ST. PAUL & DULUTH RAILROAD.

ST. PAUL AND STILLWATER SHORT LINE AND MINNEAPOLIS BRANCH TIME TABLE.

Takes Effect Sunday, Aug. 7th, 1887, at 6:50 O'clock A. M.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY.

TRAINS GOING NORTH.

Stations. Stations. Stations. Stations. Stations. Stations. Stations. Stations. Stations.	PASSENGER. PASSENGER. PASSENGER. WIS. CENT. PASSENGER. Daily. Daily. Daily.	PASSENGER. WIS. CENT. FREIGHT. Daily. Daily. PASSENGER. Daily. Sundays Ex. Sundays Ex.	ER. PASSENGER. PASSENG	CENT. PASSENGER. WIS. CENT. FREIGHT. PASSENGER. Daily. Daily. Sundays Ex.		
0.8 Seventh Street June 1.7 2.5 East Seventh Street 3.0 Claymont 5.0 Gladstone 5.2	11.06	Lv 8.30 7.35 Mt 64 6.15 FMLv 6.10 Ps 59 6.10 Ps 59 5.33 Mt 52 5.10 8.36 7.45 6.28 6.16 †5.39 5.16	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1.30 12.55 12.21 10.21 9.45 133 Mt 36 12.56 12.22 10.22 Mt 24 9.48	Lv 9.33 AM Lv 8.24 Mt 18 & 20 6.13 AM Lv 5.31 †9.39 8.30 †6.19 5.41 †9.40 8.31 Mt14 6.20 Mt6 5.45 9.45 AM Ar 8.38 Mt22 6.25 AM Ar 6.00	4.00 2.55 2.5 East Seventh Street 0.5 Claymont Claymont
MINNEAPOLIS	*10.00		4.05 P M Lv 4.15 *4.30 *4.32 *4.42	1.55 P M. Lv 2.05 10.40 10.40 10.55 10.57 10.57 11.06	8.30 A M. Lv 8.00 A M. Lv 8.10 8.10 8.25 8.27 8.36 Mt16 8.36 Mt16	MINNEAPOLIS
10.2 M. & D. Junction 14.0 10.8 Cottage Park 14.6 11.5 White Bear 15.3	*11.34 *10.33 *10.27 *10.27	8.55 7.35 6.35 5.35 8.57 7.38 6.37 5.37 9.00 7.45 P M Ar 6.40 $\frac{Mt}{62}$ and 64. 5.40	5.02	2.35 12.40 11.15 Mt 28 10.40 10.23 †2.87 12.42 11.17 10.42 10.26 2.40 12.45 Mt, 32 & dots 11.20 A MAr 10.45 A MAr Mt 26 10.30 AM	10.35	4.45
11.5		9.30 6.45 5.45 9.35 *6.50 *5.50 9.40 P.MAr 6.54 5.55 P.M. 7.08 7.08 7.20 P.MAr	*5.10	2.45 Mt. 40 & 42 12.15 P M. Lv 12.50 *2.60 12.25 *12.55 2.54 12.30 12.59 3.03 12.47 1.08 3.10 Mt. 44 12.67 *1.13 3.20 P M. Ar 1.15 P M. Ar 1.25 P M. Ar	9.00 6.45 A M . Lv *9.05 *6.50 9.09 6.55 A M Ar 9.18 *9.23 *9.35 A M . Ar	5.00 A M. Lv 11.5 White Bear
*		to the property of the propert	TRAINSG	OING SOUTH		

