GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

CASCADE DIVISION.

Time Table No. 1.

TO TAKE EFFECT AT ONE (1:00) O'CLOCK A. M.

SUNDAY, JUNE 18th, 1893.

This Time Table is in no case intended for the information of the public, nor as an advertisement of the time or hours of any train. The Company reserves the right to vary from it at pleasure. It is for the information of Employes only.

CASCADE DIVISION.--Main Line. East Spokane to Leavenworth.

TRAINS GOING WEST.			Distance from East Spokane	STATIONS	Distance between Stations	Telegraph Calls	TRAINS GOING EAST.	
	Time Freight No. 15 Daily	Passenger No. 3 Daily					Passenger No. 4 Daily	Freight No. 16 Daily
	de 11 20am	de 1 36am	.....	East Spokane	.....	U	ar 11 08pm	ar 4 45am
	11 35	1 48	2.9	U. P. Junct	2.9	.....	10 55	4 27
	11 50	{ 1 56 / 2 06	4.6	Spokane	1.7	Q	{ 10 48 / 10 43	{ 4 15 / 3 55
	12 08pm	2 16	8.2	C. N. Junct	3.6	.....	10 33	3 34
	12 30	2 31	12.5	Highland	4.3	...	10 18	3 09
	12 56	**2 44**	17.7	Lyons	5.2	A	10 05	{ **2 44** / 2 39
	1 30	2 58	24.4	Galena	6.7	.....	9 50	2 06
	1 40	3 04	27.1	Espanola	2.7	.....	9 43	1 52
	2 06	3 17	33.4	Waukon	6.3	.....	9 28	1 20
	2 30	3 29	39.3	Edwall	5.9	D	9 15	12 50
	3 06	3 48	48.3	Moscow	9.0	.....	8 55	12 05am
	3 37	4 04	56.0	Harrington	7.7	F	8 38	11 26
	4 02	4 18	62.6	Coal Creek	6.6	.....	8 24	10 51
	4 35	4 36	70.9	Parker	8.3	G	8 06	10 13
	5 18	4 56	81.2	Odessa	10.3	.....	7 43	9 23
	5 51	5 14	90.0	Irby	8.8	.....	7 24	8 37
	6 21	5 30	97.5	Krupp	7.5	.....	7 08	8 00
	ar **6 53**pm Daily	ar 5 43am Daily	104.2	Wilson Creek	6.7	Z	de **6 53**pm Daily	de 7 25pm Daily
	Daily	Daily					Daily	Daily
	de **7 08**pm	de 5 48am	104.2	Wilson Creek	6.7	Z	ar 6 48pm	ar **7 08**pm
	7 39	6 05	112.0	Stratford	7.8	.....	**6 32**	{ **6 32** / 6 24
	8 10	6 20	119.6	Adrian	7.6	.....	6 16	5 56
	8 40	6 35	127.2	Ephrata	7.6	W	6 02	5 26
	9 22	6 55	137.4	Winchester	10.2	.....	5 42	4 46
	9 56	7 13	145.9	Quincy	8.5	.....	5 27	4 12
	10 35	7 30	153.7	Trinidad	7.8	.....	5 07	3 26
	11 18	7 52	162.4	Columbia River	8.7	.....	4 42	2 34
	11 42	8 02	166.8	Rock Island	4.4	RI	4 31	2 13
	12 01am	8 12	171.3	Malaga	4.5	.....	4 21	1 51
	12 29	8 26	178.4	Wenatchee	7.1	WC	4 07	1. 16
	1 24	8 48	189.3	Old Mission	10.9	.....	3 45	12 22pm
	2 23	9 04	197.4	Peshastin	8.1	.....	3 28	11 55
	ar 2 47am Daily	ar 9 17am Daily	201.4	Leavenworth	4.0	CH	de 3 15pm Daily	de 11 30am Daily

SPECIAL RULES.

☞Trains will register at East Spokane, Union Pacific Junction, Great Northern Junction, Wilson Creek and Leavenworth.

☞All trains will use Union Pacific track between Spokane Junction and Spokane; Seattle, Lake Shore and Eastern track between Spokane and Great Northern Junction. Train and engine men will provide themselves with time tables of these roads, and be governed accordingly.

