## SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

YUMA DIVISION.

## TIME TABLE No. 62.

TO TAKE EFFECT WEDNESDAY, FEBRUARY 6th, 1889, AT 5.00 O'CLOCK, A. M.

For the Government and Information of Employés only, and is not intended for the Information of the Public.

The Company reserves the right to vary the same as circumstances may require.

	FROM SAN FRANCISCO, Distances								Distances TOWARD SAN FRANCISCO,															
		43	41	39	37	35	33	21	19	San Fra	ncisco	STATIONS.	El I	Paso -	20	22	34	36	38	40	42	44		
		Freight.	Colton Passenger.	Colton Passenger. B	Beaumont Passenger C	Banning Passenger. B	Colton Passenger.	Freight.	Atlantic Express	Los An		1	6.0	ma.	Pacific Express.	Preight.	Passenger.	Banning Passenger. B	Passenger.	Colton Passenger.	Passenger,	Freight.	-	
		ъ		Б		В	A	A	P M LV 9.00	0.00	314.04	LvSAN FRAN'COAr	489 96	1286.62	P M AR 8.45	A	D	D		A	D	D		
									9.30		309.54	.tOAKLAND PIER		1282.12										
								P M LV 10.00		5.89	308.10	1.39 West Oakland	476.37	1280.73		A M AR 4.55								
				1				6.00	1 15	04.24	210.70	. LATUROR	207 00	1192.28	4.45	0.45						-		
									1.15 A.M LV		219.70	- T LATHROP	351.92	1192.28	P M LV	9,45 PM LV								
									10.00 A M LV	314.04	0.00	Ar.‡.BAKERSFIELDLv	168.22	972.58	7.45 AM LV	2.45 AM LV								
								12.15	7.05	482.26	0.00	LvtLOS ANGELESAr	0.00	804.36	lla.	7.15								
-			P M LV			1 00	AM LV	PM LV	PM AR		0.00		248.59	204 20		AM AR		AM AR		PM AR				
		6.00	4.55 * 5.01	4.55 5.01		Foot Note	9.10	1.30	7.40 § 7.50	482.26 484.48	0.00 2.22	LvtLOS ANGELESAr	246.37	804.36 802.14	9.50 § 9.40	<b>6.00</b> 5.45	* 8.43		1	4.15 Foot Note 4.06		5.01		
		6.30	* 5.07	* 5.07		4.00)	* 9.22	1.55	§ 7.57	488.61	6.35	4.13 Shorb	242.24	798.01	∮ 9.32	5.30	* 8.38			* 4.00	9.09	4.30		
		6.35	5.10	5.10		§ 4.13	9.25	2.00	8.00	489.99	7.73	tAlhambra	240.86	796.63	9.29	5.25	8.35	§ 9.42		3.56	9.07	4.23		
		6.45	5.13	5.13			9.28	2.05	8.03	491.37	9.11	tSan Gabriel	239.48	795.25	9.26	5.20	8,32			3.53	9.04	4.15		
		6.46	* 5.14	* 5.14	1	\$ 4.16	* 9.29	2.07	\$ 8.05	491.97	9.71	East San Gabriel	238.88	794.65	9.23	5.15	* 8.31			* 3.52	9.02	4.00		
		7.05	5.16	5.16			9.31 9.35	2.15	8.10	493.91	11.65	tSavanna 1.39 tMonteW	236.94 235.55	792.71	9.18	5.07	8.28	§ 9.37 9.35		3.49	8.58	3.55		
		7.35	5.28	5.28			9.44	2.50	8.28	501.50	19.24	6,20 tPuente	229.35	785,12	9.00	4.35	8.16			3.38	8.44	2.50		
		8.07	★ 5.37	* 5.37		§ 4.37	* 9.52	3.30	8.45	507.50	25.24	6.00 Lemon	223.35	779.12	8.45	4.10	8.07	§ 9.17		3.30	8.36	2.30		
		8.40	5.45	5.45		∮ 4.43	10.00	3.55	8,58	511.46	29.20	‡SpadraW			8.35	3,50	8.00	100		3.23	8.30	2.15		
		9.06	6.01	5.52 6.01		1	10.07	4.10	9.10	520.94	32.73	tPomona 5.95	215.86	771.63 765.68	8.28	3.35	7.53	9.06 8.56		3.17	8.23 8.12	1.28		
		9.55	6.07	6.07		5.01	10.16	5.01	9.29	524.48	42.22	3.54 Cucamonga W	206.37	762.14	8.10	2.55	7.42	40.51		3.01	8.06	1.10		
		10.15	* 6.17	* 6.17		₫ 5.07	*10.31	5.22	§ 9.38	530.43	48.17	5.95 Declez	200.42	756.19	§ 8.00	2.27	* 7.27	≬ 8.45		* 2.52	7.57	12.43		
		10.33	* 6.19	* 6.19	A M LV	\$ 5.09	10.33	5.27	§ 9.40	531.63	49.37	Sansevain	199.22	754.99	§ 7.58	2.25	* 7.25	∮ 8.43	P M AR	* 2.50	7.55	12.40		
