No. 130.

SAINT PAUL, MINNEAPOLIS & MANITOBA RAILWAY.

No. 130.

SAINT CLOUD AND FERGUS FALLS DIVISION.

Takes Effect at 12:00 Noon, Sunday, July 15th, 1888. Short Line Time Table, for Employes Only.

TRAINS GOING WEST.									
STATIONS. state B 149 147 145 14 145 14 145 14 145 14 14	13 141 139 137 135 133 131 129 12 nn's Minn't'ka F. F. Div. Minn's N. P. Div. PASS. PAS	125	07 105 103 101 99 97 95 93 91 Minn't'ka PASS.	89 87 85 83 81 79 77 75 73 71 69 t.Cloud & Minn's PASS. PASS	67 65 63 61 59 57 55 53 51 49 47 45 43 Minn's PASS.	41 39 37 35 33 31 29 27 25 23 21 19 17 15 13 11 9 7 5 3 1			
LEAVE A Dai	ily, Daily, Dail	hily. Daily. Dai	Daily. Ex. Sun. Daily.	Ex. Sun. Daily. Ex. Sun. Ex. Sun. Daily. Daily. Daily. Daily. Daily. Daily. Daily. Ex. Sun. Daily. D	nn. Daily. Ex. Sun. Daily. Daily. Daily. Ex. Sun. Daily. Daily. Daily. Ex. Sun. Daily. Daily. Ex. Sun. Daily. D	x. Sun. Ex. Sun. Ex. Sun. Daily Daily. Ex. Sun. Ex. Sun. Daily. Ex. Sun. Daily.			
Rice Street	0.36 ‡ 9.06 ‡ 8.45 ‡ 8.36 ‡ 8.10 ‡ 7.40 ‡ 7.05 6.40 0.37	6.37 6.41 ± 6.30 6.25 ‡ 6.17 ‡ 6.10 5.41 4.55	# 5.00 4.42 4.30 4.30 4.30 4.30 4.18 4.10 4.02	3.87 2.37 2.37 2.37 3.56 3.41 3.25 ‡ 3.10 ‡ 2.57 2.55 2.41 ‡ 2.18 ‡ 2.10 ‡ 1.6	1.37	9.15 9.00			
University 2.20	0.44 9.14 8.48 6	6.43 5.43 5.43 5.43 5.43 6.30 \$ 5.48 5.48 5.50 6.30 \$ 5.48 5.50 6.30 \$ 5.48 5.50 \$ 6.80 \$ 5.50 \$ 6.80 \$ 5.50 \$ 6.80 \$ 5.50 \$ 6.80 \$ 5.50 \$ 6.80 \$ 5.50 \$ 6.80 \$ 5.50 \$ 6.80 \$ 6.80 \$ 5.50 \$ 6.80 \$ 6.80 \$ 5.50 \$ 6.8	‡ 5.15 4.57 4.50	4.05 3.50		8.43 7.48 7.37 7.05 Minn. Transfer 7.05 Minn. Transfer 7.05 St. Anthony P'rk 9.15 8.50 8.43 8.25 8.29 8.21 0.10 0.05 7.50 University			
East Side Station .55	0.55 9.25 9.06 8.55 8.30 8.00 7.25	7.00 6.55 6.45 6.85 6.80 6.20 5.55 P. M. 7.25 5.45 5.45	5,20 5,02 4,55 4.30 4.20 4.15 P. M. 5.30 5.30	4.10 3.55	1.55 1.20 12.55 12.20 11.55 11.20	9.20 8.55 8.47 8.40 8.32 8.25 8.17 8.10 8.03 7.55 7.45 7.45 7.35 7.45 7.35 7.35 7.35 7.35 7.35 7.35 7.35 7.3			
E. Minneapolis 61 1.02 1.02	P. M.	7.20 5.50 6.00 P. M. Paily Daily Daily.	Daily. Ex. Sun. Daily. Daily. Daily. Daily. Daily. Daily.	3.35 2.5 2.6 2.6 2.6 2.6 2.6 2.6 2.6 2.6 2.6 2.6		10.10 9.55 9.05 7.20 7.05 10.27 Fx Sun Ex Su			
ARRIVE Daily, Da									
STATIONS. The state of the s	B 10 12 14 16 18 20 22 24 25 25 26 26 26 26 26 26	4 26 28 30 32 34 36 38 40 42 C. SS. PASS. PASS. PASS. PASS. PASS. Ex. Sun. Daily. Daily. Daily. Daily. Daily. Daily. Daily. Daily. Daily. Daily. Daily. Daily. Daily. Daily. Daily. Daily. Daily. Daily. Daily. D	44 46 48 50 52 54 56 58 60 Paul ASS. Paul PASS. PASS. PASS. Paul PASS. PASS. Paul PASS. Paul PASS. Paul PASS. Paul PASS. Paul PASS. PAS	62 64 66 68 70 72 74 76 78 80 82 81, Paul PASS,	2 84 86 88 90 92 94 96 98 100 102 104 106 108 Excelsion. PASS. Paul PASS. Pass	110 112 114 116 118 Breck. Div. PASS. PASS. Ex. Sun. Ex. Sun. Ex. Sun. Ex. Sun. Daily.			
Saint Paul 10.68 A. M. A. M. A. M. A. M. A. M. A. M. 6.55 7 Rice Street 8.28 3.30 3.45 ‡ 6.44 ‡ 6 Como Avenue 7.68 3.15 3.30 * 6.39 ‡ 6	M. M	M. 8.55 A.M. 9.20 9.30 9.47 10.30 9.55 10.20 10.	10.55 11.10 11.20	12.55 1.20 1.45 1.55 2.20 2.50 3.15 2. 12.46 t 1.12 t 1.34 t 1.46 t 2.12 2.38 3.00 t 2. 12.45 1.45 2.09 2.33 2.45 2.45	P. M. 5.55 P. M. P. M. P. M. 5.55 P. M. 5.20 5.20 5.55 5.20 5.12 5.46 5.45 5.45 5.45 5.45 5.45 5.45	P. M. 6.37 P. M. 6.45 P. M. 7.08 P. M. 7.20 P. M. 7.27 P. M. 7.37 P. M. 8.20 P. M. 9.55 11.30 Saint Paul 1 6.27 \$\frac{1}{2}\$ 6.36 \$\frac{1}{2}\$ 6.46 \$\frac{1}{2}\$ 6.50 \$\frac{1}{2}\$ 6.57 \$\frac{1}{2}\$ 7.08 \$\frac{1}{2}\$ 7.14 \$\frac{1}{2}\$ 7.23 \$\frac{1}{2}\$ 7.30 7.42 \$\frac{1}{2}\$ 8.09 8.42 \$\frac{1}{2}\$ 9.14 9.42 11.17 \$\frac{1}{2}\$ 2.20 Hamline			
Minn. Transfer		9.27 9.39 9.39	10.39 11.39	12.39 1.39 2.	39 3,39 4.39 5.39	Minn. Transfer			