1	TRAINS GOING SOUTH.																																					
Distance St. Paul.	Distance to Min'eapolis	No. 2. PASSENGER. Main Line 6. Daily.	No. 4. PASSENGER. Daily.	No. 6. FREIGHT. Main Line 16. Daily.	No. 8. FREIGHT. Sundays Ex.	No. 10. WIS. CENT. PASSENGER. Daily.	No. 12. PASSENGER. Sundays Ex.	No. 14. FREIGHT. Main Line 18. Daily.	No. 16. PASSENGER. Sundays Ex.	No. 18. WIS. CENT. FREIGHT. Daily.	No. 20. WIS. CENT. PASSENGER. Sundays Ex.	No. 22. PASSENGER. Main Line 8. Daily.	No. 24. PASSENGER. Sundays Only.	No. 26. PASSENGER. Sundays Ex.	No. 28. PASSENGER. Sundays Ex.	No. 30. WIS. CENT. PASSENGER. Sundays Ex.	No. 32. PASSENGER Main Line 2. Daily.	No. 34. ASSENGER. Sundays Ex.	No. 36. WIS. CENT. FREIGHT. Daily.	No. 38. FREIGHT. Main Line 10. Sundays Ex.	No. 40. PASSENGER. Sundays Ex.	No. 42. PASSENGER. Sundays Only.	No. 44. FREIGHT. Sundays Ex.	A CENT. SENGER. Sunday	GER. WIS. CENT PASSENGER Sundays Ex	No. 52. PASSENGER. Daily.	No. 54. PASSENGER. PASS Sundays Ex. Sundays Ex.	SENGER. WIS. PASSI Sunda	CENT. PASSENCE Main Line Daily.		No. 64. PASSENGER. 7. Daily.	No. 66. FREIGHT. Main Line 12. Sundays Ex.	No. 68. WIS. CENT. FREIGHT. Sundays Ex.	No. 70. PASSENGER. Daily.	No. 72. PASSENGER. PASSE Thursdays Ex. Thursday	74. NGER. FREIGH Main Line Daily.	T. Ess STAT	Distance to Min'eapolis
24.0ST. PAUL U. 23.2 Seventh Street J 21.5 East Seventh Str 21.0Claymont 19.0Glastone	June	5,35 AMAr. 5.31 Mt 7 5.25 †5.23		6.38 AMA 6.28 6.20 Mt 9 6.00 Mt 7	r	7.12 AM'Ar †7.06 †7.05 7.00 AMLv	7.39 †7.38	8.48 A MAr 8.33 8.31 Mt 15 8.17		8.12 8.05 ²⁰ Ps	8.12 AMAr †8.06	8.50 8.44 †8.43	10.30 10.23 10.22 Mt 25	11.11 †11.10	11.40 11.34 †11.33	11.57 AMAr †11.51	1.14 †1.13		1.46 P MAr 1.36	{ 3.47 Mt 45			†3. †3.	4.15 22 P MAr 4.10 4.15 4.04 4.04 4.03 4.08 4.08 4.08 4.08 4.08 4.08 4.08 4.08	4.22 PM	5.18 Mt 53	r	†6.3 6.3	7.10 P 7.10 P 7.10 P 7.00 6 7.10 P 7.00 7.10 P 7.00 7.6.59 7.6.59 7.10 P		7.25 P MAr 7.20 Mt 63 7.14 †7.13 7.08 Mt 59	9.15 P MAr 9.03	and the same of th		10.37 P MAr 11.55 2	12.25 A	24.0 ST.PA Seventh S 21.5 East Seventh 21.0 Clay	Street June 1.7 enth Street
	26.8	-	5.55 AMAr 5.45 *5.33 *5.31	r	7.30 A MA 7.10 6.40	r		THE RESERVE AND ADDRESS OF THE PERSON OF THE	9.15 AMAr 9.05 Mt 17 *8.48 *8.46 8.36 Mt 13								+	1.40 P.MAr 1.30			8.35 P MAr 8.25						7.30 P MAr			7.30 PMA 7.20 *7.07 *7.05	Ar						East Mi	EAPOLIS 27.8 1.0 1.0 1.0 26.8 5.0 21.8 1.0 20.8 3.5 Canada
13.8 M. & D. Juncti 13.2 Cottage Farl 12.5 White Bear	rk 13.2	*5.03	5.10 *5.08 5.05 ^{A.M.} Lv	5.28	5.53	v	7.20 7.18 7.15	7.49 7.45 AMLv	8.27 8.25 8.22			8.23 8.20 AMLv	10.03	10.53 10.51 10.48 Mt 17&25			12.55	12.54		1.57 1.54 1.50 P MLv				3.45 3.43 3.40		5.00 Mt 51 4.58 4.55 Mt 49			†6.43 †6.42 6.40 P	6.46		8.12 8.09 8.05 P MLv			10.05	11.29	t. 73 13.8 M. & D. 13.2 Cottag MLv Ps 12.5 Whit	
12.5	i 9.3 6.0 4.0		11463				7.10		8.18				9.50 9.45 9.41 9.32 9.27 9.15 A MLv	*10.40 10.36 10.27							*2,35	2.31	3.34			4.54	*6.30	10 PMAr						*10.25	9.55		12.5 White 10.5 Dell 10.5 Mah 10.0 Dulu 10.0 Sun 10.0 STILL	1.2 1.2 1.2 1.2 1.3 1.3 1.3 1.4 June 6.0