☞Pacific Standard Time will be used on the Cascade Division.

☞Trains will date from the time they are due to leave terminal stations. East Spokane and Lowell will be considered terminal stations for Passenger Trains, and East Spokane, Wilson Creek, Leavenworth and Lowell for Freight Trains.

☞Destroy all Time Tables of previous date when this takes effect. Trains of the old card which may be upon the road when this card takes effect, lose **all rights whatsoever,** and can proceed only upon special telegraphic orders.

☞**Clocks regulated to Standard Time are located in Dispatcher's Offices at Spokane and Seattle.**

CASCADE DIVISION.--Main Line. Leavenworth to Seattle.

TRAINS GOING WEST.			Distance from East Spokane	STATIONS	Distance between Stations	Telegraph Calls	TRAINS GOING EAST.		
	Time Freight **No. 15** Daily	Passenger **No. 3** Daily					Passenger **No. 4** Daily	Freight **No. 16** Daily	
	dp 3 17am	dp 9 27am	201.4	Leavenworth	4.0	CH	ar 3 05pm	ar 10 54am	
	4 33	**9 59**	212.0	Chiwaukum	10.6	CJ	2 32	{ **9 59** / 9 20	
	5 16	10 20	219.1	Nason Creek	7.1	.....	2 15	8 45	
	5 34	10 27	222.1	Merritt	3.0	CK	2 08	8 30	
	6 30	10 49	229.7	Berne	7.6	.....	1 47	7 53	
	{ 7 03 / **7 33**	11 01	234.0	Cascade Tunnel	4.3	CO	1 34	**7 33**	
	8 13	11 30	238.6	Cascade Summit	4.6	.....	1 05	6 50	
	9 03	**12 21pm**	245.9	Wellington	7.3	KA	**12 21pm**	{ 6 00 / 5 45	
	9 59	12 53	255.3	Madison	9.4	MO	11 54	4 25	
	{ 10 57 / **11 19**	1 28	267.0	Skykomish	11.7	MS	**11 19**	{ 3 07 / 2 37	
	11 50	1 50	274.8	Salmon	7.8	.....	11 00	2 05	
	12 16pm	2 06	281.3	Index	6.5	NX	10 45	1 39	
	12 49	2 32	290.0	Gold Bar	8.7	.....	10 26	1 04	
	1 13	2 49	295.9	Sultan	5.9	UN	10 14	12 43	
	1 42	3 12	303.2	Monroe	7.3	WA	9 58	12 15am	
	2 11	3 35	310.5	Snohomish	7.3	S	9 40	11 46	
	ar 2 41pm Daily	ar 3 55pm Daily	315.7	Lowell	5.2	K	dp 9 24am Daily	dp 11 14pm Daily	
	ar 3 14pm	ar 4 21pm	321.2	Everett Junct	5.5	.....	dp 9 10am	dp 10 40pm	
	ar 6 12pm Daily	ar 5 47pm Daily	357.2	Seattle	36.0	X	dp 8 00am Daily	dp 7 40pm Daily	

SPECIAL RULES.

☞Trains will register at Leavenworth, Cascade Tunnel, Wellington, Skykomish and Lowell.

☞All trains will use Everett and Monte Cristo track between Lowell and Everett Junction; Seattle and Montana track between Everett Junction and Seattle. Train and engine men will provide themselves with time tables of these roads, and be governed accordingly.

☞Pacific Standard Time will be used on the Cascade Division.

☞In passing over Switch Back between Cascade Tunnel and Wellington all trains will be under the jurisdiction of Conductor in charge of Switch Back engines, but road train crews will be expected to render the necessary assistance in handling their trains.

☞Trains will date from the time they are due to leave terminal stations. East Spokane and Lowell will be considered terminal stations for Passenger Trains, and East Spokane, Wilson Creek, Leavenworth and Lowell for Freight Trains.

☞**Clocks regulated to Standard Time are located in Dispatcher's Offices at Spokane and Seattle.**

RULES AND REGULATIONS.

AIR BRAKES.