BULES GOVERNING THE USE OF DOUBLE TRACKS.

East Side Station .88

- senger tracks

 Between Seventh and Westminster Streets the south or left hand track when moving west, as the

* 7.35

- Connection tracks.

 To reconnection tracks.

 The reconnection must approach Double Track Switch at a rate of speed not exceeding four miles an hour.

 To reconnection tracks and Engines approaching St. Anthony Park on Freight or Minnesota Transfer tracks will come to a full stop, west bound trains before reaching the Minnesota Transfer switch and within three hundred feet of the same, and east bound trains before reaching the crossing of the Passenger tracks and within three hundred feet of the same, and will not proceed until all is seen to be clear.

... 10.55 11.10

...... 1 12.08 12.34 1 1.03 1.19 1.34 2.03

- to the Division Superintendent. Trains using Old Line via Minnesota Transfer will register at Hamline and St. Anthony Park.

 Semaphore Signals on Double Track are for the protection of Trains and Engines using Rail-

A. L. MOHLER, Cenl. Superintendent.

SPECIAL RULES.

- Two thousand feet East of and the same distance West of Cross-over Track, on Minneapolis Union Railway, about one mile East of East Side Station.

 Signal men in charge of Connection Track and Main Track Switches and Railway Crossings which are covered by Semaphore Signals must invariably set the Signals before throwing Switches; and Train, Engine and Yard crews must see that they are set before using the Switches or Reilway Crossings

... 6.14 6.24 \$ 6.34 6.39 6.45 \$ 6.54 7.04 7.14 7.19 7.34 \$ 7.42 \$ 8.03 8.34 9.04 ...

R. W. BRYAN, Asst. Superintendent.

except under special telegraph orders.

Examply trains of the C., St. P. & K. C. Ry. must procure **Orders to Run** before leaving C., St. P. & K. C. East Side yard for Minneapolis.

1.85 St. Anthony P'rk

2.20University

.55 East Side Station

.61E. Minneapolis .. 1.02 Washington Ave

H. C. IVES, Asst. Cen'l Manager.

E. B. WAKEMAN, Asst. Cen'l Superinte dent.

Daily. Daily. Daily. Daily. Daily. Daily. Daily. Daily. Daily. Ex. Sun. Daily. Ex. Sun. Daily. Daily. Daily. Daily.

