No. 2.

GREAT NORTHERN RAILWAY LINE.

No. 2.

CREAT NORTHERN RAILWAY.

SAINT CLOUD AND FERGUS FALLS DIVISION.

Short Line Time Table, for Employes Only. : : : Takes Effect at 3:00 P.M., Sunday, February 16th, 1890.

TRAINS GOING WEST.

Hamline 2.20 11.41	10.56 9.41	8.41 ‡ 8.25 ‡ 8.15 ‡	7.55 7.41 ‡ 7	7,32 ‡ 7.25 ‡ 7.25	‡ 6.55 6	3.41 ‡ 6.45	‡ 6.25	‡ 6.10 5	.41 t 5.15 t 4.52	2 4.41 ‡	4.30 4.09 4.02 3.5	55 ‡ 3.52 ‡ 3.47	3.41		. 2.41	10 ‡ 1.53	1.41 12.41	11.41	10.41	‡ 10.31	9.41 9.15 8.4	1 8.34 8.26 8.21	1 8.14	8.03 ‡ 7.55 ‡ 7.49 ‡ 8	.00 7.41 ‡ 7.35	7.34 7.21	6.00	3.40 5.20
St. Anthony P'rk 1.85 11.44	10.59 9.44	8.44	7.43			6.43			.43	4.43			3.43		2.43		1.43 43	11.43	10,43		9,43 8.4	3			7.43			7.05 St. Anthony P'rk
University 2.20	11.05 9.50	8.50 8.35 t 8.26	7.50	7.40		6.48			.48				3.37				1.48			9 7 9 9	8.4	3			7.48		6.32	9.25University
Minneapolis88 11.55	11.10 9.55	8.55 8.40 8.30	7.55	7.45 7.40	7.05 6	6.55	6.35 ‡ 6. 6.40 6.		.50 5.25 .55 5.30			4.02 3.57	3.50 ‡ 3.40		. 2.50 ‡ 2.25 2.2	The second secon	1.50 12.50	11.50	10.50	10.40	9.50 8.5	8.42 ‡ 8.35 8.30	8.22	8.12 8.05 7.59	7.50	7.43 ‡ 7.30	‡ 6.35	
Minneapolis Jc.	P. M. P. M.		P. M. P.	8.05	P. M. P.	. M. P. M.	P. M. P. M	Р.	M. P. M.	P. M. P	. м. Р. м. Р. м.	P. M. P. M.	P. M. P. M.		2.55 2.30 2.1 P. M. P. M. P. M.		P. M. P. M.	A. M.	10.55	10,45	9.55 8.5 A. M.	8.47 8.40 8.35 A. M. A. M. A. M.	8.27 A	8.17 8.10 8.03	7,55 A. M,	7.47 7.35	6.40	
E. Minneapolis61							7.10	7.00	5.45	5 5.35	4.5		3,12			2.25),30),34	9.50		A. II.	8	.40 8.15	A. M.		4.40 9.66Minneapolis Jc.
Washington Ave 1.02			м.	P. M.		7.2 P. M. P. M.	.20	7.15	Р. М.	5.48			3.20			2.40				0.40	9.55		8.50 9.00		.45 8.20 .55 8.30	7.20		
ARRIVE Daily.	Daily. Daily.	Daily. Daily. Daily. Da	ily. Daily. Dai	aily. Daily. Daily.	Daily. Dai	ally. Daily. Daily	Ay. Ex. Sun. Dai	y. Daily. Dai	ly. Daily. Daily.	Ex. Sun. Daily. D	ailv. Ex. Sun. Dailv. Dailv.	Ex. Sun. Daily.	Daily, Daily, Ex. Sun.		Daily Daily Ex Su	P. M.	Daily Daily	Daily	Doily Fy	M. Sun Doily	A. M.	De Cun De Cun De Cun	A. M.	A. I	M. A. M.	A, M.	A. M. A. M. A. M.	A. M. Ex. Sun. ARRIVE
																	2447. 2447.			Sui. Daily.	Daily. Ex. Suii. Daily.	Ex. Suil. Ex. Suil.	Dany. Ex. Sun. Da	any. Dany. Dany. Dan	iy. Dany. Dany.	Dany. Ex. Sun. Dany.	Ex. Sun. Dany. Dany.	Ex. Suii. ARMIVE
												T	RAIN	S	FOIN	G E	AST.											
STATIONS. Table 2	4 6 8	10 12 14 16 1	8 20 2	22 24 26 28	30 3	32 34 36	6 38 4	0 42 4	4 46 48	50 52	54 56 58 60	62 64	66 68 70	72 74	76 78 80	92 94	96 99 90	02 04 0	6 08 100 1	02 104 106	100 110 113	111/ 116 110	120 122 1	24 126 120 13	0 122 124	126 120 140	142 144 146 140	150 4 8
Solve N. P. FRT.	F. F. Div. Breck. Div. Div. FRT. PASS	N. P. E. Minn. Sault St. Marie PASS. P. P. PASS. PASS. P.	S. & N. St. Paul. N. ASS. PASS. FI	J. P. St. P. & D. E. MINN. K. C. PASS. FRT. PASS	St. Paul F. F.	Div. St. P. & D. Omal	aha F.F.Div. Om	ha St. Paul	W.C.	St. Paul St.Cloud& Willmar	K. C. Omaha St. Pau PASS. FRT. PASS.	al S	St. Paul W. C. St. Paul F	. F. Div. St. P. & I	O. Omaha	St. Paul Breck.	St. Paul Omaha St.P. & D S	t. Cloud K. C. K.	C. St. Paul E. Minn. N	. P. C., B. & N. St. Pau	F. F. Div. E. Minn. Breck. PASS. PASS.	N. P. W. C. St. Paul PASS, PASS, PASS,	Omaha C., B. & N. PASS. PASS.	Omaha K. C. PASS, PASS,	St. Paul K. C.	K. C. St. Paul Omaha	St. Faul St. F. & D. E. Billin.	150 St. Paul STATIONS.
ARRIVE TO Daily. I	Ex. Mon. Daily. Daily.	Daily. Daily. Daily. Ex	Sun. Daily. Da	aily. Ex. Sun. Daily. Daily.	7. Daily. Da	aily. Ex. Sun. Daily	ily. Daily. Ex.	un. Daily.	Daily.	PASS. PASS. Daily. Ex. Sun.	Daily. Ex. Sun. Daily.		PASS. PASS. PASS. Daily. Daily.	PASS. Daily. Daily.	PASS. Daily.	PASS. FRT.	n. Daily. Ex. Sun. Ex. Sun. I	PASS. PASS. PAS Ex.Sun. Daily. Dai	SS. PASS. PASS. PASS. Iv. Daily. Ex. Sun. Da	ASS. FRT. PASS	PASS. PASS. PASS. Ex. Sun. Ex. Sun. Ex. Sur.	PASS. PASS. PASS.	PASS. PASS.	PASS. PASS.	PASS. PASS.	PASS. PASS. PASS.	PASS. PASS. PASS.	PASS. tiges
Saint Paul 10.68 2.00	A. M. A. M. A. M. 6.55	A. M.	M. A. M. A.	. M. A. M. A. M.	A. M. A. 8.55	. M. A. M	M. A. M. A. M. 9.23 9.30 9.	d. A. M.		A. M. 10.55 11.10	A. M A. M A. M. 11.5		P. M. P. M. P. M. 12.55 1.15 1.65	P. M.	P. M.	P. M. P. M.	P. M. P. M.	P. M. P.	M. P. M. P.	M. P. M. P. M.	P. M. P. M P. M.	P. M. P. M. P. M	P.M. P.M.	P. W. D. W.	Daily. Daily.	P. M. D. M. D. M.	Daily. Daily.	± Almivis