		11.10 A M AR	6.35 PM AE	6.35 PM A1	11.10	$\{5.25 \\ 5.35 \}$	10.50 AM AR	6.50	10.10	539.67	57.41	tCOLTONW	191.18	746.95	7.40	1.45	7.10 AM LV	8.30	2.10	2.35 PM LV	7.40 A M LV	12.10 PM LV		
					11.20	5.45		7.17	\$10.27 *10.47	543.05	64.79	Mound City	187.80	743.57	7.17	1.05		8.06	2.02					
					. 11.55	6.20		8.45	11.17	554.15	71.89	+El CascoW	176.70		6.44	12.01		7.40	1.33					
					. *12.05	Foot Note 6.34		9.15	11.35	557.89	75.63	3.74 Alekis	172.96	728.73	Foot Note	11.35		7.31	* 1.24					
					. 12.20 PM AR	6.45		9.50	12.01	562.72	80.46	‡BeaumontW		723.90	6.20	11.00		7.20	1.10 PM - LV					
						7.00 PM AR		10.20	12.22 12.45	568.97	86.71	tBanning 5.87	161.88	717.65	5.55	10.20		7.05 AM LV		.7	,			
								10.47	* 1.15	583.34	92.58	tCabazonWs.50 White Water	148.51	703.28	5.27 * 4.50	8.50								
								12.05	1.45	590.90	108.64	7.56 Seven Palms W	140.95	695.72	4.20	8.00								
								1.00	* 2.25	602.22	119.96	Dry Camp	128.63	684.40	* 3.47	6.55								.,
								$\left\{ \begin{array}{c} 2.00 \\ 2.30 \end{array} \right\}$	3.05		129.40	‡INDIOW		674.96	$\begin{cases} 3.20 \\ 3.00 \end{cases}$	6.05 5.35								
								3.00	* 3.40 3.55		136.45	Thermal	106.88	667.91	* 2.42 2.33	5.00								
								3.50	4.10		148.48	5.77 Mortmere	100.11		2.22	4.05								
						·		4.25	4.25	636.71	154.45	†Salton	94.14	649.91	2.12	3.40			,					
								4.50	* 4.45		160.12	Dos Palmas	88.47	644,24	* 2.02	3.15								
								5.35 6.10	* 5.10 5.30		171.01 178.54	Frink's	77.58	633.35	* 1.45 1.35	2.25 1.55								
								6.55	* 5.55		188.70	10.16	59.89	615.66	1.15	1.15								
								7.20	* 6.12		194.74	6.04 Tortuga	53.85	609.62	* 1.00	12.45								
						<b>4</b>		7.45	6.27	683.12	200.86	6.12 t Mammoth Tank 10.96	47.73	603.50	12.45	12.15 P.M								
						4		8.35	* 6.55	694.08		Mesquite	36.77	592.54	12.26	11.25								
								8.50 9.10	* 7.00 7.12		214.38	t Glamis No siding.	34.21 29.30	589.98 585.07	*12.22 12.15	10.50		******						
						1		9.40	* 7.27	707.85	225.59	6.30 Drylyn	23.00	578.77	*12.01	10.25								
						Å		10.05	7.40	712.75	230.49	4.90 † Cactus	18.10	573.87	PM 11.53	10.05								
						·····		10.15	* 7.45	715.15	232.89	Ogilby	15.70	571.47	*11.50	9.55								
								10.35	8.02 * 8.23	721.45 730.34		Pilot Knob 9.11 Colorado		565.17 556.06	11.40	9.30 8.56								
						1		11.10	8.25	730.85		0.29 Ar‡ <b>YUMA</b> Lv		555.77	11.20	8.55								
								AM AR	AM AR						AM LV	AM LV							- 1	
									8.55 AM LV		248.59	.‡YUMA	0.00	555.77	10.55 A M AR									
						\$		9.20 AM LV	7.00 PM LV	978.35	496.09	.‡ TUCSON	247.50	308.27	1.50 A M LV	11.45 AM LV								
						ļ		1.30	9.45	1286.62	804.36	EL PASO	555.77		12.45	6.30								
1 D:	ler T	B—Daily	overt C	nder	C. Turn	ave and o	Saturdays.		A M AR		Trains et	op on signal.	will not at		-Day Tele		tions	1. Dec	and Ni 1	+ Tolon	h Stati	2 10 2	Weter Ci	41
A—Dai	iy. 1	Daily	except Su	nuay.	U-1 uesd	ays and S	saturdays.	D-8	antiay onl	J ·	Trains St	op on signar. y—Trains	wiii not st	ор. 1-	Day Tele	graph Sta	cuons,	1—Day a	and Night	relegrap	n Station:	s. W—\	Water Sta	cions.

