to warn all irregular trains.

33. When Freight Trains are Thirty Minutes Late, wood, gravel, and construction Trains will be allowed to use Main Track, by taking care to keep a man stationed, with Red Signals, a sufficient distance in the direction of the approaching train, to prevent accident, and Freight Trains will run with great care when on such portion of the road, keeping sharp lookout, with their Trains under full control.

34. No Extra Engine, with or without a Train, is allowed to pass over the road without permission of the General or Assistant Superintendent or Train Dispatcher.

35. In Case of Accident or Unavoidable Delay to a Train or Engine, to prevent it from reaching a Station except on the time of another Train, great care must be observed by sending a man with a Red Flag by day, or a Red Lantern by night, in the direction in which the Train is expected, to give notice of your position; or, should it become necessary to back a Train or Engine, great care must also be observed by running very slowly, and by sending a Flag well in advance around all Curves and Doubtful Points, to insure safety in case of meeting. You have no right to judge for yourselves. Engine or Trains may be following at all times.

36. In Any Case Where There is Room for a Doubt as to the right to the road or the safety of proceeding, from any cause, Always Adopt the Safe Course—keep signals far enough in both directions to obviate any danger.

37. Conductors Will Have Charge and Control of their Train and all persons employed on it, and will be run under his Orders, unless such orders conflict with these rules and involve any danger, in which case the Engineer will be held equally responsible.

38. Speed Over Bridge at Thomson, and high trestles between Thomson and Fond du Lac, must not exceed four (4) miles per hour.

SPECIAL INSTRUCTIONS IN REGARD TO MOVING TRAINS BY TELEGRAPH.

39. Safety Demands That All Persons connected with the movement of Trains by Telegraph should use the utmost care and watchfulness.

40. The Train Dispatcher on Duty will have full power to run any Train or Engine by Telegraph that he may think proper; but Trains on time will keep on their course unless arrested by Telegraphic order.

41. All Orders for the Movement of Trains by Telegraph will be addressed to the Conductor and Engineer, and written by the receiving Operator on "manifold paper," so arranged that three impressions shall be taken. The Conductor and Engineer addressed shall read the order carefully, and if understood shall sign it. It will then be repeated back over their signatures to the person giving it, who will, if the order is correctly understood, reply "O. K." which must be endorsed over the proper signature upon the order, countersigned by the receiving Operator, with exact time of receiving the "O. K." Two impressions of the order, when properly endorsed, will be given to the Conductor, who will retain one and give the other to his Engineer. The Engineer will invariably read it before starting. The other impression shall be kept by the Operator in his manifold book. No Train will run upon such an order until the "O. K." is received.

42. Should the Line from any Cause Fail to Work before the Operator has received the "O. K." he will not deliver such order.

43. Conductors and Engineers must not Leave a Station, when directed to run by special orders, without having the same in writing in their possession, properly signed and endorsed "O. K."

44. When an Order is Sent to a Train which may be carrying a Flag or Light for a following Train or Engine, in no case will the Train or Engine for which the Flag or Light is carried, avail itself of any special order which the Train bearing said Flags or Lights may have received, without an order to that effect.

45. When Orders have been Given to a Conductor to take down his signals, for the reason that the following Train has been unable to keep up, the Operator receiving the order must see that Trains approaching the Train for which signals were carried are informed of the signals having been carried to his Station, unless notified by the Dispatcher that he need not do so.

46. Should a Train be Held by Another between Telegraph Stations the Conductor may require of the first Train passing him, bound in the same direction, to Flag him to the next Telegraph Station, on arrival at which he must report for orders. The Conductor carrying such Flag shall report to the Train Dispatcher, stating from what Station he Flagged the Train.

47. Should a Train be Held at a Telegraph Station where there is no night Operator, the Conductor is required to call the day Operator into the office to get orders for him.

48. When a Train has Orders to run, regardless of a specified Train, it gives the Train under such orders no rights over any other Train than the one specified.

49. All Orders and Messages relative to the movement of Trains must be written in full, and no abbreviations used except the Telegraph abbreviations "12" (How do you understand?) and "13" (I understand).

50. All Trains or Engines Will Come to a Full Stop at ALL Telegraph Stations, and Conductors running at night will report in person at every night Telegraph Office for orders. This rule does not excuse the Operator from showing all proper signals to stop Trains, or neglect in the prompt delivery of messages, but as an additional safeguard.

51. Operators Must at all Times have the Green Signals in readiness for use.

52. Operators are forbidden to Transmit any messages in regard to the movement of trains without a genuine signature. When Operators relieve each other, the Operator going off duty will see that all train orders and messages are carefully transferred to the Operator relieving him.

53. When an Operator Receives an order to hold a Train, or orders for an Expected Train, he must first put out the Green Signal, and then reply that Green Signal is Displayed. He will be careful to observe that the signal is not disturbed or hidden. The Green Signal must not be relied on exclusively to hold Trains. Operators are expected to watch closely for the expected train, using all necessary means to stop it. In case the Train, or any part of it, has already passed the Telegraph Office, although still at the Station, Operators' "13" must not be sent back until the Engineer or Conductor has been shown the order and understands that he is held. At all Register and Bulletin stations, whether a Green Signal is displayed or not, Conductors of all Trains and Engineers running without a Conductor, will, before leaving, get orders or a Clearance, signed by the Operator, stating that there are no orders for them, and at all stations where a Green Signal is displayed, you will get orders addressed to your own Train or Engine or a Clearance stating that there are no orders for you.