Rice Street 8.28						9.2	9.30 9.	9.55		10.55 11,10	11.5	55	12.55 1.15 1.55	••••••	P. M. 2,50	2.55	P. M. P. M	4.45	4.55	5.10 5.45 5.5	6.15 6.20 6.3	0 6.45 6.50 6.55	7.03 P. M. 7.10	P. M. 7.20 P. M. 7.27	7.55	P. M. 8.45 P. M. 8.55 10.30	10.55	11.55 Saint Paul
Como Avenue 7.68 1.44	4.00 5.30 ‡ 6.44	t 6.54 t 6.59 t 7.14 t 7.24 t	7.29 7.45 8	8.24 8.45	8.45	ð.15 † 9.	0.09 9.19 9	.36 9.45	11.10	10.45 ‡ 11.01	11.40 11.4	15	12.45 ‡ 1.04 1.45	2.25	‡ 2.37	2.45 4.2	3.45 4.35	‡ 4.34	4.45	4.59 5.29 5.4	5 ‡ 6.04 ‡ 6.10 ‡ 6.1	9 6.34 6.39 6.45	t 6.53 t 6.59	† 7.09 † 7.17	7.45	8.32 8.45 10.16	10.45	11.45 .60Como Avenue
Hamline 5.48 ‡ 1.35 ‡	1 8.491 5.19 6.40	1 6.50 1 6.55 1 7,10 1 7.20 1	7.25 7.42 1 8	8.15 ‡ 8.30	8.42 ‡ 8).00 ± 9.0	.05 9.15 9	.82 9.42	‡ 10.55	10.42 ‡ 10 57	‡ 11.25 11.4	12	12.42 ‡ 1.00 1.42 ‡	2.10	‡ 2.33	2.42 ‡ 4.1	.0 3.42	‡ 4. 30	4.42	4.55 ‡ 5.15 5.4	2	5 ‡ 6.30 ‡ 6.35 6.42	t 6.50 t 6.55	† 7.05 † 7.14	7.42	8.29 8.42 ‡ 10.13		11.42 2.20 Hamline
St. Anthony P'rk 3.63	6.35		7.39		8.39	,		9.39		10.39	11.3	39	12.39 1,39			2,39	3,39		4.39	5.8	9	6.39			7 30	8.39	10.39	11.39 1.85 St. Anthony P'rk
University 1.43 East Side Station .88	6.20	t 6.39 t 6.44 6.59 7.09	7.35		8.35						11.06		12.35 1.35				3.35	4	27 4.35	5.3	5	6.34			8.01	8.20 8.35	10.00	2.20 University
Minneapolis	6.25	6.35 6.40 6.55 7.05	7.14 7.34		29 8.34 25 8.30		8.57 9.05 9. 8.53 9.00 9.	The state of the s		10.34 10.49	‡ 11.04 11.3		12.34 12.49 1.34 12.30 12.45 1.30		‡ 2.24	2.34	3.34	4.19 ‡ 4	.25 4.34	4.45 5.8	4 5.49 ‡ 5.56 6.0	4	6.39 6.44	‡ 6.55 7.04	7.34 ‡ 7.59	8.34 10.04	10.34	11.34 .55 East Side Station
Minneapolis Jc 1.63 1.00	3.15 4.45	A. M. A. M. A. M. A. M. A		A. M. 7.45 A. M. 8.00	. A. M.		M. A.M. A.M	f. A. M.		A. M. A. M.	A. M. A. M.		P. M. P. M. P. M.	P. M.	P. M.	P. M.	P. M. P. M.	P. M. P. M. P. 1	The state of the s	м. р. м.	9.45 5.52 6.0 P. M. P. M.	P. M. P. M P. M.	0 6.35 6.40 P. M. P. M.	6.50 7.00 P. M. P. M.	7.30 7.55 P. M. P. M.	8.30 10.00 P. M. P. M. P. M.	10.30 P. M. P. M.	11.30 .88 Minneapolis
E. Minneapolis 1.02	4.40			7.58		8.40			10.30					1.35	5	3.4	8.55	4.22	4.28	4.50							11.28	
Washington Ave .0	4.30			7.50		8.30	3 3 5 5		10.15		10.45			1.4	5	3.2	3.40 4.05 P. M. P. M.		4.20	4.35								
LEAVE Daily.	Ex. Mon. Daily. Daily.	Daily. Daily Daily. Daily.	Sun. Daily. Da	aily. Ex. Sun. Daily. Daily.	r. Daily. Da	ily. Ex. Sun. Daily	dy. Daily. Ex.	Daily.	Daily.	Daily. Ex. Sun.	Daily. Ex. Sun. Daily.		Daily. Daily. Daily.	Daily. Daily.	Daily.	Daily. Ex. Sur	n. Daily. Ex. Sun. Ex. Sun. 1	Ex. Sun. Daily. Dai	lly. Daily. Ex. Sun. Da	P. M. aily. Daily. Daily.	Ex. Sun. Ex. Sun. Ex. Sur	Ex. Sun. Daily. Daily.	Daily. Daily.	Daily. Daily.	Daily. Daily.	Daily. Daily. Daily.	Daily. Daily. Daily.	Daily. LEAVE
RULES GOVERNING	RULES GOVERNING THE USE OF DOUBLE TRACKS. bear in mind the rights of all other trains of same or superior class, whether on time or de- tracks must proceed cautiously and with train under full control between Minneapolis. If from any cause target or light of Signal is not visible, stop recognition of the considered as registered unless such notation is made and in case of tracks must proceed cautiously and with train under full control between Minneapolis. If from any cause target or light of Signal is not visible, stop tracks must proceed cautiously and with train under full control between Minneapolis Junction and Minneapolis J																											
Between St. Paul Union Depot as		gove	rn their speed according	called for by time card, without pringly at such points. all Trains and Engines will proceed		THE RESERVE THE PARTY OF THE PA	tracks must proc and East Minns between said no	ead cautiously and	with train under full cont	trol between Minneapolis Jug cross over leading to the	nection points. No Train omission, Conductor	will be considered as regis ors of opposing Trains will	stered unless such notation is n govern themselves accordingly Freight Trains will register a	and report the fac	et m		undred feet West of Cross-over T		relegraph Train	Oruer Signal Sta	id ascertain position o	f same before proceeding	Authony Park Pas ag. No excuse can	ssenger Station, Minnea be received for passing	a Green Signal wit	hout procuring Order	any cause target or light of S or Clearance Card.	