Train 35 will have right of track until 4.16 p. m. against train 40 at Aurant, and until 6.44 p. m. against train 20 at Alexis.

\*\*ALL TRAINS, OR ENGINES WITHOUT TRAINS, must come to a FULL STOP at the bridge over the Colorado River,
AND BE SURE the Draw is closed before starting.

Trains between San Francisco and El Paso run on Pacific Standard time (120th Meridian).

When behind time Freight Trains may run 18 miles per hour between Los Angeles and Colton and between Seven
Palms and Yuma.

All Passenger Trains, excepting 19, 20, 35 and 36 will stop on signal at Rosemead, between Monte and East San Gabriel.

Trains 35 and 36 will not stop at Colton Transfer, except for passengers.

ALL EAST-BOUND TRAINS OF ENGINES will come to Full Stop before reaching the crossing of the California Southern R. R. at Colton, and all trains will come to a full stop before reaching the crossing of the San Gabriel Valley Rapid Transit Railway at Shorb, and will be governed by the Semaphore Signals at the crossing of the California Central R. R., at Los Angeles, as per printed rules and instructions issued.

The limits of Los Angeles yard will extend from the yard-limit board west of the Los Angeles River to the east crossing of the same, and all trains will proceed with care within these limits. No Freight Train will carry passengers, except on a special order.

> E. E. HEWITT, Division Superintendent. J. A. Muir, Ass't Div. Superintendent.