CONDUCTORS.

54. Conductors and Trainmen must be at the Station thirty minutes before leaving time of their Trains, and must not leave the terminal Stations of their route, without first examining the bulletin for Orders, nor pass a Station where there is a bulletin without looking for Orders.

55. Conductors will Ascertain, before leaving a Terminal Point, if all Trains due, of an equal or superior class, or Trains for which Signals were carried, have arrived.

56. Conductors of all Trains, and Engineers running without Conductors, immediately before starting out on their runs, will go in person to the Telegraph Office, to inquire if any special orders are there for them, and report to Train Dispatcher the name or number of Engine, and number of cars in their Train.

57. Conductors of All Trains will leave at Telegraph Stations with the Agent or Operator, a written statement, giving the number of Train, number of cars, and time of departure, which report must be transmitted as soon as practicable to the Train Dispatcher.

58. When a train loses fifteen or more minutes from any cause, the Conductor will report the cause of detention to Train Dispatcher from the first Telegraph Station. To keep the proper record of the movement of Trains, Conductors must keep informed of all causes of detention, and report correctly as above.

59. Conductors will see that Switches, after being used, are left on Main Line. Any Employee leaving a switch turned from the Main Track after using the same, will be dismissed from the service of the Company. Conductors, when at stations doing business, will attend to their switching personally, and will not absent themselves from duty without permission from the Superintendent or assistants. Flying switches are prohibited except at spur sidings.

60. Conductors, when leaving Cars on Side Tracks, will see that they are properly secured against their running, or possibility of their being blown, out on the main track by the wind; also that they are left out of the way far enough from the main track to clear all passing trains safely. In leaving loaded cars at any Station, they will leave them at the most convenient place for unloading, and in such cases they will advise and act in harmony with the Station Agent. While waiting at stations Conductors will do such switching as may be required by the Station Agent. Trains are run over the road to do the work. Conductors will always take freight into their caboose cars when there is no other place for it. They must also see that doors and windows of all cars in their trains are kept closed and fastened, except when loaded with live stock.

61. Conductors of all Trains will be held responsible for the faithful performance of the duty of their Brakemen, and will, in all cases, when ascending or descending a grade, station themselves on the rear end of their Train, and see that their Brakemen are at their posts, and that no more than the regular rate of speed allowed to their Train is made when running over down grades. They will be required to do their business at Stations with as little detention to their Trains as possible, in order that the time allotted to Trains under their charge may be used for running time, and thus prevent any higher rate of speed being run than is specified on Time Schedule.

62. Conductors of Trains will, in no case, make arrangements for the meeting and passing of Trains, unless it becomes necessary from an accident, and then only when they have positive information as to the condition of the Trains upon the track, and when they are unable to communicate with the Superintendent or Train Dispatcher.

63. Conductors must know that their Trains are provided with a switch rope, axe, saw, crowbar, chains, wrecking frogs, Day and Night Signals, lanterns, and everything necessary to allow them to comply with the regulations of the road.

64. Conductors of Freight Trains will not, in any case, receive into their Trains cars containing freight, unless each car is accompanied by a separate Way-bill, which shall specify the destination and amount of such freight.

65. Great Importance is attached to the prompt delivery of Letters, Way-bills and Dispatches consigned to the care of Conductors and Baggage-master.

66. Conductors, Baggage-men and Brakemen are required to wear badges, and must never appear on duty without them.

67. As soon as a Passenger Train leaves a Station a Trainman must go to the middle of each Coach and announce distinctly what the next regular Station will be, and when the Train arrives at the Station the name must be invariably and distinctly called again in each Coach. At terminal Stations Conductors will not leave their Trains until all passengers have alighted, and will render them all needful assistance.

ENGINEERS.

68. Enginemen will not start with their Trains until they are directed to do so by the Conductor.

69. Engineers in Approaching a Station will sound the whistle at the distance of one-half of one mile before reaching Station, and not less than eighty rods before crossing a highway. The bell must be rung eighty rods before crossing a highway, and until it is passed.

70. Engineers of extra Trains will sound the whistle on approaching curves, and will approach all side tracks with great care, and be sure all switches by their targets are seen to be right before attempting to pass.

71. Engineers and Firemen should look back frequently to see that all is right where Trains are likely to break apart; in such cases 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.

72. Engineers approaching Stations will bring their Trains under full control before passing the first switch. When moving about Stations, bell must be rung, and all proper caution used.

73. Engineers will not allow anyone not connected with their Train to ride on their Engines, except by permission of the Superintendent, or Superintendent of Machinery.

74. Although the Conductor has charge of the Train, the Engineer will not therefore be considered blameless if he RUN ANY UNNECESSARY RISK on the road, without all the prescribed precautions being observed which are necessary to protect safety.