J. B. RICE, Div. Superintendent.

A. MANVEL, General Manager.

SIGNALS AND RULES

BE OBSERVED BY CONDUCTORS, ENGINEERS, STATION AGENTS, OPERATORS AND EMPLOYEES ON THE SAINT PAUL, MINNEAPOLIS & MANITOBA RAILWAY, WHO WILL BE HELD RESPONSIBLE FOR ANY VIOLATION OF THI

	Flag to next 34. Should a train be held by another between telegraph stations the felegraph ductor of the train so held may require the first train passing him bound	n the	the state of other deep at 1	VIII.
AIR-BRAKES.	main track occupied, and at such a rate of speed as will enable them to come to a dead stop outside the extreme switches of any station, if necessary, to avoid to a dead stop outside the extreme switches of any station, if necessary, to avoid to a dead stop outside the extreme switches of any station, if necessary, to avoid to a dead stop outside the extreme switches of any station, if necessary, to avoid to a dead stop outside the extreme switches of any station, if necessary, to avoid to a dead stop outside the extreme switches of any station, if necessary, to avoid to a dead stop outside the extreme switches of any station, if necessary, to avoid to a dead stop outside the extreme switches of any station, if necessary, to avoid to a dead stop outside the extreme switches of any station.	tion, Engineers an- ving swer bell answer it by two blasts of the whistle at once. All Engineers when signaled by	Train Dispatchers in making meeting points, between trains of either class, at Telegraph Stations will invariably and first hold the trains for each other at the	[25일보다 100] 전도 15명 4. 10명 전 15명
	accident. Trains occupying main track between the extreme switches of any such signals shall report to the Train Dispatcher, stating from what state accident.	n he signals. Hagmen or other person on the road, must immediately answer it by whistle, stop, had a dascertain the object of the signal.	meeting point, and wherever passenger or special trains are concerned will in addition give the Conductors and Engineers of such trains their meeting order at ahead of passengers.	form:
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	whether having right of road or not. has reported until the flagged train arrives without permission from Tra	Dis- Riding on engine. 57. No persons will be allowed to ride on the Engine except Road Masters on their own divisions, Conductors or Forward Brakeman of the train, without per-	some station preceding the meeting point and as near thereto as possible, and the same when meeting freight and inferior class trains, when practicable to do so.	Use — of No. — 's time from — to —.
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:	flagman 16. If it shall be found impracticable, from any cause, for a Train, in pass- patcher. See Rule 19. patcher. See Rule 19. 35. When a Passenger Train loses ten or more minutes, or a Freight	mission from the Superintendent or Master Mechanic. Every Engineer will be held	the same when meeting ineight and matter than a same transfer than a same transfer to the same transfer transfer to the same transfer t	Upon this order the first named train can use the time of the second named train as indicated in the order to make the designated or any previous
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 i	orosch- season, and another Train is expected, then the conductor will send a flagman in delays, or more minutes, from any carrier Train is expected, then the construction of the cause of the direction of the convection of the c	Rights of 58. Conductors and engineers must remember the rights of trackmen to the	u.	station within the limits of the order ahead of the second named train, but must not run ahead of its own schedule time.
reservoir, which is all important. He should observe his gauge, and if he sees that	poles) with a red flag by day, and a red and white lamp by night, and torpedoes, to Open public 36. Conductors of Freight Trains will open their trains to allow at le	tone trackmen. road for repairs; and all trains, unless running upon regular card time, will sound the whistle in approaching sharp curves, or obscure portions of the road.	Immediately upon the receipt of an order, with the abbreviation R. R. at-	must not full aneau of its own schedule time.
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	give notice of his position; and should it be necessary to back a Train, a flagman or some other competent person with danger signals must be sent a like distance a like distance public crossings. Passenger Trains are to pass, care must be taken to leave free passage way	br all Report accidents. So. All accidents, such as personal injuries, breakages, getting off the track, uncoupling of Trains, failure in any way of the Engines, defective places in the	tached, the receiving Operator will first display his Green Signal, and after replying that the signal is out proceed at once to repeat it back to the Train Dis-	IX.
to apply the brakes, and the reduction then ceases, he will know that the Conductor's Valve has been opened long enough to cause the stoppages of the train, and	in advance, in the direction in which the Train is to be backed. This distance between the flagman and the Train must be perserved until all danger is Hold trains 37. Conductors of Freight Trains must see that the brakes are appli-	and track, highway crossings or bridges, must be immediately reported by the Conduc-	patcher's office, word for word, as it was received, including the address and signa- ture. Where the Order contains the abbreviation 12 the Green Signal must be Inferior class	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.	passed. 17. If it is necessary to stop trains between stations, Conductors must see down to regular rate of speed allowed to their train is made when the regular rate of speed allowed to their train is made when regular rate of speed allowed to the regula	run- tor to the Division Superintendent by telegraph. Farticular attention of Trainmen	immediately displayed, and so reported; but the receiving Operator must first get the Conductor's signature to the Order as his 13 (or understanding) of passenger	C. & E. No. ——.
The engineer should warn the trainmen, when the brakes have been applied in	does. personally that the rear end of their trains is instantly protected before waiting speed. little detention to their trains as possible, in order that the time allotted	o the blank must be fully carried out in an cases, and a supply of blanks carried by an	hefore reporting it hack	No. ——, or say Jones' Extra East uses —— of your time from —— to ——. Upon this order the passenger train will run not less than ten minutes