A. N. Towne, General Manager. J. A. FILLMORE, General Superintendent.

R. H. PRATT, Ass't Gen'l Supt.

	Allowance for Variation of Vartches. Following Trains, Trains,  Maximur Speed of Trains, Approaching Stations and Stopping at meeting places.	Right of Freight Trains to Main Track.  Rights of Work Trains to Main Track.  Rights of Trains.	Right of Trains to Track.	* A	
The state of the s	16. Passenger Trains will wait five (6) minutes for variation of watches at meeting points with apposing Passenger Trains only. Evolut Trains will wait five (6) minutes for variation of watches at meeting points with all opposing trains. These five minutes must be allowed at all subsequent Stations until the expected train is met.  17. Following Trains must proceed with great caution, keeping at least ten minutes in the rear of the preceding train. Whenever an Extra Train is to follow another, notice must be given the Conductor and Engineer (or Engineer) of the following Train at what Stations he expects to do work, and such following Train must approach all Stations where and Wooding places with great care, with Train inder full control.  18. When behind time, Passenger Trains will not run faster than thirty-five miles an hour, and Freight Trains not faster than fitteen miles an hour on straight line. Through canons or around curves the limits will be twenty-five (20) miles per hour for Passenger, and thirteen (13) miles an hour for Freight and Work Trains, except on special order from the Superintendent of Train Dispatcher.  19. Approach all Stations slowly; pass all Stations carefully, and be sure the Switches, by their levers, are seen to be right. Trains will come designated by full faced figures on time table; take side track, entering same from nearest cuid. If necessary to pass Station to back in, it must be done under a red signal sent ahead a sufficient distance to insure safety.	Trains are to be met or passed sufficiently ahead of time to take the siting and clear the Main Track at least ten (10) minutes before the Eassenger Train is due to leave, but if at any time they are obliged to occup, the Main Track within these ten (10) minutes, a man with a red flag by the Main Track within these ten (10) minutes, a man with a red flag by the Main Track within these ten (10) minutes, a man with a red flag by the Main Track within these ten (10) minutes, a man with a red flag by the Main Track within these ten (10) minutes, a man with a red flag by the Main Track within these ten (10) minutes before the time for it to approach exerting. A station where a Passenger Train is to be met or passed, unless it shall be able to arrive at such meeting point by running at its average rate of speed, ten (10) minutes before the time for the Passenger Train to leave that Station. The same will apply to Irregular Trains, when running to a Station tor a meet with an opposing Freight Train.  14. Work Trains will not use Main Track before 6.29 a. M. or after 7. F. M., except by special orders, and they must be kept ten (10) minutes out of the way of Passenger and Freight Trains are Thirty minutes late (except when an Engine passes bearing two White Flags of wo White Elights, as per Kinle 4) by taking care to keep a man stationed, with a flag, at least three-quarters of a mile in the direction of approaching trains. Freight Trains of same class moving in the opposite direction, until they (the Trains bound from San Francisco) will have the right to the track inclamitely as against trains of the same class moving in the opposite direction, after which they (the Train from San Francisco) will have the right to the track inclamitely as against trains of the same class moving in the opposite direction, keeping twenty-five minutes behind the card time, Trains dound from San Francisco will have the fight to the track inclamitely as against trains of the same class moving in the opposite direction, the passenger of th	and will not wait for Freight Trains. Freights must keep atleast ten (10) minutes out of their way. Irregular Trains must clear both Passenger and Freight Trains ten (10) minutes.	Signature Tags by day, or a Green Light by night, displayer brought to a step. See Ivide 8.  L. A Green Flag by day, or a Green Light by night, displayer Two Green Hights by 1 Gay, or two Green Lights by 1 These signals must be displayed by all Special These signals must be displayed by all Special These signals must be displayed by all Special These signals on the freak is one of order, and speed of train or must be reduced to six miles per horr. A ked Flag placed using the freak is a signal of danger. A ked Flag placed using the freak is that the treak is impassable, and train must come to a full signifies that the treak is impassable, and train sust come to a full from to an Engine, indicates that another train is following, has precisely the same rights out of their way and give them a clear track.  