G. F. COPELAND.

Asst. Superintendent and Train Master.

CEO. H. SMITH, Jr.,

NO SIDING AT OWASSO. Train Dispatcher NO SIDING AT DELLWOOD

SPECIAL RULES.

At Meeting and Passing Points inferior class trains must be on the siding and clear of the Main Track not less than five (5) minutes before a Passenger Train is due, and at passing points must not leave the Station until five (5) minutes after the Passenger Train has departed.

THE SPEED OF FREIGHT AND WORKING TRAINS WILL NOT EXCEED IS MILES PER HOUR.

* Stop on Signal,

- 1. 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.

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

 3. All Regular Trains going toward St. Paul have the right to the track against Trains of the same or inferior class going from St. Paul and Trains going from St. Paul, if delayed so as not to be able to make the meeting point on the leaving time of the Train going toward St. Paul, back and out of the way of Trains of the same or superior class going toward St. Paul.
- 4. Trains going toward St. Paul 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 from St. Paul as running time.

 5. All trains will come to a full stop at all Railroad Crossings and Junction Switches where STOP boards are exhibited.

 6. Minnespolis Branch trains going toward East Minneapolis have the right of track over trains of same or inferior class going
- 7. Time Card Rules and Regulations of the St. P., M. & M. Ry. will govern all Minneapolis Branch Trains between Minneapolis and East Minneapolis. Conductors and Engineers will provide themselves with St. P., M. & M. Time Cards.

 8. Minneapolis Branch regular and wild trains will flag themselves between M. & D. Junction and White Bear against Short

† Trains do not stop. ‡ Stop for Refreshments.

Read Rules Carefully, and Note Change in Train Numbers.

- 9. St. Pard vard extends to and includes Wood Pile Spur, just north of Seventh Street Tunnel. Switch engines have the right to use main track in these limits, avoiding regular trains. Irregular trains within yard limits will proceed with caution, looking out for switch engines, and sending flagmen ahead around curves.

 10. Passenger trains will wait 20 minutes at White Bear for connections.
- . All trains will run slow and carefully, and with their trains under control between M. & D. Junction and White Bear, and keep sharp look out for Minneapolis Branch trains.
- 2. When Minneapolis Branch regular trains are late, Short Line trains will not wait for them, but proceed carefully and look out for them.

 13. The Branch Switches for Minneapolis and Stillwater must be kept locked on Main Line, excepting when trains are to
- 14. All Passenger Trains will throw off a Register Card at Gladstone, and Passenger Trains going South will throw off a Register Card at Seventh Street Junction.
 - 15. Passenger trains going in same direction will keep ten minutes apart. 16. Train No. 11 will run to Mahtomedi regardless of Train No. 12.
 17. Train No. 53 will run to Mahtomedi regardless of Train No. 56.
 18. Train No. 65 will run to Mahtomedi regardless of Train No. 72.

W. H. FISHER, General Superintendent.

J. A. BURNETT,

Assistant Train Master.

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 Passenger Trains. Second, Mixed Trains. Third, Freight Trains. Fourth, the Comfort and Convenience of Passengers, all work must be entirely Work, Extra, and Special Trains. subordinate.