A. L. MOHLER, General Manager,

C. W. CASE, Genl. Superintendent.

E. B. WAKEMAN, Asst. Cen'l Superintendent.

J. B. RICE, Div. Superintendent.

E. J. EVANS, Train Master.

SIGNALS AND RULES

TO BE OBSERVED BY CONDUCTORS, ENGINEERS, STATION AGENTS, OPERATORS AND EMPLOYEES ON THE GREAT NORTHERN RAILWAY, WHO WILL BE HELD RESPONSIBLE FOR ANY VIOLATION OF THEM.

	cupied, and at such a rate of speed as will enable them to come outside the extreme switches of any station, if necessary, to avoid so occurring main track between the extreme switches of any station. 34. Should a train be held by another between telegraph stations the Content of the train so held may require the first train passing him bound in the same direction to carry two (2) Red Signals for him to the next. Telegraph Station, signals.	n.
AIR-BRAKES.	be expected to flag against trains of same or inferior class, on arrival at which he must report for orders. The Conductor of the train carrying and ascertain the object of the signal. Repeating on arrival at which he must report for orders. The Conductor of the train carrying and ascertain the object of the signal. Repeating on	Immediately upon the receipt of an order, with the abbreviation R. R. at-
All Trainmen are directed to make themselves familiar with the method of releasing the Automatic Brake, by opening the cocks under the coaches, to avoid	hall be found impracticable, from any cause, for a Train, in pass- tion to another, to reach the station to which it is proceeding in has reported until the flagged train arrives without permission from Train Dis-	tached, the receiving Ope ator will first display his Green Signal, and after replying that the signal is out proceed at once to repeat it back to the Train Dispatcher's office, word for word, as it was received, including the address and signatins. Lie and of pasform: C. & E. No. — I time from — to — I to dead of pasform: One of No. — St time from — to — The state of the signal is out proceed at once to repeat it back to the Train Dispatcher's office, word for word, as it was received, including the address and signal and after the signal is out proceed at once to repeat it back to the Train Dispatcher's office, word for word, as it was received, including the address and signal and after the signal and af
unnecessary delay from the unexpected stoppage of the train by the bursting of a hose or pipe. It is important that the following rules should be observed:	Than is expected, then the conductors and engineers must remember the rights of trackmen to the approaching Train, three quarters of a mile (20 telegraph Report 35. Conductors and engineers must remember the rights of trackmen to the	ture. Where the Order contains the abbreviation 12 the Green Signal must be immediately displayed, and so reported; but the receiving Operator must first
The Engineer should immediately, on feeling the brakes applied, turn the handle of the engineer's brake valve so as to maintain the pressure in the main	the whistle in approaching sharp curves, or obscure portions of the road. special representation; and should it be necessary to back a Train, a flagman tion to the Train Dispatcher from the next telegraph station. special representation and should it be necessary to back a Train, a flagman tion to the Train Dispatcher from the next telegraph station. Special representation and should it be necessary to back a Train, a flagman tion to the Train Dispatcher from the next telegraph station. Special representation and should be necessary to back a Train, a flagman tion to the Train Dispatcher from the next telegraph station. Special representation and should be necessary to back a Train, a flagman tion to the Train Dispatcher from the next telegraph station. Special representation and should be necessary to back a Train, a flagman tion to the Train Dispatcher from the next telegraph station. Special representation and should be necessary to back a Train, a flagman tion to the Train Dispatcher from the next telegraph station. Special representation and should be necessary to back a Train, a flagman tion to the Train Dispatcher from the next telegraph station. Special representation and should be necessary to back a Train, a flagman tion to the Train Dispatcher from the next telegraph station. Special representation and the train tion to the Train Dispatcher from the next telegraph station. Special representation and the train tion to the Train Dispatcher from the next telegraph station.	get the Conductor's signature to the Order as als 13 (or understanding) before repeating it back or the order ahead of the second named train, but the force repeating it back or the order about the conductor's signature to the Order as als 13 (or understanding) station within the limits of the order ahead of the second named train, but the order are the order about the order as also are the order about the order as also are the order about th
reservoir, which is all important. He should observe his gauge, and if he sees that all of the air has escaped, he will know that a pipe has burst, or that the Conductor's Valve has been opened and held open. If the pressure is only reduced sufficiently	direction in which the Train is to be backed. This distance remain at stations more than nive minutes. When all danger is gman and the Train must be perserved until all danger is grant and the Train must be perserved until all danger is public crossings when they are to remain at stations more than nive minutes. When any way be time edicately expected by the Conductors, highway crossings or bridges, must be inemediately reported by the Conductors to the Division Superintendent of Trains are to pass, care must be taken to leave free passage way for all	A Conductor receiving an order with the abbreviation 12 attached will carefully read such order and if fully understood will sign the same, which the Operator will then repeat back as the Conductor's 13 (or understanding).
to apply the brakes, and the reduction then ceases, he will know that the Con-	necessary to stop trains between stations, Conductors must see the rear end of their trains is instantly protected before waiting down to that no more than the regular rate of speed allowed to their train is made when run-	Operator's are strictly forbidden to sign an order for a Conductor. An order notifying a passenger train that an inferior class train is running
has then been closed. In this case he can easily release the brakes in the usual way, upon receiving the proper signal from the conductor.	e or probable length of stoppage, by sending a man back tleast regular ning over descending grades. They will transact their business at Stations with as ning over descending grades. They will transact their business at Stations with as ning over descending grades. They will transact their business at Stations with as ning over descending grades. They will transact their business at Stations with as ning over descending grades. They will transact their business at Stations with as ning over descending grades. They will transact their business at Stations with as ning over descending grades. They will transact their business at Stations with as ning over descending grades. They will transact their business at Stations with as ning over descending grades.	ble for holding the trains which it concerns, and for the proper delivery of the order, and must so regard it in the fullest possible sense. This, however, in no way relieves the Conductors and Engineers from their full responsibility in the
The engineer should warn the trainmen, when the brakes have been applied in such a manner that they cannot be released from the engine, by giving the proper signal with the whistle. See Rule 3 concerning signals.	de (20 telegraph poles), with the proper danger signals, a Red Flag dand White Lantern by night, and three Torpedoes, which must higher rate of speed than is specified on the time card.	matter. They are required to co-operate with Operators in securing absolute Upon this order the passenger train will run not less than ten minutes more behind its own schedule time than the time specified in the order for the