A. Two While Flags by day, or two While Lights by night, displayed the front of an Engine, indicates that another train is following, and the free step in the signal following the Conductors of Trains, World Trains and Track of the free step in the signal to the signal to the production and conductors of Trains bearing Signals will be padant and call the attention of moething Trains softman active.  5. When signals (led or White) carried for a train following, are down by the Conductor at a Station, he will notify the Agent, who work a Red Signal, and not let any Train pass toward the proper step in the production of the Whistle is the signal to all in a Fight Station of the Whistle is the signal to all in a Fight Station of the Whistle is the signal to all in a Fight Station of the Whistle is a warning to men on Five Sounds of the Whistle is the signal to be given by when displaying signals of the Whistle is the signal to be given by when displaying signals of the Whistle is the signal to be given by when the same of the Cab Bell sign	
F 4	Penalty for leaving Open. Report to Dispatcher, Protecting Train in case of Accident.			Approaching and registering at Terminal and Junction Stations.  Intoxicating Drink Forbidden.  Bulletin Board. Standard Time.  Eliding Free. Absence from Duty. Responsibility of Conductor and Engineer.  Duty of Trainmen.  Badges.  Conductors responsible for Brakemen. Leaving Cars at Stations	
	turned to the main track. Any employe leaving a switch turned from the main track, or unocked, after using, will be dismissed from the service of the Company.  35. Conductors of all Trains, immediately before starting out on their runs, will go in person to the Telegraph Office to inquire if any special orders are awaiting them, and report to Train Dispatcher the number of engine and number of ears in their train. A report of the same nature must be made at the Telegraph Office on arrival at Destination, giving arriving time.  36. In case of accident or stoppage upon the main track from any cause, Conductors must, always and immediately, stationmen not less than 1,000 yards (100 rails) distant, in both directions, with red flags by day, or red lights by night; and, in all cases, two torpidoes must be clasped to the rail on the Engineer's side of the track, one at flag limit (not less than 1,000 yards) and the other 50 yards beyond it. And as a safeguard and warning to following trains, the rear diagnam, when readled, will seave the torpedoes clasped to the rail. The Engineers of a full stop, and then proceed, with great care, until the reason by planing the torpedoes,—either to protect a train, as above, or for maste track,—is ascertained beyond all question or doubt. It must not be assumed that there are no trains approaching from either direction. And care must also be taken in case a train is delayed, and liable to be overfalied more of a distance train to guard against accident, faginement of a distance train must keep a sharp lookout for signals of trainnen, and torpossible approach of a following train, and be prepared to move their train promptly out of danger.	Superintendent all injuries to persons caused by their Train; giving number of Train and Engine; the names of all employes on their Train; also, the names of others witnessing accident, and all other information that may be useful as a matter of record, and, whenever practicable, get the signatures of employes and other witnesses to report, after reading the same to them. In case of accident resulting in injury to passengers or employes, or damage to rolling stock or contents of ears, the Conductor is disabled, the head Brakennan) will immediately notify the Division or Assistant Superintendent by Telegraph of such accident, giving full particulars, and stating what assistance, if any, is required. If between stations, send a man to nearest telegraph office with a dispatch. The Division or Assistant Superintendent, on receiving such information, will immediately transmit the same by telegraph to the General Office.  32. Disabled ears left at Stations must be reported (by telegraph, if practicable) to the Division or Assistant Superintendent.  33. Conductors will have the names of Stations amounced in all Passenger Cars, and at Junctions will have the names of the principal stations where connecting Trains stop, also amounced; and Passenger Conductors must in all cases give Signal for starting their Trains from Depot platform or ground, and before doing so see that all are on board, and well also give personal attention to seating passengers. On arrival at Terminal Stations, they will remain with their train until passengers have alighted, and see that all needful assistance is given thom. In leaving Cars at Sidings, care must be observed to leave Wagon Roads in daily use by the public mobstructed their entire width. When Trains remain at Stations to exceed ten minutes, the Train must be out to open a passage or readway, if there be any persons who may desire to cross.	