TIME.

1. The Clock in the Train Dispatchers' Office at St. Paul is the time by 15. An Inferior Train, in case it cannot get orders, after waiting fifteen which the trains are to be run. Conductors and Engineers will compare their minutes beyond schedule time for a Superior Train going in the same directime daliy when practicable. tion, 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.

REGISTERING.

2. Register Books will be found at Seventh Street Junction. Gladstone. M. & D. Junction, White Bear, East Minneapolis and Stillwater, Conductors of all trains and Engineers running without a Conductor will register at these 17. Full Faced Figures denote meeting and passing points for Trains. points, noting whether or not they carry Red Signals.

BULLETIN BOARDS.

3. Bulletin Boards will be found at Seventh Street Junction, Gladstone. White Bear. East Minneapolis and Stillwater. No excuse will be received for | time of the Train going South, must keep back and out of the way of Trains of 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. Two Sounds of the Whistle is the signal to let go the brakes. Three Sounds of the Whistle is the signal to back the train. Four Sounds of the Whistle is the signal that the Engine of the Trai 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. than the second, is the signal for approaching a Road Crossing.

6. One Stroke of the Signal Bell on the Uncine is the signal to stop.

Two Strokes of the Bell is the signal to Three Strokes of the Bell is the signal to baca. 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.

are on the road after dark; also on the tender of Engines running without | fuel or water at such stations, whether it may be a stopping place as per time Trains. Two Red Flags must be placed on the rear car of all Freight Trains | table for that Train or not. during the day.

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

RUNNING OF TRAINS. 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 SPECIAL INSTRUCTIONS IN REGARD TO MOVING 13. Trains are Classed as to priority of right of road as follows: First,

Trains may be following at all times.

28. When Trains are Running over the Road in Heavy Storms, or im-14. Trains of an Inferior Class will wait indefinitely for Trains of a | mediately after such storms, Engineers will run very cautiously, and without Superior Class going in opposite directions, and will keep entirely out of their 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 cases 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

sounding his whistle. Too much sounding of the whistle impairs its value as 19. Trains Going South will hold five minutes for variation in watches a signal of danger. Brakemen must not slide the Wheels, and it is the duty of at regular meeting points with Trains of the same class behind time, and the Conductor, and a very important one, to see to this matter. 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. 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 20. Trains Will Not Leave Stations before the time specified by the P. M. of that day only. Should it be desired to go beyond the limits mentioned Time Card. in the order a new order must be obtained. Working Trains occupying main

16. Regular Trains, after Becoming 12 Hours Late, lose their rights as

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

the same or superior class going South.

per time table, and become irregular and can afterward proceed only on special

21. No Train Shall Leave a Station preceding a Station where it is to | track, at obscure places, must keep up signals, to warn all irregular trains. 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 approaching train, to prevent accident, and Freight Trains will run with great Two Sounds of the Whistle while running, the first a second longer | part of, and to have all the rights of that Train AND NO MORE. Conductors care when on such portion of the road, keeping sharp lookout, with their Trains and Engineers of other Trains must so regard it. In case the following Train One Long Continued Sound of the Whistle is the signal for approaching | should be delayed, and cannot keep up with its signal, it must not consider it | under full control. 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 | Train Dispatcher. AND OFF THE TIME of all Trains having right to the track, without SPECIAL 35. In Case of Accident or Unavoidable Delay to a Train or Engine, to AND SEPARATE ORDERS.

prevent it from reaching a Station except on the time of another Train, great 23. An Extra Train or Engine following a Leading Train must be are must be observed by sending a man with a Red Flag by day, or a Red 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 of your position; or, should it become necessary to back a Train or Engine, as is consistent with perfect safety, and MUST APPROACH all stations and fuelgreat care must also be observed by running very slowly, and by sending a 8. Two Red Lanterns must be placed on the rear car of all Trains that | ing places WITH GREAT CARE, expecting to find the preceding train taking in case of meeting. You have no right to judge for yourseives. Engine or

24. A Train or Engine Carrying Signals for an extra Train or Engine 9. Signal Cords shall be used on all Passenger and Mixed Trains, and | will not leave the Station where the signals are to be taken in, unless the Train 36. In Any Case Where There is Room for a Doubt as to the right to or Engine it has carried signals for has arrived, without permission from the the road or the safety of proceeding, from any cause, Always Adopt the Safe specified. Train Dispatcher. Course—keep signals far enough in both directions to obviate any danger.