such a manner that they cannot be released from the engine, by giving the proper signal with the whistle. See Rule 3 concerning signals.	half a mile (15 telegraph noles) and on long down grades and obscure curves three-	All persons 60. All persons engaged in the service of the Company are required to give	A Conductor receiving an order with the abbreviation 12 attached will carefully read such order and if fully understood will sign the same, which	more behind its own schedule time than the time specified in the order for the inferior class train to use from the point first mentioned until the inferior
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	by day and a Red and White Lantern by night, and three Torpedoes, which must commands working or wood trains, of Trackmen, and every person in the vicinity	es of give notice of notice of any obstruction on the road caused by their work or otherwise, by obstruction. strictly complying with Rule 70.	the Operator will then repeat back as the Conductor's 13 (or understanding). Operator's are strictly forbidden to sign an order for a Conductor.	class train is passed.
to release any brakes. The Conductor shall at once proceed to the rear of the train to see that the		e the Working train mentioned in the order, be considered as good from 6 A. M. until 7 P. M. of that day	As soon as an Operator has received the O. K. to an order, he becomes responsible for holding the trains which it concerns, and for the proper delivery of the	OF THE STATE OF STATE
rear brakeman has protected the train, and shall release as many brakes, beginning	additional precaution, and not as a substitute for the regular day and night first available engine of an interior class train. In cases of oreaking in the case of oreaking i	stop orders. only. Working trains occupying main track at obscure places must keep up signals to	order, and must so regard it in the fullest possible sense. This, however, in Trains 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.	right to judge for yourselves; trains may be following at all times. Engineers and ductors will also take all the precautions possible to prevent the forward par	of the Use of liquors 62. To secure the safety of passengers, and promptness and discipline in the	no way relieves the Conductors and Engineers from their full responsibility in the matter. They are required to co-operate with Operators in securing absolute for trains to	are a part, and orders directing trains to carry or follow Red Signals 7111 be of the
The Baggageman shall begin with his Baggage Car and release brakes toward the rear.	Conductors will, when a Torpedo is struck, bring their trains to a full stop and, if possible, ascertain the cause before proceeding. If no obstruction is found, pro-	f the to the officers and men engaged in the service of the St. Paul, Minneapolis and	safety in connection with all train orders and will observe any signals that follow under	following forms: 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.	ceed carefully and slowly until the cause is ascertained or the next station is reached. Engineers of extra engines must, in case of stoppage on the main track the engineer's instructions until train is recoupled.	ect to Manitoba Railway Company. Any person who shall become intoxicated will be immediately dismissed.	The receiving Operator will make a sufficient number of copies of each order to give one to each Conductor and each Engineer of the trains addressed, and one	Carry two (2) Red Signals from ——to —
As soon as the brakes are released the train should proceed, depending upon the	between Stations, protect themselves with Torpedoes in addition to the regular danger signals. As an additional safeguard, should it become necessary for the danger signals.	ritch- from	additional, which he will carefully preserve in his own office for reference.	Order for second section:
hand-brakes, until a station is reached where the damages can be ascertained, and repaired without danger to the train.	engineer of a train or light engine to stop between stations on account of failure switching. the Superintendent or assistants.		Should the line, from any cause, fail to work before the Operator has received the O. K. he will not deliver such order.	Jones and Engineer. Run as second section No. ———————————————————————————————————
This less year less than the state of the control of the control of	of the engine, judgment must be exercised in selecting, if possible, straight track where the rear of the train or engine can be seen one-half mile or more No side 40. Potter Bumper Drawheads must be connected with the two outside track where the rear of the train or engine can be seen one-half mile or more No side to couple		As soon as a train arrives at a station where a Green Signal is displayed, the Conductor of such train will proceed at once to the telegraph office and carefully	Order for second section (in case there are three sections). This order will also apply to any section following the second, providing there is still another section
	from point of stopping. 18. Two (2) red flags by day, and in addition two (2) red lights by night, car- 18. Two (2) red flags by day, and in addition two (2) red lights by night, car- 18. Two (2) red flags by day, and in addition two (2) red lights by night, car- 19. Two (2) red flags by day, and in addition two (2) red lights by night, car-	rting AGENIS, BRIDGE AND IRACKWEN.	examine all orders for which the signal is displayed, and sign all orders which con- cern his train if he understands them. It shall be the duty of the Operator to read	to follow it: Jones and Engin er.
SIGNALS.	ring ried upon the front of an engine, indicate that another train or engine is following, Trainmen stations thirty minutes before leaving time of their trains, and give persons which train or any train or engine is the stations without expension or engine must not leave such stations without expension or engine must not leave such stations without expension or engine or en	tten- Agents responsible 63. Station Agents are held responsible for the safety of switches, which	aloud all orders to the Conductors to whom they are addressed before delivering	Carry two (2) Red Signals from ————————————, and run as second section No.