The Rear Brakeman must, upon the stoppage of the train, immediately proceed back the proper distance to protect the rear of the train, without attempting	tintervals of fifty (50) paces, two (2) of which are to be left on the conductors of trains may command the services of the daily order given working trains will, unless some stated time be a seatted. The daily order given working trains are commands of the order by the regular day and night of the Company is required to assist if called upon. Where a passenger only. Working trains occupying main track at obscure places must keep up signals to	may be given from telegraph offices. The receiving Operator will make a sufficient number of copies of each order to class train is passed.
The Conductor shall at once proceed to the rear of the train to see that the rear brakeman has protected the train, and shall release as many brakes, beginning	hich must also in all cases be exhibited and used. You have no engine becomes disabled and orders cannot be obtained, Conductors will take the first available engine of an inferior class train. In cases of breaking in two, stop Warn du vreguar trains. Use of liquors 62. To secure the safety of passengers, and promptness and discipline in the	give one to each Conductor and each Engineer of the trains addressed, and one additional, which he will carefully preserve in his own office for reference. Should the line, from any cause, fail to work before the Operator has received rains car- Two or more trains following each other under Red Signals will be designated
at the rear, as he can. The Fireman shall release as many as he can, beginning at the tender.	when a Torpedo is struck, bring their trains to a full stop and, tain the cause before proceeding. If no, obstruction is found, productors will also take all the precautions possible to prevent the forward part of the and slowly until the cause is ascertained or the next station is	the O. K. he will not deliver such order. As soon as a train arrives at a station where a Green Signal is displayed, the ving signals as first, second or third sections, as the case may be, of the train of which they are a part and orders directing trains to carry or follow Red Signals will be of the
The Baggageman shall begin with his Baggage Car and release brakes toward the rear.	train by high middle cause is ascertained to the least state of the few are the main track of the forward brakemen of all inferior class trains to keep a careful watch of the specific themselves with Torpedoes in addition to the regular train, and immediately notify the enginner if train should part, and be subject to	Conductor of such train will proceed at once to the telegraph office and carefully examine all orders for which the signal is displayed, and sign all orders which conignals. Order for first section:
The Forward Brakeman will begin about one-third of the distance from the engine, and release the brakes toward the rear, until he meets the conductor. As soon as the brakes are released the train should proceed, depending upon the	As an additional safeguard, should it become necessary for the engineer's instructions until train is recoupled. The engineer's instructions until train is recoupled. Conductors, when at Stations doing business, will attend to their switch- AGFINTS BRIDGE: AND TRACKMEN	cern his train if he understands them. It shall be the duty of the Operator to read aloud all orders to the Conductors to whom they are addressed before them. Carry two (2) Red Signals from —— to — Order for second section: Order for second section:
hand-brakes, until a station is reached where the damages can be ascertained, and repaired without danger to the train.	e rear of the train or engine can be see one-half mile or more switching. Agents	When an Operator receives an O . K . to an order ne will plit the exact time of Jones and Engineer. Teceiving the O . K . on the order, and countersign the order with his full name. Run as second section No. — from — to ——.
	2) red flags by day, and in addition two (") red lights by night, car- you flags by day, and in addition two (") red lights by night, car- you flags by day, and in addition two (") red lights by night, car- you flags by day, and in addition two (") red lights by night, car- you flags by day, and in addition two (") red lights by night, car- you flags by day, and in addition two (") red lights by night, car- you flags by day, and in addition two (") red lights by night, car- you flags by day, and in addition two (") red lights by night, car- you flags by day, and in addition two (") red lights by night, car- you flags by day, and in addition two (") red lights by night, car- you flags by day, and in addition two (") red lights by night, car- you flags by day, and in addition two (") red lights by night, car- you flags by day, and in addition two (") red lights by night, car- you flags by day, and in addition two (") red lights by night, car- you flags by day, and in addition two (") red lights by night, car- you flags by day, and in addition two (") red lights by night, car- you flags by day, and in addition two (") red lights by night, car- you flags by day, and in addition two (") red lights by night, car- you flags by day, and in addition two (") red lights by night, car- you flags by day, and in addition two (") red lights by night, car- you flags by day, and in addition two (") red lights by night, car- you flags by day, and in addition two (") red lights by night, car- you flags by night, ca	The Conductor receiving an order with the O. K. properly e dorsed thereon, will personally deliver to his Engineer a copy thereof, retaining also one for himself, which latter he will read atoud to his Engineer, who will closely scrutinize his
SIGNALS.	see it moved back to main track. The main track must be kept clear and stations thirty minutes before leaving time of the passage of trains. No agent must absent himself from duty	self, which latter he will read aloud to his Engineer, who will closely sentimize his own copy, and see that it is the same in all respects, and the Conductor must see that the Engineer fully understands the order. A completed order (see Section XI. Carry two (2) Red Signals from ————————————————————————————————————
Stop for 1. A Green Flag by day, or a Green Lantern by night, at Telegrapa stations,	intendent. In train or engine following a regular train (whose engine carries a leaving time. Ing the bulletins for orders, or pass a station where there is a bulletin for orders, or pass a station where there is a bulletin for orders, or pass a station where there is a bulletin for orders, or pass a station where there is a bulletin for orders, or pass a station where there is a bulletin for orders, or pass a station where there is a bulletin for orders, or pass a station where there is a bulletin for orders, or pass a station where there is a bulletin for orders, or pass a station where there is a bulletin for orders, or pass a station where there is a bulletin for orders, or pass a station where there is a bulletin for orders, or pass a station where the pa	in regard to trains held for orders) addressed to Conductor and Engineer, or to an Operator, will constitute clearance on Green Signal, except that an order Upon these orders the Conductors receiving instructions to carry Red Signals