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 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:

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 reservoir, which is all important. He should observe his gauge, and if he sees that all of the air has escaped, he will know that a pipe has burst, or that the Conductor's Valve has been opened and held open. If the pressure is only reduced sufficiently 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 stoppage of the train, and 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.

The engineer should warn the trainmen, when the brakes have been applied in such a manner that they cannot be released from the engine, by giving the proper signal with the whistle See Rule 3, concerning signals.

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 to release any brakes.*

The Conductor shall at once proceed to the rear of the train to see that the rear brakeman has protected the train, and shall release as many brakes, beginning at the rear, as he can.

The Fireman shall release as many as he can, beginning at the tender.

The Baggageman shall begin with his Baggage Car and release brakes toward the rear.

The Forward Brakeman will begin about one-third of the distance from the engine, and release the brakes toward the rear, until he meets the conductor.

As soon as the brakes are released the train should proceed, depending upon the hand brakes, until a station is reached where the damages can be ascertained, and repaired without danger to the train.

SIGNALS.

Stop for orders.

1. A Red Flag by day, or a Red Lantern by night at Telegraph Stations, indicates that Trains are to stop for orders.

Signals of danger.

2. A Red Flag by day, or a Lantern by night, when swung upon the track; the absence of Lights at switches and crossings where usually shown; or the explosion of a Torpedo, and all signals violently given by Flagmen or other persons at or between stations are signals of danger, on perceiving which the train must be brought to a full stop, and cause ascertained before proceeding.

Whistle signals.

3. One Sound of the Whistle is the signal to apply the brakes.

Two Sounds of the Whistle is the signal to release the brakes.

Two Sounds of the Whistle while running, the first one second longer than the second (thus: — –) is the signal for Road Crossings.

Three Sounds of the Whistle is the signal to back.

Three Sounds of the Whistle thus: — – –, is a signal that the engine giving 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, however, will not excuse employes of opposing trains for not observing the red signals. Engineers will be held to a strict accountability for non-observance of this Rule.

Four Sounds of the Whistle is the signal for a Switch.

Four Sounds of the Whistle, thus: — – – –, is a signal, if a passenger train that the air brake has been applied from a coach; if a freight train, that the train has parted. See Rule concerning Air Brake.

Five Sounds of the Whistle is the signal to call in flagman.

One Long Sound of the Whistle is a signal for approaching Stations.

Bell signals.

4. One Stroke of the Signal Bell signifies ahead; two strokes, stop; three strokes, back.

Lamp signals.

5. A lantern swung across the track is a signal for stopping. Raised and lowered perpendicularly—the signal for the Train to go ahead. Swung in a circle—for the train to back.

Signals used when track is obstructed.

6. A stationary red flag upon the *side* of the track signifies that the track is *out of order*, and must be run over *slowly*. If placed *between* the rails, it signifies that the track is *impassable*, and all trains must *stop* and ascertain the cause before proceeding. In such cases the flag which must be kept in the hands of a flagman when practicable, will be placed not less than one-half mile, fifteen telegraph poles, from the impassable point, and three torpedoes, two rail lengths 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 point.

RUNNING OF TRAINS.

Standard Time.

7. Standard Time will be telegraphed daily at 12 o'clock, noon.

The clocks at stations indicated in Special Rules will be regulated to "Standard Time."

Each Conductor and Engineer must have a reliable watch. Conductors must compare and correct their watches before starting on their runs, and register in a book provided for that purpose, that such comparison and correction has been made.

Conductors and Engineers must compare time with each other before starting on their runs.

Conductors and Engineers not having access to clocks that are regulated to Standard Time will call for and receive correct time from the Train Dispatcher before starting on their runs.

Immediately on receipt of **Time,** operators will acknowledge same by saying "O. K." and signing their calls. Operators will see that all clocks are compared and corrected daily. They will also compare time with Train Dispatcher's office at 9 P. M.

Meeting and passing points.

8. Full-faced figures denote that Trains are to be met and passed. Refer to corresponding figures on same line of Time Table.

Do not leave station until time specified.

9. No Train will be allowed to leave a station before its time, as specified in the Time Table. When double time is given, the latest is leaving time.

Classification of trains.