Stop for 1. A Green Flag by day, or a Green Lantern by night, at Telegraph Stations,	engine bearing such signal, and no more. If from accident or any cause, two red leaving time, ing the bulletins for orders, or pass a station where there is a bulleting	thout for position of switches, on the side track, and whoever throws a switch upon a side track, must	When an Operator receives an O. K. to an order he will put the exact time of	Upon these orders the Conductors receiving instructions to carry Red Signals
Orders. indicates that Trains are to stop for orders. 2. A Red Flag by day, or a Lantern by night, when swung upon the track;	signals cannot be obtained, one red signal shall indicate the same thing. 19. An extra train or engine following a regular train (whose engine carries a Carrying pas- 19. Carrying pas- 10. Conductors have no discretion to allow persons to ride free. Wood or C	struc- see it moved back to main track. The main track must be kept clear and	receiving the O. K. on the order, and countersign the order with his full name. The Conductor receiving an order with the O. K. properly indorsed thereon,	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
Signals of the absence of Lights at switches and crossings where usually shown; or the explo-	red signal or signals for it), has precisely the same rights as the train carrying the signal, and must always be taken, and considered a part of it, and to have all the signal, and must always be taken, and considered a part of it, and to have all the 43. Conductors, when leaving cars on side tracks, will see that t	Absent from unobstructed for the passage of trains. No agent must absent himself from duty or leave his station in the charge of any person without the consent of the Super-	will personally deliver to his Engineer a copy thereof, retaining also one for himself, which latter he will read aloud to his Engineer, who will closely scruti-	Engine before starting from the station at which the order is received. All sections following the first section will consider themselves a part of the regular train, but
Danger. 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	rights of that train, and no more; Conductors and Engineers of other trains must so regard it. In case the following train is delayed, it must not consider it has a on side track on the main track by the wind; also that they are left out of the way far	n out fasten Car 64. Station Agents must be prompt in having bills ready for all cars going	nize 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.	must not avail themselves of any orders given the first section without special and
Whistle brought to a full stop. Whistle 3. One Sound of the Whistle is the signal to apply the brakes.	right to follow the flags, against trains having the right of the road, though the and place from the main track to clear all passing trains safely. In leaving loaded care	t any Doors. Into the Train, and see that all doors of all cars going forward or to remain on	No Engineer shall under any circumstances start from a station at which	separate orders. Freight trains running in sections must keep at least five (5) min- 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	train carrying flags for it may have orders to run to a certain point, against a train having the right of track; but the following train must keep back and off the time of having the right of track; but the following train must keep back and off the time of having the right of track; but the following train must keep back and off the time of	must No cars on track are out of the way of passing trains. Cars must never be allowed to stand	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	minutes apart.
the second (thus:) is the signal for Road Crossings.	all trains having right of track, without special and separate orders. also see that the doors and windows of all cars in their trains, whether lose that the doors and windows of all cars in their trains, whether lose that the doors and windows of all cars in their trains, whether lose that the doors and windows of all cars in their trains, whether lose that the doors and windows of all cars in their trains, whether lose that the doors and windows of all cars in their trains, whether lose that the doors and windows of all cars in their trains, whether lose that the doors and windows of all cars in their trains, whether lose that the doors and windows of all cars in their trains, whether lose that the doors and windows of all cars in their trains, whether lose that the doors and windows of all cars in their trains, whether lose that the doors are trained to the cars in their trains, whether lose that the doors are trained to the cars in their trains, whether lose that the doors are trained to the cars in their trains, whether lose that the doors are trained to the cars	auled and brakes set.	in person at every telegraph office which is open, and enquire of Operators if any orders. This rule is not intended to excuse the Telegraph Operator from showing	AI.
Three Sounds of the Whistle (thus:—), is a signal that the engine giv-	kept not less than five (5) minutes behind the leading train, and must approach all behind all box cars. Flat cars loaded with railroad iron, timber and such like	eight On duty when 65. Station agents must be out at the station and know that everything is tout trains are right when trains are passing. All baggage checks not used must be kept under	proper signals to stop trains, or neglect in the prompt delivery of messages. Operators holding	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,	preceding train toking fuel or water at such stations whether it may be a stopping without a broke Conductors must securely block the wheels, and in addit	im- due. lock and key.	III.	Hold No. —, Conductor —, Engine —, and No. —, Conductor —,
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	place, as per time table, for that train or not. Passenger trains running in sections must be kept not less than fifteen (15) minutes apart. The distribution of the Station Agent, and also Division Superintendent's O wire. Engines must not be uncoupled from trains while in motion.	of irregular 66. No notice will be given to Station Agents of the passage of irregular trains, and they will govern themselves accordingly.	At stations where telegraphic orders are awaiting an expected train, Operators	Engine No. ——, for each other. An order directing an Operator to hold one or more trains for orders will be of