2. A Red Flag by day, or a Lantern by night, when swung upon the track;	t always be taken, and considered a part of the Train, and see that all doors of all cars going forward or to remain on the side track, are securely closed and fastened, and see that cars on the side track, are securely closed and fastened, and see that cars on the side track, are securely closed and fastened, and see that cars on the side track, are securely closed and fastened, and see that cars on the side track, are securely closed and fastened, and see that cars on the side track, are securely closed and fastened, and see that cars on the side track, are securely closed and fastened, and see that cars on the side track, are securely closed and fastened, and see that cars on the side track, are securely closed and fastened, and see that cars on the side track, are securely closed and fastened, and see that cars on the side track, are securely closed and fastened, and see that cars on the side track, are securely closed and fastened, and see that cars on the side track, are securely closed and fastened, and see that cars on the side track, are securely closed and fastened, and see that cars on the side track, are securely closed and fastened, and see that cars on the side track, are securely closed and fastened, and see that cars on the side track, are securely closed and fastened.	addressed to an Operator, instructing him to notify trains of track obstructions, short water supply, or any circumstance of this nature, of which Conductors and Engineers should have knowledge, will not be considered a clearance on Green will go to their Engine and see personally that two Red Flags by day, and in addition two Red Lights by night, are properly displayed on the front end of their Engine end see personally that two Red Flags by day, and in addition to the front end of their Engine and see personally that two Red Flags by day, and in addition to the front end of their Engine and see personally that two Red Flags by day, and in addition to the front end of their Engine and see personally that two Red Flags by day, and in addition to the front end of their Engine and see personally that two Red Flags by day, and in addition to the front end of their Engine and see personally that two Red Flags by day, and in addition to the front end of their Engine end see personally that two Red Flags by day, and in addition to the front end of their Engine end see personally that two Red Flags by day, and in addition to the front end of their Engine end see personally that two Red Flags by day, and in addition to the front end of their Engine end see personally that two Red Flags by day, and in addition to the front end of their Engine end see personally that two Red Flags by day, and in addition to the front end of their Engine end see personally that two Red Flags by day, and in addition to the front end of their Engine end see personally that two Red Flags by day, and in addition to the front end of their Engine end of the front end of their Engine end of the front end of the
Signals of the absence of Lights at switches and crossings where usually shown; or the explo- sion of a Torpedo, and all signals violently given by Flagmen or other person at or between stations are signals of danger, on perceiving which the train must be	a case the following train is delayed, it raust not consider it has a 43. Conductors, when leaving cars on side tracks, will see that they are track are out of the way of passing trains. Cars must never be allowed to stand on the main track by the wind; also that they are left out of the way of passing trains. Cars must never be allowed to stand on the main track, but must be placed on a siding, and the wheels securely blocked and brakes set.	Signal. When there are no other orders, Operators will give a clearance card. Signal. When there are no other orders, Operators will give a clearance card. Following the first section will consider themselves a part of the regular train, but must not avail themselves of any orders given the first section without special and
brought to a full stop. Whistle 3. One Sound of the Whistle is the signal to apply the brakes.	of track; but the following train must keep back and off the time of right of track, without special and separate orders. and place from the main track to clear all passing trains safely. In leaving loaded cars at any stations, they will leave them at the most convenient place for unloading, and in trains are right when trains are passing. All baggage checks not used must be kept under	and number of train, and note on order date and time of receipt. No Envineer shall under any circumstances start from a station at which utes apart, and passenger trains running in sections must keep at least fifteen (15)
Signals. Two Sounds of the Whistle is the signal to release the brakes. Two Sounds of the Whistle while running, the first one second longer than the second (thus:—-) is the signal for Road Crossings.	tra train or engine, following a mixed or inferior class train, must be an five (5) minutes behind the leading train, and must approach all the lock and key. No notice of irregular 1 lock and key. No notice of irregular 66. No notice will be given to Station Agents of the passage of irregular 66. No notice will be given to Station Agents of the passage of irregular	orders are received for his train without a copy of the same in his possession. As an additional Safeguard, Conductors running after dark will report in XI.
Three Sounds of the Whistle is the signal to back. Three Sounds of the Whistle (thus:—— -), is a signal that the engine giv-	taking fuel or water at such stations, whether it may be a stopping behind all box cars. Flat cars loaded with railroad iron, timber and such like freight trains, and they will govern themselves accordingly. trains, and they will govern themselves accordingly.	person at every telegraph office which is open and inquire of Operator if any orders. This rule is not intended to excuse the Telegraph Operator from showing proper signals to stop trains, or neglect in the prompt delivery of messages. An Order directing an Operator to hold two or more trains for each other will be of the following form:
ing it is flagging an extra, and if the flag is seen, the same signal shall be given in answer by other engines. The absence of this signal of the engineer, because will not come a properly trains for not because the red	without a brake, Conductors must securely block the whole and a brake, Conductors must securely block the without a brake, Conductors must securely block the with a brake, Conductors must securely block the without a brake, Co	trains. Operator at — Operator
however, will not excuse employes of opposing trains for not observing the red signals. Engineers will be held to a strict accountability for non-observance of this Rule.	Train, a man with a flag by day, or red and white lantern by night, esent half a mile, or more if necessary, in the direction of the superintendent all violations of the Time Table As. Conductors of the Freight Trains will promptly report to the Superintendent all violations of the Time Table Regulations. 44. Conductors of Freight Trains will promptly report to the Division Superintendent all violations of the Time Table Regulations. Open ticket Open ticket	At stations where telegraphic orders are awaiting an expected train, Operators will display a Green Target by day and a Green Target and Green Light by Engine No. ——, for each other. An order directing an Operator to hold one or more trains for orders will be of the following form:
Four Sounds of the Whistle is the signal for a Switch. Four Sounds of the Whistle (thus:,) is a signal that the Train has	the for the passage of the Passenger Trains. attention. attention is to aid in the passage of trains. Promptness in doing work at stations is enjoined to fiftees. attention. attention. attention. attention. attention. attention. attention. attention offices. least thirty minutes before the arrival of trains that stop at their time as possible them one must be a possible. the more interpretable of the passage of the passage of trains. Promptness in doing work at stations is enjoined to fiftees. upon all, in order to enable freight trains to use as much of their time as possible them one must be a possible of the passage of the passage of the passage of trains. Promptness in doing work at stations is enjoined to fiftees.	s. night. Hold No. ——, Conductor ——, Engine No. ——, for orders.