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, Gravel and Wood Trains. *Inferior class* trains must keep out of the way and off the card time of *superior class* trains going in *either direction* unless moved by Train dispatcher.

Right of road.

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 same class five (5) minutes only for variation of watches, which time must be allowed at each succeeding station until the delayed train is met.

Trains going **West** if delayed and unable to make the meeting point against the Card departing time of the opposing train must keep out of the way and off the Card time of all trains of same or superior class going **East.**

Train loses right of road.

12. When any Train is twenty-four hours or more behind its own time per Table, it thereby loses all its rights to the Road against all kinds of trains, and can afterwards only proceed by special orders.

Conductors check over registers.

13. Conductors before starting out upon their runs and before passing junction points or other points where there are registers must carefully check over the Train Register, and be sure that all Regular, and Flagged Trains having right of road over them due within the previous 24 hours have arrived.

Register verbally at meeting and passing points.

14. Conductors of all Trains must register verbally with each other at all meeting and passing points by giving each other the number of the Train they are running In order to avoid detention, Conductors should be promptly on hand to do this. This Rule will apply to Conductors of all special and wild trains as well as regular.

Trains enter at nearest end of siding

15. When Trains are to meet each other, the Train having the right to the road 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 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 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. Mixed and inferior class trains, whether bound **East** or **West,** must approach **all Stations** with train under full control expecting to find **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 accident. Trains occupying main track between the extreme switches of any station will **not** be expected to flag against trains of **same** or **inferior class,** whether having right of road or not.

Send flagman in direction of approaching train.

16. If it shall be found impracticable, from any cause, for a Train, in passing from one station to another, to reach the station to which it is proceeding, in season, and another Train is expected, then the Conductor will send a flagman in the direction of the approaching Train three quarters of a mile (20 telegraph poles) with a red flag by day, and a red and white lamp by night, and torpedoes, to 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 in advance, in the direction in which the Train is to be backed. This distance between the flagman and the Train must be preserved **until all** danger is passed.

Use torpedoes.

17. If it is necessary to stop trains between stations, Conductors must see personally that the rear end of their trains is **instantly protected** before waiting to ascertain cause or probable length of stoppage, by sending a man back at least half a mile (15 telegraph poles), and on long down grades and obscure curves three-quarters of a mile (20 telegraph poles,) with the proper danger signals, a Red Flag by day and a Red and White Lantern by night, and three Torpedoes, which must be there placed at intervals of fifty (50) paces, two (2) of which are to be left on the rail when the flagman is called in. The use of Torpedoes is intended as an **additional precaution,** and not as a substitute for the regular day and night danger signal, which must also in all cases be exhibited and used. You have no right to judge for yourselves; trains may be following at all times. Engineers and Conductors will, when a Torpedo is struck, bring the train to a **full stop,** and, if possible, ascertain the cause before proceeding. If no obstruction is found, proceed 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 between Stations, protect themselves with Torpedoes in addition to the regular danger signals. As an additional safeguard, should it become necessary for the engineer of a train or light engine to stop between stations on account of failure 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 from point of stopping.

Signals for following trains.

18. Two (2) red flags by day, and in addition two (2) red lights by night, carried upon the front of an engine, indicate that another train or engine is following which train or engine will be allowed all the rights and privileges of the train or engine bearing such signal, and no more. If from accident or any cause, two red signals cannot be obtained one red signal shall indicate the same thing.

Rights of flagged trains.

19. An extra train, or engine, following a regular train, (whose engine carries a red signal or signals for it,) has precisely the same rights as the train carrying the signal, *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 right to follow the flags, against trains having the right of the road, though the 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 all trains having the right of track, without **special and separate orders.**

Keep safe distance apart.

20. An extra train or engine, following a mixed or inferior class train, must be kept not less than five (5) minutes behind the leading train, and *must approach* all stations and all fueling or watering places with **great care,** expecting to find the preceding train taking fuel or water at such Stations, whether it may be a stopping place, as per time table, for that train or not. Passenger trains running in sections must be kept not less than fifteen (15) minutes apart.

Meeting passenger trains.

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 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 switches are right for the passage of the Passenger Trains.