this Rule.	21. If Freight Trains are at any time obliged to keep the main track in meeting a Passenger Train, a man with a flag by day, or red and white lantern by night, report lack of intendent any lack of attention on the part of agents, or other persons whose	uper- uty it 67. Station Agents are required to report all accidents occuring to trains at signal for	will display a Green Target by day and a Green Target and Green Light by	the following form:
Four Sounds of the Whistle (thus:,) is a signal that the Train has	must always be sent half a mile, or more if necessary, in the direction of the approaching train, and the Conductor of the Freight Train must see that the approaching train, and the Conductor of the Freight Train must see that the	of near their stations, and are required to communicate such matters of meters of stations, and are required to communicate such matters of meters		Hold No. ———————————————————————————————————
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.	switches are right for the passage of the Passenger Trains. in running between Stations. Full loaded Freight Trains that have no wor	to do Company. are also required to report to the Superintendent all violations of the Time Table	Telegraph Operators will be furnished with proper signals for stopping Trains, and will have them convenient and in order for immediate use, when occasion	An Order given a train which is held for orders is not complete unless specifying "no further orders," and Conductors and Engineers must not receive
Rall Simple 4. One Stroke of the Signal Bell signifies ahead: two strokes, stop:	to leave the station where the flags are to be taken in, unless the flagged train or water; and at meeting points to, et out of the way of Trains. Conductors,	open ticket offices. 68. Ticket Agents must open their Ticket Offices for the sale of tickets at least thirty minutes before the arrival of trains that stop at their stations, and keep	requires. Before dark Operators will always see to it that their Signal Lamp's are properly trimmed and filled.	them until so endorsed. An Order directing an Operator to hold one or more trains until a certain train
three strokes, back. Lamp. 5. A lantern swung across the track is a signal for stopping. Raised and low-	as Engineers, will be neld responsible for the speed to their trains. Train Dispatcher. 45. Every person changing a switch from the Main Track, must,	efore them open until trains have passed. Tickets must not be sold for stations at which	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
Signals. ered perpendicularly—the signal for the Train to go ahead. Swung in a circle—for	23. All trains must come to a full stop before crossing another railroad, at in proper leaving it, place it back to its proper position. Conductors will be held response to the signaled by the conductors will be held response to the signaled by the signa	nsible Trackmen to 69. Trackmen will see that all fences and cattle guards are kept in good	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.	Division Stations or at the end of a Double Track): Operator at ———.
the Train to back. Signals used 6. A stationary red flag upon the side of the track signifies that the track is	ings. know the way is clear. Engines without Trains will come to a full stop, and	guard tenees, order. In stormy weather they will be out and guard those points on the road	Example: No orders for train No.—. Signed, —, Operator.	Hold No. ——, Conductor ——, Engine ——, until No. ——, Conductor ——, Engine No. ——, arrives.
when track is out of order, and must be run over slowly. If placed between the rails, it signifies between that the track is impassable, and all trains must stop and ascertain the cause	be particular to see that no part of their train is left standing on railroad crossings. safety of arriving too soon nor too late at a Station. In all cases of violation of the	-table Typest trains the telegraph system of running trains a train may be expected at any moment	This card, however, in no ways relieves the Conductor from reading over carefully all orders for which the signal is displayed, to avoid any possibility of a mis-	Upon these orders, Operators, Conductors and Engineers will govern themselves according to instructions given in Sections II and IV. When more than one section
before proceeding. In such cases the flag, which must be kept in the hands of a flagmen when practicable, will be placed not less than one-half mile, fifteen tele-	the sate 24. In any case where there is room for a doubt as to the right to the road, or train. train. train. crules, involving risk or hazard, the Engineer will be held alike accountable to the safety of proceeding, from any cause, adopt the safe course,—keep signals (Conductor) both Engineers and Conductors between the Engineers and Conductors	the lat any time. No notice whatever will in any case be given of the passage of extra trains. Foremen	take on the part of the Operator.	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	far enough in both directions to avoid any danger. safety of the passengers and property upon their trains, and never take any rantable risks for the purpose of making up time between Stations, or arr	nwar- to be done which will render the track inpassable, a flagman or a red flag must	TV.	neia.
apart, forty rods beyond the flag. On double as well as single track, red flag and torpedoes must be placed as above in both directions from the impassable	terminal stations on time. Fault will not be found with either for being time when caution and prudence dictate that as the safer course. The speed	chind be stationed in each uncertaint 1,000 yands (or 10 telegraph poles) distant, and three figures is the figure of the figure	to Where an Operator, Agent or other employee, receives an order to hold a train Instructions	An Order for an Enter on Washing twent to mun to adocionated Station will be
point.	m · 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	en (15) Use proper in this in the vicinity of descending grades, the distance must be deduced, and the execute the	oir for any purpose he must carry out the order strictly Two copies of such orders	An Order for an Extra or Working train to run to adesignated Station will be of the following form:
	GENERAL RULES. senger Trains through stations where they do not stop must not exceed in miles per hour, and of Freight and Construction or Work Trains, four (4) in hour.	when repairing track has been repaired and rendered passable for trains, the flags and torpedoes orders, and	will be given the Conductor of each train concerned, one for himself and one for his Engineer, the Operator retaining one copy in his manifold book, and Conductors trains.	Jones and Engineer. Run wild to——.