Phains on tracks where Station work accome, should leave Cars as pear as practicable as they find them, or at convenient places for leading and unloading. They will also render Station Agents assistance in switching ears, in order to an economical disposition of the business of stations.  31. Conductors will report in writing to the Division or Assistant	use of Intoxicating Drinks is strictly forbid astred. Xrd Master for track has been as a trick of the fore leaving Terminal Stations with the form Acquit, if all trains having right of track has acred. Xrd Master for Acquis, will be fined alike respondence in this particular is necessary to perating the road. Any employe drinking the road. Any employe drinking it iquors (or smoking on Passenger Trains it iquors (or smoking on Passenger Trains) if all trains having right of track having it in the service of the distribution of this Rule.  CENERAL RULES.  Use of Intoxicating Drinks is strictly forbid alike respondence, for a violation of this Rule.  CENERAL RULES.  Use of Intoxicating Drinks is strictly forbid alike respondence of a track base will be fined alike respondence of the conductor of the service of the Division of this Rule.  CENERAL RULES.  Use of Intoxicating Drinks is strictly forbid alike respondence will consult Eulledin Boards duly.  Intoxicating the road. Any employes, and there is the conduction of this Rule.  Conductors an Original Eulledin Boards duly.  Intoxicating the respondence of the Division of Assistant Superintend dead Time by which Trains will be run. Conductors an ompase their watches with the daily, when practicable; a six the each other before leaving Terminal Stations, and will be mader the control of the Conductor, and will be run ompassed to ride free, except as provided in either the care will be under the control of the Conductor, and will be run at the care will not therefore be considered binnelse unnecessary risk. Nor will they be relieved from all blams in the care will be anything anything required to safety on the Division of Assistant Superintend to anything required for safety or expedition; and Brakennen of the Frains and Brakennen of the Frains and beauting or descending or descending or descending or passing, or the anything required to safety on the frains of the conductors of Freight Superintendence of the past of the past of the past of the conductors of Freight	AND REGULAT
	Passengers.  Killing Stock.  Throwing Fuel from Tender.  Cars on Side Track, Agents' Duty.  Agents' Parack Obstructed.	approaching Stations and Orossings, Signals at Tunnels and covered Bridges. Dampers. Outfit for Engines. Persons allowed to ride on Engines. Warning Section Men. Freight Freight	Signals	Brakeman on Rear of Train.  Stopping Stopping Trains.  Sliding Wheels, Backing Trains and Superintendent's Authority.  Testing Air Brakes and approaching Stations  Train Breaking in two.	NOIL
	under any elementances, except persons in charge of the New Stock.  52. Great care must be taken to prevent killing live stock. Bring the Train to a full stop if necessary. Should any be killed or struck, the engineers must report in writing, on blanks furnished for that purpose, to Division or Assistant Superintendent, giving number of Engine or Engines, number of Train, names of Conductor and Firemen, and all other information that may be useful. If stock is killed when it is apparent that it might have been avoided, the value of the stock so killed will be deducted from the Engineer's pay.  53. Engineers and Firemen are particularly directed not to throw which in the Pender while in motion. I fany is found to be unfit for use, it should be thrown off at Engine House Yard at end of run. Wood must not be piled on Tenders in such a manner or quantity as to be liable to fall off.  54. Station Agents are required to see that the doors of all ears on the Side Tracks are securely fastened, and that the brakes are seen and the ears that the whoels of all cars on Side Tracks are properly blocked, and cars must nover be allowed to stand on the Main Track.  55. Station Agents will be held responsible for the proper security and position of the Switches, and must in no case allow them to be turned from the Main Track, except when a Train is to leave or enter a side Track.  56. In all cases, either by day or night, when the Track is obstructed by reason of repairing or otherwise, so as to be plainly seen by an approaching Train. Road Masters will see that Section Men are on hand Eriages from water and slides.	Station. When eighty (80) rods from all road crossings, (public or private) will give one long and two short blasts of the whistle; and will also ring the bell when eighty (80) rods from such crossing, and continue ringing until it is passed, as signals of danger. A neglect of these precautions, required by law, will be sufficient cause for dismissed.  