Wait for extra to arrive.

22. A Train or Engine carrying Flags for an extra train or engine will not leave the station where the flags are to be taken in, unless the flagged train or engine has arrived, except at registering points, without permission from the Train Dispatcher.

Stop at road crossings.

23. All trains must come to a full stop before crossing another railroad, at grade, and wait to be signalled by the Conductor before proceeding, who must know the way is clear. Engines without Trains will come to a full stop, and Engineers in charge must know the way is clear before crossing. Conductors will be particular to see that no part of their train is left standing on railroad crossings.

Take the safe course.

24. In any case where there is room for a doubt as to the right to the road, or the safety of proceeding, from any cause, **adopt the safe Course,**—keep signals far enough in both directions to avoid any danger

GENERAL RULES.

Irregular trains procure orders.

25. No irregular engine, with or without a train will be allowed to pass along the line, or a train to pass another train of the same class going in the same direction, except by the written permission of the Train Dispatcher.

Conductor has charge of train.

26. The Conductor will have charge and control of the Train, and of all persons employed on it, and is responsible for its movements while on the road, except when his directions conflict with these regulations, or involve any risk or hazard, in either of which cases the Engineer will be held alike accountable.

Passenger train men wear badges on duty.

27. *Passenger Train Men are required to wear uniform and badge, and must never appear on duty without them. Mixed Train Men, cap and badge.*

Announce stations distinctly.

28. As soon as a Passenger Train leaves a Station, a Trainman must go through each coach and announce distinctly what the next regular station will be, and when the train arrives at the station the name must be invariably and distinctly called again in each coach. At terminal stations Conductors will not leave their trains until all passengers have alighted, and will render them all needful assistance.

Test air-brake hose and connections.

29. Conductors of Passenger Trains will invariably require their air-brake hose tested, cylinders and connections examined, and also engine signal bell rung, from the rear coach of their train, before leaving each Division Station, and all stations where engines are changed or coaches taken or left. They must also see that two red lights, commonly called tail lights, are placed and kept burning upon the rear platform of the rear car during night time. They must report defects in the air-brakes, specifying the number of the car or engine on which it occurs. Mixed trains to carry same rear signals as passenger trains.

Keep bell-cord adjusted.

30. A brakeman must be stationed on the rear car of every train in motion; he must see that the bell-cord is adjusted and kept in its place, and that it extends to and is attached to the rear car of the train. He must also at all times keep in the rear car all signals necessary to a prompt compliance with Rule 17. Bell-cord and signal lights must not be taken in until the train has come to a full stop at the end of the run.

Mail trains.

31. Mail Trains must be run at such speed as to enable the mails to be exchanged at all places where there are post-offices.

Train tools and signals.

32. Passenger Conductors must know that their Trains are provided with a switch-rope, ax, saw, crowbar, chain, day and night signals, lanterns and everything necessary to allow them to comply with the regulations of the road. Freight Conductors will keep constantly in their cabooses all the tools called for by the printed lists, and will be held responsible for them. They will forward to their Division Superintendent on the first day of each month a complete list of all that 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 must be likewise furnished.

Freight men approaching stations.

33. Conductors and Brakemen of Freight Trains approaching stations, must be out on their trains at least one mile from every station, and remain out until the station is passed. Freight Conductors must keep themselves supplied with Time Tickets, and must **personally deliver** their "Time Ticket" properly filled out to the Operator of every telegraph office which is open, **day or night.** They must also keep, during night time, four red lights burning and displayed on the caboose (two centre and two side).

Flag to next telegraph station.

34. Should a train be held by another between telegraph stations the Conductor of the train so held may require the first train passing him bound in the same direction to carry two (2) Red Signals for him to the next Telegraph Station, on arrival at which he must report for orders. The Conductor of the train carrying such signals shall report to the Train Dispatcher, stating from what station he flagged the train, and will not take in his signals or leave the station at which he has reported until the flagged train arrives without permission from Train Dispatcher. *See Rule* 19.

Report delays.

35. When a Passenger Train loses ten or more minutes, or a Freight twenty or more minutes, from any cause, the Conductor will report the cause of the detention to the Train Dispatcher from the next telegraph station.