RUNNING OF TRAINS.	pular 25. No irregular engine, with or without a Train, will be allowed to pass and ring the and ring the and ring the and ring the whistle at a distance of half a mile, regard all sign boards, and will be particular.	trains to mass at their your lasts of speed a stationary and flow must be placed agents, or	and Engineers will respect such orders precisely the same as if addressed to themselves, and will comply with the same in all cases. It is of the utmost impor-	An Order for an extra or Working train to use the main track between certain Stations will be of the following form:
Standard 7. The standard time for all Trains will be the Chronometer in the Superi-	sproute along the line, or a train to pass another train of the same class going in the same bell. see that the engine bell is rung not less then eighty roots from all highway crosss.	s, and side the rails. If track is impassable, place flag between the rails.	tance that all trains for which there may be orders be stopped; and to this end it is the duty of Agents and other station employees to render to the Operator all the	Jones and Engineer. Work wild between—and—.
Time. tendent's office at St. Paul. Engineers and Conductors will compare time	26. The Conductor will have charge and control of the Train, and of all uctor has persons employed on it, and is responsible for its movements while on the road,	telegraph they are found broken, on the ground, crossed, or in any way obstructed, they must	assistance in their power to prevent trains from passing Train Order Signals.	Upon these orders the train receiving orders to run or work wild will proceed,
	ge of except when his directions conflict with these regulations, or involve any risk running over occurrence will be regarded as incompetency on the part of Engineers and	wires be repaired in a temporary manner, immediately; and where such repairs are	Operators must not depend sofely on their Order Signals to stop trains, but when necessary must personally flag them; and in cases of severe storms or dense	keeping entirely out of the way of all regular schedule trains, and at meeting points must clear the regular trains at least five (5) minutes. The daily order given
	stock. in charge of the Train. When a case occurs, the Engineer and Conduct	the earliest means practicable.	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
Do not leave 9. No train will be allowed to leave a station before its time, as specified in	men 27. Passenger Truinmen are required to wear uniform and badge, and must never brighted annear on duty without them. Mixed Trainmen, can and badge.	screw e and		to go to other parts of the road, all original orders expire and must not be used
time specified. 10. Trains are classed as to priority of right to the road, as follows: First, Passenger Trains; Second, Mixed Trains; Third, Freight Trains; Fourth, Working,	tiv. 28. As soon as a Passenger Train leaves a Station, a Trainman must go Engineer and 50. Engineers and Firemen should look back frequently to see that all			either day or night, when through with the use of track, unless they receive orders
Classification Gravel and Wood Trains, Inferior class trains must keep out of the way and off the	ounce through each coach and announce distinctly what the next regular station will be, fireman where Trains are likely to break apart; in such cases great care must be	ten to DTIT FO IN DECARD TO MOVING	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 lay up report addressed to the Division Superintendent.
Dispatcher.	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 used to prevent collision. Keep the front part in motion until the rear	Lused only	by They are to be used against and head of such trains only as are	lay-up report has been sent in the Conductor sending it cancels all orders that he
Right of 11. Trains going East will have absolute right of road over trains of same or inferior class going West, holding at meeting points with delayed trains of	their trains until all passengers have alighted, and will render them all needful stopped. In such cases Engineers will have the right to go back after the of assistance.	ached ule 16 TRAINS BY TELLEGRAPH. addressed.		may have had, and must not use the main track again without procuring orders
same class (5) minutes only for variation of watches, which time must be allowed at '	air-brake 29. Conductors of Passenger Trains will invariably require their air-brake and hose tested, cylinders and connections examined, and also engine signal bell rung, must back up cautiously and at a rate of speed not exceeding four (4) m	They s per T.	VI.	XIII.
Trains going West if delayed and unable to make the meeting point against the	ections. from the rear coach of their train, before leaving each Division Station, and all sta-	When How All Special Orders, by telegraph or otherwise, for the movement of trains, will Definite	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
Card departing time of the opposing train must keep out of the way and off the Card time of all trains of same or superior class going East.	tions where engines are changed or coaches taken or left. They must report defects in the air-brakes, specifying the number of the car or engine on which it engineers should run to the next station and there leave a flagman with	proper addressed. be written on yellow manifold paper, with the date on which they are sent, and will meeting	will be given	prescribed by Sections 6, 7, 8, 9, 10, 11 and 12 inclusive, but notices of obstruction
Train loses 12. When any Train is 24 hours or more behind its own time per Table, it right of road thereby loses all its rights to the Road against all kinds of trains, and can after-	occurs. bell- 30. A brakeman must be stationed on the rear car of every train in motion; danger signals to hold all trains until his return, provided he has time without encrosching upon the time of the opposing train.	do so intended, and signed by the Division Superintendent. They shall be written in	forms if	forms, will be sent to trains in such forms as may seem necessary to cover the case
wards only proceed by special orders. onductors 13. Conductors before starting out upon their runs and before passing	he must see that the bell-cord is adjusted and kept in its place, and that it extends Keep head 51. A head light must always be exhibited on the front of all engine	on the two By whom Griden By whom Gr	Meet No. —, Conductor —, Engine —, at —, Upon an order of this form, the train arriving first at the point named therein possible.	at hand.