75. In Switching Trains the attention of both Enginemen and Firemen will be required to watch for Signals, one on each side of the Engine. Men giving signals must locate themselves so as to be plainly seen, and Signals given in such a manner as to be readily understood.

76. Engineers must know Personally that their Engines are supplied with all requisite tools and the necessary implements for use in case of accidents, and no excuse will be allowed for neglect of this precaution. They must use every possible care to avoid killing stock. Come to a full stop if necessary. Frequent occurrences of killing stock by the same Engineer will be considered evidence of carelessness, and will be followed by a dismissal from the service of the Company.

77. Dampers of Ashpans must in all cases be closed while Engines are crossing bridges or passing wood yards, or at any point where there is a large quantity of wood piled.

78. Engineers and Firemen are particularly directed not to throw any wood from the tender while in motion; if any wood is found too large for use, it should be thrown off at the next wood Station. Wood must not be piled on tenders in such a manner or quantity as to be liable to fall off.

STATION AGENTS.

79. Station Agents will be held responsible for the PROPER SECURITY AND POSITION OF THE SWITCHES, and must in no case allow them to be removed from the main track, except when a train has arrived which is to enter upon a turnout. They are also directed to be out and examine their switches and track, and see that everything is right, before the train passes.

80. Station Agents are directed to have the doors on all Cars on side tracks closed and securely fastened, and out of the way of passing Trains.

81. Station Agents will attend to the loading of baggage at their Stations, and see that it is properly checked or marked before putting aboard the Train, and Train Baggage-men will not receive baggage until it is checked or marked, except at Stations where there is no agent.

82. Station Agents will under no circumstances allow cars to be loaded or unloaded upon the main track, except they form a part of a Train; nor will they allow any OBSTRUCTION WHATSOEVER on or near the main track at their respective Stations.

83. Station Agents are not allowed to be absent without leave from the Superintendent, except from illness, in which case they must immediately inform the Superintendent, and see that some competent person is intrusted with the duties.

84. Station Agents must be careful that all store supplies for the Stations are prudently and economically used, and that there is no waste of Oil, Fuel or Stationery.

85. Station Agents are requested to report all accidents occurring to Trains at or near Stations; all damaged cars or goods brought to or left at their Stations destined elsewhere; and whenever freight is damaged by Trainmen in unloading at Stations, the Agents are requested to notify the Superintendent of the facts immediately, by telegraph or letter, giving full particulars, name of Conductor and men in charge of the Train at the time, and amount of damage and how caused, etc. Agents not complying with this rule will themselves be held responsible for the property damaged.

86. Station Agents are required to communicate such matters of interest or importance as may be useful in protecting the interest of the Company. They are also required to report to the Superintendent all violations of the Time Schedule regulations.

TRACKMEN.

87. In all Cases either by Day or Night, when repairing the track, so as to obstruct or endanger the passage of a Train, a Red Flag or Lanterns, as the case may be, must be placed on the track at least one-half mile, and a greater distance when necessary, each way from the place of danger.

88. No Wood, Ties, or Other Articles, must be piled within six feet of the track.

89. Section Foremen will take particular care and see that the track, bridges, and cattle-guards are in safe condition, and will also notice the Telegraph lines, and if at any time they find them broken, down, or crossed must repair them immediately and notify the nearest Operator. They will not permit their hand-cars to be used upon the track after working hours, or on Sunday, except in case of accident.

90. Trackmen, in stormy weather, will be out and guard all points on the road liable to wash, or to disturbances of any kind, day or night time.

91. Foremen of Repairs, and men in their employ, must at all times hold themselves in readiness to aid the passage of Trains, and in case of accident or delay will obey the orders of the Conductors.

92. It is the Duty of all Section Foremen, after a storm or on extraordinary occasions, to immediately examine the track, bridges, culverts and cattle-guards on their sections, before passage of Trains. They will remove any obstructions, warn approaching Trains, and report to the Road Master and Train Dispatcher anything worthy of mention.

93. Constant Attention Must be Given to see that fences on each side of the road and at crossings are in good order; close all gates and put up bars bound down; a break in the fence must in no case be passed by without being repaired when it is possible to mend it.

MISCELLANEOUS RULES.

94. All Accidents—such as getting off the Track, breaking cars, defects in cars and engines—must be reported at once to the Superintendent's office from the first Telegraph Station. Killing of cattle must be reported to the same office by the Conductor and Engineer on arrival at the end of the trip.

95. Conductors will Report in Writing to the Superintendent, all injuries to persons caused by their Train, giving number of Train and Engine, the names of all the employees on their Train; also, names of all others witnessing accidents, and all other information that may be useful as a matter of record.

96. Brakemen Must in all Cases be at their posts while their Train is in motion.

97. Every Conductor, Engineer, Station Agent, and Master of Road Repairs, must keep a copy of these rules and Time Schedule constantly on hand while on duty.

98. No Employee will Absent Himself from Duty without permission from the head of his department.

99. Any employee known to be addicted to the frequent or excessive use of intoxicating drinks will be discharged from the service.

100. All Rules that Conflict with this Time Table are abolished, and all former time tables are to be destroyed.

W. H. FISHER, General Superintendent.