Open public crossings.

36. Conductors of Freight Trains will open their trains to allow at least one public crossing when they are to remain at stations more than five minutes. When passenger trains are to pass, care must be taken to leave free passage way for all persons going to or from them.

Hold trains down to regular speed.

37. Conductors of Freight Trains must see that the brakes are applied, and that no more than the *regular rate of speed allowed to their train is made when running over descending grades.* They will transact their business at Stations with as little detention to their trains as possible, in order that the time allotted to the trains under their charge may be used for running time, and thus prevent any higher rate of speed than is specified on the time card

Conductor commands services.

38. In case of accident, Conductors of trains may command the services of working or wood trains, of Trackmen, and every person in the vicinity in the employ of the Company is required to assist if called upon. Where a passenger engine becomes disabled and orders cannot be obtained, Conductor will take the first available engine of an inferior class train. In cases of breaking in two, stop the rear part and in addition to **immediate compliance** with Rule 17, Conductors will also take all the precautions possible to prevent the forward part of the train by flag from backing into the rear part. It must be made the **especial duty** of the forward brakemen of all inferior class trains to keep a careful watch of the train and immediately notify the engineer if train should part and be subject to the engineer's instructions until train is recoupled.

Conductors attend to switching.

39. 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.

No side couplings.

40. Potter Bumper Drawheads must be connected with the two outside links, or one centre link. But the outside links must never be used to couple with a single drawhead.

Trainmen report before leaving time.

41. Conductors and Trainmen of Passenger Trains must be at the starting stations thirty minutes before leaving time of their trains, and give personal attention to the seating of passengers, and must not leave such stations without examining the **bulletins for orders,** or pass a station where there is a *bulletin* without looking for orders.

Carrying passengers free.

42. *Conductors have no discretion to allow persons to ride free. Wood or Construction Trains must in no case carry passengers.*

Secure cars on side track and place them.

43. Conductors when leaving cars on side tracks, will see that they are properly secured against their running, or the possibility of their being blown out on the main track by the wind; also that they are left out of the way far enough from the main track to clear all passing trains safely. In leaving loaded cars at any stations, 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. They must also see that the doors and windows of all cars in their trains, whether loaded or empty, are kept closed and fastened. Empty flats and coal cars must be hauled behind all box cars. Flat cars loaded with railroad iron, timber, and such like freight, must never be hauled next the engine when it can be avoided. If a car is set out without a brake, Conductor's must securely block the wheels, and in addition immediately notify the Station Agent, and also Division Superintendent's Office by wire. **Engines must not be uncoupled from trains while in motion.**

Conductors report lack of attention.

44. Conductors of Freight Trains will promptly report to the Division Superintendent any lack of attention on the part of agents, or other persons whose duty it is to aid in the passage of trains. Promptness in doing work at Stations is enjoined upon all, in order to enable Freight Trains to use as much of their time as possible in running between Stations. Full loaded Freight Trains that have no work to do at Stations must not arrive any longer ahead of time than necessary to get fuel and water; and, at meeting points, to get out of the way of Trains. Conductors as well as Engineers, will be held responsible for the speed of their trains.

Place switches in proper position.

45. Every person changing a switch from the Main Track must, **before leaving** it, place it back to its proper position. Conductors will be held responsible for the position of switches used by their men. **Flying Switches are Prohibited.**

Speed and safety of trains.

46. Engineers will run their trains as nearly to card time as possible, neither arriving too soon nor too late at a Station. In all cases of violation of time-table rules, involving risk or hazard, the Engineer will be held alike accountable with the Conductor; both Engineers and Conductors must always have due regard for the safety of the passengers and property upon their trains; and never take any unwarrantable risks for the purpose of making up time between Stations, or arriving at terminal Stations on time. Fault will not be found with either for being behind time when caution and prudence dictate that as the safer course. The speed of Passenger Trains through stations where they do not stop must not exceed twenty-five (25) miles per hour, and of Freight and Construction or Work Trains, eight (8) miles per hour.

Sound whistle and ring the bell.