parted; and also if a Passenger Train, that the air-brake has been set from a coach. Five Sounds of the Whistle is the signal to call in flagmen. One long Sound of the Whistle is a signal for approaching Stations.	n where the flags are to be taken in, unless the flagged train or in running between Stations. Full loaded Freight Trains that have no work to do at Stations must not arrive any longer ahead of time than necessary to get fuel and at Stations must not arrive any longer ahead of time than necessary to get fuel and at Stations must not arrive any longer ahead of time than necessary to get fuel and at Stations must not arrive any longer ahead of time than necessary to get fuel and at Stations must not arrive any longer ahead of time than necessary to get fuel and at Stations must not arrive any longer ahead of time than necessary to get fuel and at Stations must not arrive any longer ahead of time than necessary to get fuel and at Stations must not arrive any longer ahead of time than necessary to get fuel and at Stations must not arrive any longer ahead of time than necessary to get fuel and at Stations must not arrive any longer ahead of time than necessary to get fuel and at Stations must not arrive any longer ahead of time than necessary to get fuel and at Stations must not arrive any longer ahead of time than necessary to get fuel and at Stations must not arrive any longer ahead of time than necessary to get fuel and at Stations must not arrive any longer ahead of time than necessary to get fuel and at Stations must not arrive any longer ahead of time than necessary to get fuel and at Stations must not arrive any longer ahead of time than necessary to get fuel and at Stations must not arrive any longer ahead of time than necessary to get fuel and at Stations must not arrive any longer ahead of time than necessary to get fuel and at Stations must not arrive any longer ahead of time than necessary to get fuel and at Stations must not arrive any longer ahead of time than necessary to get fuel and at Stations must not arrive any longer ahead of time than necessary to get fuel and at Stations must not arrive any longer ahead of time than necessary to get fuel and at Stations must not arrive any longer ahead of time	Telegraph Operators will be furnished with proper signals for stopping Trains, and will have them convenient and in order for immediate use, when occasion specifying "no further orders," and Conductors and Engineers must not receive them until so endorsed.
Bell Signals. 4. One Stroke of the Signal Bell signifies ahead; two strokes, stop; three strokes, back.	as Engineers, will be held responsible for the speed of their Trains. to be signaled by the Conductor before proceeding, who must before proceeding, who must before proceeding, who must before proceeding a switch from the Main Track, must, before track, etc.	requires. Before dark Operators will always see to it that their Signal Lamps are properly trimmed and filled. Trains arriving at a Station where a Green Signal is displayed, and for which or trains arrive will be of the following form. (This order will only be used at
Lamp. 5. A lantern swung across the track is a signal for stopping. Raised and lowered perpendicularly—the signal for the Train to go ahead. Swung in a circle—for the Train to back.	18 clear. Engines without Trains will come to a full stop, and arguments the telegraph system of running trains a train may be expected at any moment. The position of switches used by their men. Flying switches are prohib- The position of switches used by their men. Flying switches are prohib- The position of switches used by their men. Flying switches are prohib- The position of switches used by their men. Flying switches are prohib- The position of switches used by their men. Flying switches are prohib- The position of switches used by their men. Flying switches are prohib- The position of switches used by their men. Flying switches are prohib- The position of switches used by their men. Flying switches are prohib- The position of switches used by their men. Flying switches are prohib- The position of switches used by their men. Flying switches are prohib- The position of switches used by their men. Flying switches are prohib- The position of switches used by their men. Flying switches are prohib- The position of switches used by their men. Flying switches are prohib- The position of switches used by their men. Flying switches are prohib- The position of switches used by their men. Flying switches are prohib- The position of switches used by their men. Flying switches are prohib- The position of switches used by their men. Flying switches are prohib- The position of switches used by their men. Flying switches are prohib- The position of switches used by their men. Flying switches are prohib- The position of switches used by their men. Flying switches are prohib- The position of switches used by their men. Flying switches are prohib- The position of switches used by their men. Flying switches are prohib- The position of switches used by their men. Flying switches are prohib- The position of switches used by the position of sw	the Operator has no orders, will require the Operator to give them a clearance card printed in blank for that purpose, to be filled up and signed by the Operator. Frample: Hold No. —, Conductor —, Engine —, until No. —, engine —, until No
Signals used 6. A stationary red flag upon the side of the track signifies that the track is when track is out of order, and must be run over slowly. If placed between the rails, it signifies	see that no part of their trains as the standing of radious crossing. The distribution of the standing of radious accordingly. When a rail is to be taken out or other work will govern themselves accordingly. When a rail is to be taken out or other work to be done which will capture the track impassable, a flagman or a red flag must be captured to be done which will capture the track impassable, a flagman or a red flag must be stationed in each direction 1.000 yards (or 15 telegraph poles) direction 1.000 yards (or 15 tele	Example: No orders for train No. Signed, —, Operator. This card, however, in no ways relieves the Conductor from reading over care- Upon these orders, Operators, Conductors and Engineers will govern themselves Upon these orders, Operators, Conductors and Engineers will govern themselves
betructed, that the track is impassable, and all trains must stop and ascertain the cause before proceeding. In such cases the far, which must be kept in the hands of a flagmen when practicable, will be pleased not less than one-half mile, fifteen tele-	train. rules, involving risk or hazard, the Engineer will be held alike accountable with the Conductor; both Engineers and Conductors must always have due regard for the Conductor; both Engineers and Conductors must always have due regard for the Use proper If it is in the vicinity of descending grades, the distance must be doubled, and the	fully all orders for which the signal is displayed, to avoid any possibility of a mistake on the part of the Operator. according to instructions given in Sections II and IV. When more than one section of a train is to be held the Order will state the exact number of sections to be
graph poles, from the impassable point, and three (3) torpedoes, two rail lengths apart, forty rods beyond the flag. On double as well as single track, red flag	safety of the passengers and property upon their trains, and never take any unwar- rantable risks for the purpose of making up time between Stations, or arriving at terminal stations on time. Fault will not be found with either for being behind the repairing track has been repairing track has been repear to any unwar- terminal stations on time. Fault will not be found with either for being behind the repairing track has been repeared and reper danger signals Foreman will be responsible for knowing that this is properly done. After the where the repairing track has been repeared and repeared and repeared the repairing track has been repairing track has been repeared and repeared the repairing track has been repeared to the repairing track has been repeared. If work is being done which will render the track unsafe tor	iv.
and torpedoes must be placed as above in both directions from the impassable point.	time when caution and prudence dictate that as the safer course. The speed of Pastrains to pass at their usual rate of speed, a stationary red flag must be placed at least 1,000 yards (or 15 telegraph poles) from the spot in each direction, and out-	Where an Operator, Agent or other employee, receives an order to hold a train Instructions An Order for an Extra or Working train to run to a designated Station will be