46. Engineers will enter all tunnels with great caution, and Engineers of Freight Trains will give five short blasts of the whistle before entering Tunnels and covered bridges, to warn men on the Train to keep clear of danger. This precaution must not be neglected.  47. Dampers of ash pans must in all cases be closed while Engines are crossing bridges and passing wood yards.  48. Engineers must see that their Engines are provided with a pair of jack-screws, which must at all times be kept in good order, extra spring hangers, flags, lamps, and all tools necessary for use in case of casualties.  49. Engineers will not allow any person to ride on the Engine except Officers of the Track Department, Foremen of Track, Eridge and Euilding, and Telegraph Repairs, Conductors of Snow Plows, or Conductor of the Trains, without an erder from the Superintendent.  50. Engineers, will sound the whistle repeatedly in obscure places, to warn Section Men. Engineers of Night Trains, when behind time, will also take the same procaution after day-light; and when running in a fog or snow-storm, when behind time, will also warn Section Men in alike manner.  51. When a Freight Train is composed of two or more sections running on the same time, the rear Train will do the local work, and, if	keep wakch and give necessary signals; then more with great care, stepping at all obscure places unless it is certain that rear part of Train is at a stand and will not move until reached. Every precaution must be used to prevent accidents. Take no chances.  45. Endpeers must sound the whistle when one-half units from a	37. A Brakeman must always be stationed upon the rear car, and not leave his position without permission from his Conductor, except to Flag following Trains; in such case the Conductor or another Brakeman will coxamine brakes on rear car before leaving Trains; in such case the Conductor.  38. When the Engineer (or Engineers) shuts off steam at Stations where the train is to stop, the Brakeman must apply their hand-brakes (if the Train is not equipped with air-brakes), and, using judgment, endeavor to stop at the Station without the necessity of the Engineers sounding their whistles; too much sounding of the wheels, and it is the duty of the Conductor, and a very important one, to see to this matter.  40. When it is necessary to back a Train, a brakeman must be stationed on the rear car, where he can have a full view of the Train, and they can be stationed on the rear car, where he can have a full view of the Train, and morphing cars, to make under his control; and the Engineers and Firemen must so station themselves that they can see any signal given to stop. Back up slow and have Train under full control.  41. Train men and other employes are required to exercise the utmost canding to avoid injury to themselves and fellow employes; and they are especially engined to use great care in coupling and uncoupling cars. Coupling cars by hand is strictly prohibited in all cases where a stick can be used to guide the link. Do not go between the cars to couple them unless the draw-bars are known to be in good order. In coupling the millier hook on to other styles of draw-bars, first insert the Hink in the hook, using the pin chained to the Miller platform.  42. Engineers will not mark with the Train before getting beyond the limits of the station; and must run the trains as nearly on time as possible, arriving at the Stations repicher too soon nor too late. Engineers will so the station, apply the air-brake to make sure that the pump and lose are in proper order; and when approaching Stations where Trains are to be meet	S FOR EMPLO
	office.  Leaving Reports of Trains. Running faster than Schedule Time. Green Signals and holding Trains.	Following Signals.  Green Signals.  Authority to order Signal carried.  Train rights under orders.  Reporting	Line Down, Work Train	Hand Cars.  Pling Material near Track.  Property Found. Always take safe course.  Dispatcher's Authority and duty.  Train Orders.	N TY N