heck over junction points or other points where there are registers, must carefully	sary to prompt compliance with 2 are kept in the rear car. Bell-cord and ing red lights on the rear of the tender.	name of the Division Superintendent. No other persons will be allowed to give	will wait until the other train arrives, unless the C onductor and Engineer receive another order authorizing them to proceed.	ALV.
check over the Train Register, and be sure that all Regular and Flagged Trains having rights of road over them due within the previous 24 hours have	of the run. Closed dampers of ash pans must, in all cases, be closed while engines are		VII. Getting meals after	Train or Enginemen are positively prohibited from going to meals or delaying their trains for any cause after receiving an order which allows them to proceed
arrived. Register 14. Conductors of all Trains must register verbally with each other at all	trains. 31. Mail trains must be run at such speed as to enable the mails to be exchanged at all places where there are postoffices. S3. When on the road. Engineers become subordinate to the Road Methods of	tor so How In addressing orders the abbreviations C. & E. may be used for "Conductor	orders are	without first obtaining express permission to do so from the Train Dispatcher, and when such permission is received, the Conductor must report when he is ready to
verbally at meeting and passing points by giving each other the number of the Train they	1 10018 5%. Passenger onductors must know that then I take at provided with a signals switch-rope as saw prowher chain, day and night signals, lanterns and every— Engineers and far as relates to the Salety of the track and orderes, and with the Conductors of the	The abbreviation O. K. will be used by the Train Dispatcher after an order	noint until a certain time is of the following form:	go, and ascertain if any further orders for him.
passing to be this. This Rule will apply to Conductors of all special and wild trains as well.	thing necessary to allow them to comply with the regulations of the road. Freight co-operate measure necessary for the safety and punctuality of the train. Engine	s will	C. & E. No. —. communica-	
points. as regular. 15. When Trains are to meet each other, the Train having the right to the Trains enter road shall occupy the main track, excepting when there are special orders to the	Conductors will keep constantly in their capooses all the tools called for by the not start from a Station, however, unless they can reach the next Station	the Division Superintendent.	You have until————————————————————————————————————	orders, shall be addressed to the Division Superintendent.
Trains enter coad shall occupy the main track, excepting when there are special orders to the contrary. Trains taking side track will always enter at the nearest end, except	Division Superintendent on the first day of each month a complete list of all that Dog all the work of the work of the word in heavy storms or improve the work of the word in heavy storms or improve the work of the word in heavy storms or improve the work of the word in heavy storms or improve the work of the word in heavy storms or improve the work of the word in heavy storms or improve the work of the work	ations. The abbreviation 12 (how do you understand) attached to an order signifies that	Upon this order the train first named has the right to run to the station ders to Divi-	
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-	their cars contain, and in case of a change of caboose cars with another conductor will take a receipt from such conductor for all caboose outfit and forward the same to their Division Superintendent, also in case of suspension or dismissal such list Author trains are running over the road in the road without regarding storms. It is storms to their Division Superintendent, also in case of suspension or dismissal such list It is storms to their Division Superintendent, also in case of suspension or dismissal such list It is storms to their cars contain, and in case of a change of caboose cars with another conductor ing storms. It is storms to their cars contain, and in case of a change of caboose cars with another conductor ing storms. It is storms to the road in the road in the road in the road ing storms to the road ing stor	repeating back. Take Conductor's signature to R. R. Odrers also, on your Man-	designated up to the given time, and sooner if possible, but not ahead of schedule time. Should the first named train fai' to make the station designated within tendent.	
ing points inferior class trains must be on the siding and clear of the main	must be likewise furnished.	ifold, as a receipt for the same when delivered.	the time allowed, it will run to any previous station it is able to make within the prescribed limits and time named in the order. In such case the train last	XV.
ing points must not leave the station until (5) minutes after the passenger train	osching he out on their trains at least one mile from every station, and remain out uptil apply gir of the gir except in eases of emergency. For ordinary stops the Bra	s must it is intended has not arrived at the station where the order is being sent. A	named in the order will not leave the station designated, or any subsequent station until (5) minutes after the time allowed for the first named train to arrive	SHOULD A TRAIN BE HELD AT A TELEGRAPH STATION WHERE THERE IS NO NIGHT OPERATOR, THE CONDUCTOR WILL CALL THE DAY OPERATOR INTO
has departed. Mixed and inferior class trains, whether bound East or West, must approach all stations with train under full control expecting to find	ons. the station is passed. Freight Conductors must keep themserves supplied with the first them to stop the train without discomfort to passengers, sliding the w	eels, or train has arrived at the station to which the order is being sent, and also in	or until the train or trains named in the order are met.	THE OFFICE TO GET ORDERS FOR HIM.
	injury to the machinery of the trains.	making meeting points where there is no Telegraph office.		

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

A. L. MOHLER, General Superintendent.

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

ALLEN MANVEL, General Manager.

H. C. IVES, Asst. Gen'l Manager.