THE PARTY IS A LIGHT WITH THE PARTY OF SERVICE AND ASSOCIATION OF THE PARTY.	or a train to pass another train of the same class going in the same side the rails. If track is impassable, place flag between the rails. The passable p	will be given the Conductor of each train concerned, one for himself and conductors trains. Jones and Engineer. Run wild to——.
RUNNING OF TRAINS.	ed on it, and so consider the state of the s	and Engineers will respect such orders precisely the same as it addressed to them selves, and will comply with the same in all cases. It is of the utmost impor-
Standard 7. The standard time for all Trains will be the Chronometer in the Superitime. Time. tendent's office at St. Paul. Engineers and Conductors will compare time	r of which cases the engineer will be held alike accoountable. **Repr ringing und the crossing is plassed.** When moving about stations, and then plasting the earliest means practicable. **Trains on sidings, the bell must be rung or meeting. Trains on sidings, the bell must be rung. **Indiana Trains on sidings. T	tance that all trains for which there may be orders be stopped; and to this end it is Jones and Engineer. Work wild between——and——and——and——and——and——and——and——
daily, and are required to keep their watches in exact conformity therewith. They will also compare time with each other before starting out on their runs.	Avoid running over stock, and frequent of the first open and badge, and must never without them. Mixed Trainmen, cap and badge. Avoid running over stock, and frequent of Engineers and others in charge of the Train. When a case occurs, the Engineer and Conductor must be taken to avoid running over stock, and frequent of Engineers and others in charge of the Train. When a case occurs, the Engineer and Conductor must be taken to avoid running over stock, and frequent of Engineers and others in charge of the Train. When a case occurs, the Engineer and Conductor must be taken to avoid running over stock, and frequent of Engineers and others in charge of the Train. When a case occurs, the Engineer and Conductor must be taken to avoid running over stock, and frequent of Engineers and others in charge of the Train.	Operators must not depend solely on their order Signals to stop trains, but when necessary must personally flag them; and in cases of severe storms or dense
Meeting and S. Full-faced figures denote that Trains are to be met and passed. Refer to passing points, corresponding figures on same line of Time Table. Do not leave 9. No train will be allowed to leave a station before its time, as specified in	on as a Passenger Train leaves a Station, a Trainman must go Engine report to the Superintendent all particulars. See Special and Accident Form 812. 49. Enginemen must see that the Engine is provided with a pair of screw	fog they will place two (2) torpedoes in front of the depot building on the Engineer's side of the track, 100 feet apart, as an additional safeguard. Working trains between designated Stations will be considered good from six (6) A. M. until seven (7) P. M. of that day only; but if a subsequent order is received togo to other parts of the road, all original orders expire and must not be used
tation until the Time Table. When double time is given the latest is leaving time. time specified. 10. Trains are classed as to priority of right to the road, as follows: First,	train arrives at the station, the name must be invariably and dis- gain in each coach. At terminal stations conductors will not leave 50 Engineer and	again. Any train having orders to use the nain track between designated Stations, either day or night, when through with the use of track, unless they receive orders
Passenger Trains; Second, Mixed Trains; Third, Freight Trains; Fourth, Working, Classification Gravel and Wood Trains, Inferior class trains must keep out of the way and off the of trains. Third, Freight Trains; Fourth, Working, Inferior class trains going in either direction unless moved by Train	all passengers have aligned, and will render them all needful fireman where Trains are likely to break apart; it such cases great care must be taken to great the detacht trains are likely to break apart; it such cases great care must be taken to great and every prequition. How	Special orders are to be used only by the train or section to which they are addressed, and no other train will be allowed to use them to go to other parts of the road, they will leave with the operator where their train is side-tracked a written law up report addressed to the Division Superintendent. Example: To————————————————————————————————————
Dispatcher. Right of 11. Trains going East will have absolute right of road over trains of same	used to prevent collision. Keep the front part is addressed. be written on yellow mainfold paper, with the date on twinin they are sent, and win inders and connections examined, and also engine signal bell rung, back of their train, before leaving each D vision Station, and all trains but taking all the preventions required by rule 16 intended, and signed by rule 16 intended. They shall be written in motion until the rear part is addressed. be written on yellow mainfold paper, with the date on twinin they are sent, and win addressed. In such cases Engineers will have the rear part is stopped. In such cases Engineers with the date on twinin they are sent, and win addressed.	They are to be used against and head of such trains only as are expressly named therein. All other train must be run against strictly
ad. or inferior class going West, holding at meeting points with delayed trains of same class (5) minutes only for variation of watches, which time must be allowed at	times are changed or coaches taken or left. They must also see that to protect themselves against opposing trains having right of road. They full, without abbreviations, except as herein provided for. They must also see that to protect themselves against opposing trains having right of road. They full, without abbreviations, except as herein provided for. Orders may add kept burning upon the west for the Division Superintendent by the Train Dispatcher.	as per time card rules. to do so,
each succeeding station until the delayed train is met. Trains going West if delayed and unable to make the meeting point against the Card departing time of the opposing train must keep out of the way and off the Card	the rear car during night time. They must report defects in the hour, and with a flagman one-half mile (15 telegraph poles) in advance when ifying the number of the car or engine on which it occurs. Mixed hour, and with a flagman one-half mile (15 telegraph poles) in advance when name of the Division Superintendent. No other persons will be allowed to give	An order making a definite meeting point is of the following form: All orders All special orders for the movement of trains will ordinarily be given in forms
time of all trains of same or superior class going East. Train loses 12. When any Train is 24 hours or more behind its own time per Table, it	Remain must be stationed on the rear cast of every train in motion; danger signals to hold all trains until his return, provided he has time to do so the same division. The addressing orders the abbreviations C. & E. may be used for "Conductor points."	will be given prescribed by Sections 6, 7, 8, 9, 10, 11 and 12 inclusive, but notices of obstruction to track, repairs of bridges or other matters which can not be expressed in said forms if forms, will be sent to trains in such forms as may seem necessary to cover the case
right of road thereby loses all its rights to the Road against all kinds of trains, and can after-wards only proceed by special orders. 13. Conductors before starting out upon their runs and before passing	ed to the rear car of the train. He must also see that signals neces- compliance with Rule 17 are kept in the rear car. Bell-cord and sig- light burn- the train between the rear car. Bell-cord and sig- light burn- the abbreviation O. K. will be used by the Train Dispatcher after an order The abbreviation O. K. will be used by the Train Dispatcher after an order	Meet No. —, Conductor —, Engine —, at —. Upon an order of this form, the train arriving first at the point paried therein