	the Prain or other orders awaiting them. This rule does not excuse the Operator from showing all proper signals to stop Trains, or neglect in the prompt delivery of messages, but is an additional safegnard. Should a Train be held at a Telegraph Station where there is no Night Operator, the Conductor may call the Day Operator into the office, to get orders for him.  70. Conductors of all Trains will leave at Telegraph Stations, with the Agent or Operator, a written statement, giving the number of Train, number and kind of cars, and time of arrival and departure.  71. Whenever it becomes necessary, from any cause, for the Dispatcher to run a Train faster than its regular eard time, it must be only from one Telegraph Station to the next, and so on until it resumes its regular eard time.  72. When an Operator receives an order to hold a Train, he must first put out the Green signal, and then reply that such signal has been put out. The Operator will be careful to observe that the Signal is not distanced or hidden from the view of the Engineer (or Engineers), and will notify promptly all other Trains that the signal is not for them. The Green signal must not be relied upon oxclusively to hold Trains. Operators are expected to watch closely for the expected Train, operators 13 must not be sent back until the Engineer (or Engineers) or Conductor has been shown the order, and has endorsed the same with his understanding that he is held.	following day, and get their orders. If it should become necessary to go outside of such limits, it must be done with a flag to the next Telegraph Office, where orders must be obtained, as provide? in Rule 62.  65. When an order is sent by Telegraph to a Frain to earry signals for an extra Train or Engine, in no case will the extra Train or Engine, in no case will the extra Train or Engine be allowed to avail itself of the forward Train's order, but must obtain an order to follow from the Dispatcher before starting.  66. To avoid, as far as possible, all unnecessary delay at Stations where Telegraphic Orders are awaiting an expected Train, the Operator will display at the Station, as a signal, a Green Flug by day, or a Green (light by night. When this signal is shown, the approaching Train will, in all cases, come to a full stop, and Conductor and Engineer (or Engineers) will go immediately to the Telegraph Office, to receive and respond to such orders as may be awaiting them. Operators must not fall to take in the signa at once, after the departure of the Train for which it was shown.  67. Should a Train, having lost its rights, be held by another between Telegraph Station; on arrival he must report for orders. The Conductor of the Train passing him bound in the same direction, to flag him to the instituting passing him bound in the same direction, to flag him to the instituting from what Station he flagged the Train. On receiving such report for transmission, the Operator will put out a Red Flag or Light, and keep the same in view until the Flagged Train arrives.  68. When a Train has orders to run in advance of its Card time or regardless of a specified Train, it gives the Train ander such orders more right over any other Train.	same manner as provided for Telegraphio Orders.  63. Should the line, from any cause, fail to work betore the Operator has received the endorsement "Correct," he will not deliver such order, 64. Conductors of Work Trains will notify the Dispatching Office the solutions of the limit within which there does not be week the	on the track execution or other Foreman will allow his hand-car to be used on the track execution the service of the Company.  58. No wood, freight, timber, or material of any kind will be allowed to be piled within five feet of the Track, except in Snow-sheeds and Timmels, and in such cases must be piled a sufficient distance frow he fact, or notice given him of being found.  60. In cases of uncertainty, always take the sade side; let every man protect his own Trach and Engine, and each be devery man protect his own Trach and Engine, and each Scotton Man and Station Agent his Track and Engine, and each Scotton Man and Station Agent his Track and Switches, and accidents from one person shall be permitted to move Trains by Special Orders, at the same time. The Division or Assistant Superintendent, and such other person as he may designate as "Train Dispelsers will never will not move Frains by Telegraph, or otherwise, Train Dispelsers will notely watch all Trains, both on and of time, and anticipate their wants, that no time may be lost at Telegraph Stations waiting for orders. The names of Conductors and numbers of the writing, and addressed to the Conductor and Engineers of Engineers and shall be made positive and anticipate their wants, that no time may be lost at Telegraph Stations waiting the 139. The names of Conductors and Engineers of Engineers and they are to be met or passed.  62. Telegraphic Messages involving movements of Trains, must be in writing, and addressed to the Conductor and Engineer (or Engineers) addressed must real the order accellity, and, if understood, shall sign it, which must, in all cases, be repeated back to the Dispatching Office, and the Dispatcher; if the order is correctly understoad, shall sign it, which must, in all cases, be repeated back to the Dispatching Office, and the Dispatcher; The Operator will no case sign the name of Engineers to his understandly and specific and endersood, will object the conductor and the protect of the conductor and three of the conductor and co	

Read Rules carefully; important changes have