> 25. When Trains are to Pass each other, the Train having the right to 37. Conductors Will Have Charge and Control of their Train and all 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 | persons employed on it, and will be run under his Orders, unless such orders precaution must be used to prevent accident or unnecessary delay. will be held equally responsible.

> 26. The Train that is to Side Track WILL ENTER ON THE APPROACHING SWITCH IF PRACTICABLE, and will never pass the station to back on to a siding, 38. Speed Over Bridge at Thomson, and high trestles between should it be necessary to do so, without flagging against the opposing Train. Thomson and Fond du Lac, must not exceed four (4) miles per hour.

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 | Green Signal is Displayed. He will be careful to observe that the signal is not will keep on their course unless arrested by Telegraphic order.

dressed to the Conductor and Engineer, and written by the receiving Operator | already passed the Telegraph Office, although still at the Station, Operators' on "manifold paper," so arranged that three impressions shall be taken. The "13" must not be sent back until the Engineer or Conductor has been shown cause, Conductors must immediately and always station men with Red Flags | Conductor and Engineer addressed shall read the order carefully, and if underby day or Red Lights by night, not less than fifteen telegraph poles distant in stood shall sign it. It will then be repeated back over their signatures to the stations, whether a Green Signal is displayed or not, Conductors of all Trains both directions, and have no right to assume that there are no Trains approach—

person giving it, who will, if the order is correctly understood, reply "O. K.,"

and Engineers running without a Conductor, will, before leaving, get orders or

rope, axe, saw, crowbar, chains, wrecking frogs, Day and Night Signals, lan
quantity of wood piled. ing from either direction. Special care must also be taken in case a Train gets which must be endorsed over the proper signature upon the order, countersigned a Clearance, signed by the Operator, stating that there are no orders for them, behind time, and liable to be overtaken by a following Train, to guard against by the receiving Operator, with exact time of receiving the "O. K." Two images and at all stations where a Green Signal is displayed, you will get orders of the road. pressions of the order, when properly endorsed, will be given to the Conductor, | addressed to your own Train or Engine or a Clearance stating that there are no who will retain one and give the other to his Engineer. The Engineer will orders for you. 31. When the Engineman Shuts off Steam at Stations where the Train invariably read it before starting. The other impression will be kept by the is to stop, thereupon the Brakemen must apply their brakes, and, using their | Operator in his manifold book. No Train will run upon such an order until udgment, endeavor to stop at the Station without the necessity of the Engineer | the "O. K." is received.

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 33. When Freight Trains are Thirty Minutes Late, wood, gravel, and which the Flag or Light is carried, avail itself of any special order which the construction Trains will be allowed to use Main Track, by taking care to keep | Train bearing said Flags or Lights may have received, without an order to that a man stationed, with Red Signals, a sufficient distance in the direction of the 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 | Agent or Operator, a written statement, giving the number of Train, number 34. No Extra Engine, with or without a Train, is allowed to pass over | which signals were carried are informed of the signals having been carried to | of cars, and time of departure, which report must be transmitted as soon as the road without permission of the General or Assistant Superintendent or 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 | Conductor will report the cause of detention to Train Dispatcher from the first direction, to Flag him to the next Telegraph Station, on arrival at which he Telegraph Station. To keep the proper record of the movement of Trains, Conmust report for orders. The Conductor carrying such Flag shall report to the ductors must keep informed of all causes of detention, and report correctly as Lantern by night, in the direction in which the Train is expected, to give notice | Train Dispatcher, stating from what Station he Flagged the Train.