47. Engineers, on approaching a Station or road crossing, must sound the whistle at a distance of half a mile, regard all sign-boards, and will be particular to see that the *engine bell is rung not less than eighty rods from all highway crossings, and kept ringing until the crossing is passed. When moving about Stations, and when passing or meeting Trains on sidings, the bell must be rung.*

Avoid running over stock.

48. Particular care must be taken to avoid running over stock, and frequent occurrence will be regarded as incompetency on the part of Engineers and others in charge of the Train. When a case occurs, the Engineer and Conductor must report to the Superintendent all particulars. *See Special and Accident Form* 220.

Engine outfit.

49. Enginemen must see that the Engine is provided with a pair of screw jacks, extra spring hangers, large lanterns for front of engine, two small white and two red lanterns, red flags, torpedoes, and all tools necessary to meet casualities.

Engineers and fireman watch trains.

50. 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 collision. Keep the front part in motion until the rear part is stopped. In such cases Engineers will have the right to go back after the detached part regardless of all trains, but taking all the precautions required by Rule 16 to **protect** themselves against **opposing trains** having right of road. They must back up cautiously and at a rate of speed not exceeding four (4) miles per hour, and with a flagman one-half mile (15 telegraph poles) in advance when practicable. In cases where **opposing trains** having right of road are expected, engineers should run to the next station and there leave a flagman with proper danger signals to hold **all** trains until his return, **provided** he has time to do so without encroaching upon the time of the opposing train.

Keep headlight burning.

51. A Head Light must always be exhibited on the front of all engines on the road after dark. Extra engines passing over the road after dark will exhibit two red lights on the rear of the tender.

Closed dampers and ashpans.

52. Dampers of ash pans must in all cases be closed while engines are crossing bridges or passing wood yards.

Engineers and conductors co-operate.

53. When on the road, Engineers become subordinate to the Road Master, so far as relates to the safety of the track and bridges and will obey the directions of the Conductor as to stopping and starting, and must co-operate with him in every measure necessary for the safety and punctuality of the train. Engineers will not start from a Station, however, unless they can reach the next Station without encroaching on the time of any train having the right to the road.

Run slow during storms.

54. When Trains are running over the Road in heavy storms, or immediately after such storms, Engineers will run very cautiously and without regard to making Card 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 risk.*

Engineers apply air-brake.

55. Engineers when applying the Air-Brakes must not use the full pressure of the air **except in cases of emergency.** For ordinary stops the Brakes must be applied slowly and at a sufficient distance from the stopping place to enable them to stop the train without discomfort to passengers, sliding the wheels, or injury to the machinery of the trains.

Engineers answer bell signals.

56. Engineers of Passenger Trains receiving a signal by the bell cord must answer it by two blasts of the whistle at once. All Engineers when signalled by flagmen or other person on the road, must immediately answer it by whistle, stop, and ascertain the object of the signal.

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 permission from the Superintendent or Master Mechanic. Every Engineer will be held responsible for the strict enforcement of this rule.

Sound whistle nearing curves.

58. Conductors and Engineers must remember the rights of trackmen to the 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.

Report accidents.

59. All accidents, such as personal injuries, breakage, getting off the track, uncoupling of Trains, failure in any way of the Engines, defective places in the track, highway crossings or bridges, must be immediately reported by the Conductor to the Division Superintendent by telegraph. Particular attention of Trainmen is called to "the special and accident report Form 220." The instructions on the blanks must be fully carried out in all cases, and a supply of blanks carried by all Conductors for use as required.

All persons give notice of obstruction.

60. All persons engaged in the service of the Company, are required to give notice of any obstruction on the road caused by their work or otherwise, by strictly complying with Rule 70.

Working train orders.

61. The daily order given Working Trains will, unless some stated time be mentioned in the order, be considered as good *from 6 A. M. until 7 P. M. of that day only. Working Trains occupying main track at obscure places must keep up signals to warn all irregular trains.*

Use of liquors by employes.

62. To secure the safety of passengers, and promptness and discipline in the dispatch of the business of the road, use of intoxicating liquors is strictly forbidden to the officers and men engaged in the service of the Great Northern Railway Company. *Any person who shall become intoxicated will be immediately dismissed.*

AGENTS, BRIDGE AND TRACKMEN.