theck over junction points or other points where there are registers, must carefully engisters. check over the Train Register, and be sure that all Regular and Flagged	be considered as complete until the O. K. is endorsed thereon, over the initials of the Division Superintendent.	will wait until the other train arrives, unless the C onductor and Engineer receive another order authorizing them to proceed. Getting Train or Enginemen are positively prohibited from going to meals or delaying
Trains having rights of road over them due within the previous 24 hours have arrived.	haddes where there are positives. The abbreviation R. R. attached to an order signifies repeat back as received. The abbreviation 12 (how do you understand) attached to an order signifies that The abbreviation 12 (how do you understand) attached to an order signifies that	meals after their trains for any cause after receiving an order which allows them to proceed without first obtaining express permission to do so from the Tan Dispatcher, and
werbally at meeting and passing points by giving each other the number of the Train they writing and are running. In order to avoid detention, Conductors should be promptly on hand	saw, crowdar, chain, day and night signals, lanterns and everything ow them to comply signal to comply signal to the conductor's signature as his 13 (or understanding) must be obtained before the Conductor's signature as his 13 (or understanding) must be obtained before the Conductor's signature as his 13 (or understanding) must be obtained before repeating back. Take Conductor's signature to R. R. Odrers also, on your Man-	s. An order giving one train the right to the road against another to a certain point until a certain time, is of the following form: Address all
passing to be this This Rule will apply to Conductors of all special and wild trains as well as regular. 15. When Trains are to meet each other, the Train having the right to the	e held responsible for them. They will forward to their Division on the first day of each month a complete list of all that their cars	C. & E. No. —
Trains enter road shall occupy the main track, excepting when there are special orders to the at nearest contrary. Trains taking side track will always enter at the nearest end, except	case of a change of caboose cars with another conductor will take a change of caboose outfit and forward the same to their intendent also in case of suspension or dismissal such list must be given the train having right of road in all cases where the ing storms. Storm A change of caboose cars with another conductor will take a change of suspension or dismissal such list must be given the train having right of road in all cases where the ing storms. Storm A change of caboose cars with another conductor will take a change of caboose cars with another caboose cars with a change of caboose cars with a	gine ————————————————————————————————————
end of when this is impracticable; in which case the Train must be sufficiently protected by flag before running by the Station to back into siding. At meeting and pass-	ing Card Time. Run very slow in approaching all curves and places liable to wash hed. Increase of suspension of alsmissar such list must be ing Card Time. Run very slow in approaching all curves and places liable to wash and see that such list must be ing Card Time. Run very slow in approaching all curves and places liable to wash and see the safe and see that are such list must be ing Card Time. Run very slow in approaching all curves and places liable to wash and see the safe and see that are such list must be ing Card Time. Run very slow in approaching all curves and places liable to wash and see the safe a	designated up to the given time, and sooner if possible, but not ahead of schedule time. Should the first named train fail to make the station designated within the first named train fail to make the station designated within the first named train fail to make the station designated within the first named train fail to make the station designated within the first named training the station of the first named training
ing points inferior class trains must be on the siding and clear of the main track not less than (5) minutes before a passenger train is due, and at passing points must not leave the station until (5) minutes after the passenger train	ins at least one mile from every station, and remain out until the freight Conductors must keep themselves supplied with Time apply air- 55. Engineers when applying the Air-brakes must not use the full pressure of the air except in cases of emergency. For ordinary stops the Brakes must into give the Conductors and Engineers of such trains their meeting ordinary stops the Brakes must into give the Conductors and Engineers of such trains their meeting ordinary stops the Brakes must into give the Conductors and Engineers of such trains their meeting ordinary stops the Brakes must into give the Conductors and Engineers of such trains their meeting ordinary stops the Brakes must into give the Conductors and Engineers of such trains their meeting ordinary stops the Brakes must into give the Conductors and Engineers of such trains their meeting ordinary stops the Brakes must into give the Conductors and Engineers of such trains the given the conductors are concerned to the such trains to give the conductors and Engineers of such trains to give the conductors are concerned to give the conductors and Engineers of such trains to give the conductors are concerned to give the conductors and Engineers of such trains to give the conductors are concerned to give the conductors and the given to give the conductors are concerned to give	the time allowed, it will run to any previous station it is able to make the time allowed, it will run to any previous station it is able to make the time allowed, it will run to any previous station it is able to make the time allowed, it will run to any previous station it is able to make the time allowed, it will run to any previous station it is able to make the time allowed, it will run to any previous station it is able to make the time allowed, it will run to any previous station it is able to make the time allowed, it will run to any previous station it is able to make the time allowed, it will run to any previous station it is able to make the time allowed, it will run to any previous station it is able to make the time allowed, it will run to any previous station it is able to make the time allowed, it will run to any previous station it is able to make the time allowed, it will run to any previous station it is able to make the time allowed, it will run to any previous station it is able to make the time allowed, it will run to any previous station it is able to make the time allowed, it will run to any previous station it is able to make the time allowed, it will run to any previous station it is able to make the time allowed, it will run to any previous station it is able to make the time allowed, it will run to any previous station allowed the time allowed the tim
has departed. Mixed and inferior class trains, whether bound East or West, must approach all stations with train under full control expecting to find	mply with the printed in tructions thereon. They must also keep, brake. be applied slowly and at a sufficient distance from the stopping place to enable them to stop the train without discomfort to passengers, sliding the wheels, or injury to the machinery of the trains.	named in the order will not leave the station designated, or any societation, until (5) minutes after the time allowed for the first named train to arrive or until the train or trains named in the order are met
	Anjust to var manufacts of the steamer.	The second of th

C. W. CASE, General Superintendent.

E. B. WAKEMAN, Ass't General Superintendent.

Destroy all Time Tables of previous date when this takes effect.

A. L. MOHLER, General Manager.

HUMLEN