47. Should a Train be Held at a Telegraph Station where there is no lag well in advance around all Curves and Doubtful Points, to insure safety | 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

be written in full, and no abbreviations used except the Telegraph abbreviations "12" (How do you understand?) and "13" (I understand).

conflict with these rules and involve any danger, in which case the Engineer 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 ing 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 the regular rate of speed allowed to their Train is made when running over

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 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. 41. All Orders for the Movement of Trains by Telegraph will be ad- using all necessary means to stop it. In case the Train, or any part of it, has

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 42. Should the Line from any Cause Fail to Work before the Operator | 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 al 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 egraph Office, to inquire if any special orders are there for them, and report Train Dispatcher the name or number of Engine, and number of cars in

57. Conductors of All Trains will leave at Telegraph Stations with the practicable to the Train Dispatcher.

59. Conductors will see that Switches, after being used, are left on Main Line. Any Employe 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 49. All Orders and Messages relative to the movement of Trains must on the main track by the wind; also that they are left out of the way far must be rung, and all proper caution used. 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 74. Although the Conductor has charge of the Train, the Engineer will in their trains are kept closed and fastened. except when loaded with live stock. | necessary to perfect safety.

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 will be required to watch for Signals, one on each side of the Engine. Men ascending or descending a grade, station themselves on the rear end of their giving signals must locate themselves so as to be plainly seen, and Signals Train, and see that their Brakemen are at their posts, and that no more than given in such a manner as to be readily understood 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 ains under their charge may be used for running time, and thus prevent any all requisite tools and the necessary implements for use in case of accidents, igher rate of speed being run than is specified on Time Schedule.

meeting and passing of Trains, unless it becomes necessary from an accident, evidence of carelessness, and will be followed by a dismissal from the service and then only when they have positive information as to the condition of the of the Company. Trains upon the track, and when they are unable to communicate with the rintendent or Train Dispatcher.

terns, and everything necessary to allow them to comply with the regulations 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 Baggagemaster.

66. Conductors, Baggagemen 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 Sta tion 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 58. When a train loses fifteen or more minutes from any cause, the 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.

. Engineers approaching Stations will bring their Trains under full properly secured against their running, or possibility of their being blown, out control before passing the first switch. When moving about Stations, bell

> 73. Engineers will not allow anyone not connected with their Train to 85. Station Agents are requested to report all accidents occurring to intendent of Machinery.

Telegraph Office for orders. This rule does not excuse the Operator from showis no other place for it. They must also see that doors and windows of all cars the road, without all the prescribed precautions being observed which are

75. In Switching Trains the attention of both Enginemen and Firemen | 86. Station Agents are required to ommunicate such matters of interest

76. Engineers must know Personally that their Engines are supplied with and no excuse will be allowed for neglect of this precaution. They must use 62. Conductors of Trains will, in no case, make arrangements for the Frequent occurrences of killing stock by the same Engineer will be considered every possible care to avoid killing stock. Come to a full stop if necessary.

77. Dampers of Ashpans must in all cases be closed while Engines are | the track. 63. Conductors must know that their Trains are provided with a switch crossing bridges or passing wood yards, or at any point where there is a large

> 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, | mit their hand-cars to be used upon the track after working hours, or on Sunit should be thrown off at the next wood Station. Wood must not be piled on day, except in case of accident. 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 SEC URITYAND 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 ordinary occasions, to immediately e turnout. They are also directed to be out and examine their switches and | cattle-guards on their sections, before 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 Baggagemen 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 whatever 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 | nessing accidents, and all other information that may be useful as a matter of with the duties.

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

ride on their Engines, except by permission of the Superintendent, or Super- 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 inloading at Stations, the Agents are requested to notify the Superintendent of he 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.

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

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 per-

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. - at all times hold

91. Foremen of Repairs, and mer themselves in readiness to aid the passe delay will obey the orders of the Cond

92. It is the Duty of all Section any obstructions, warn approaching Train Dispatcher anything worthy of me.

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 found 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 employes on their Train; also, names of all others wit-

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

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 Employe will Absent Himself from Duty without permission from the head of his department.

99. Any employe 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.