Agents responsible for position of switches.

63. Station Agents are held responsible for the safety of switches, which must be kept **locked** on the main track, except when a train has arrived to enter on the side track, **and whoever throws a switch upon a side track, must see it moved back to main track.** The main track must be kept clear and 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 Superintendent.

Absent from duty.

Fasten car doors.

64. Station Agents must be prompt in having bills ready for all cars going into the Train, and see that **all doors** of all cars going forward or to remain on the side track, are **securely closed and fastened,** and see that cars on the side track are out of the way of passing trains. Cars must never be allowed to stand on the main track, but must be placed on a siding, and the wheels securely blocked and brakes set.

No cars on main track.

On duty when trains are due.

65. Station Agents must be out at the station and know that everything is right when trains are passing. All baggage checks not used must be kept under lock and key.

No notice of irregular trains.

66. No notice will be given to Station Agents of the passage of irregular trains, and they will govern themselves accordingly.

Protect interests of company.

67. Station Agents are required to report all accidents occurring to trains at or near their stations, and are required to communicate such matters of interest or importance as may be useful in protecting the interests of the Company. They are also required to report to the Superintendent all violations of the Time Table Regulations.

Open ticket offices.

68. Ticket Agents must open their Ticket Offices for the sale of tickets at least thirty minutes before the arrival of the trains that stop at their stations, and keep them open until trains have passed. Tickets must not be sold for stations at which trains do not stop.

Trackmen to guard fences, track, &c.

69. Trackmen will see that all fences and cattle-guards are kept in good order. In stormy weather they will be out and guard those points on the road liable to wash, or to disturbance of any kind, **day or night.**

Expect trains at any time.

70. Track and bridgemen must use the utmost caution at all times, as under the telegraph system of running trains, a train may be expected at any moment. *No notice whatever, will in any case be given of the passage of extra trains.* Foremen will govern themselves accordingly. When a rail is to be taken out, or other work to be done which will render the track impassable, a flagman or a **red flag,** must be stationed in each direction, 1,000 yards, (or 15 telegraph poles) distant, and three (3) torpedoes placed upon the rails, two rail lengths apart and on the Engineer's side. If it is in the vicinity of descending grades, the distance must be doubled, and the Foreman will be responsible for knowing that this is properly done. After the track has been repaired and rendered passable for trains, the flags and torpedoes must be removed. If work is being done which will render the track unsafe for trains to pass at their usual rate of speed, a **stationary red flag** must be placed at least 1,000 yards, (or 15 telegraph poles) from the spot, in each direction and outside the rails. If track is impassable, place flag between the rails.

Use proper danger signals when repairing track.

Repair telegraph wires.

71. Trackmen will pay particular attention to the telegraph wires, in case they are found broken on the ground, crossed, or in any way obstructed they must be repaired, in a temporary manner, **immediately;** and where such repairs are impracticable, notice must be given to the nearest telegraph office, by messenger, or the earliest means practicable.

MOVEMENT OF TRAINS BY TELEGRAPH.

72. For each train movement to be controlled by telegraphic order, an order will be given in the same words to all trains or persons who are to act upon it, or who are directly affected by it, so that each shall have a duplicate of what is given to all the others. Care must be exercised by Dispatchers to avoid making orders so long as to be objectionable.

An order to be transmitted to two or more offices will be sent to them simultaneously, when practicable. The several addresses will be, first, to the Operator who is to hold the trains to meet at his station, if a telegraphic station; and, second, in the order of superiority of trains (when any exists), and each Operator will take only his proper address, and will acknowledge receipt in the order named.

73. Train Dispatchers are the only persons authorized to give orders for the movement of trains. Orders will be given over the initials of the Chief Dispatcher.

74. If train orders are not fully understood by those to whom addressed, an explanation will be required before accepting them.

75. All special orders governing the movement of trains must be addressed to the Conductor and Engineer, of which not less than three copies shall be made on manifold paper. All orders must be written in full, and no abbreviations used in the body of the order, excepting the figures 12 and 13. (These abbreviations are explained as follows: 12. "Answer how you understand, and get my answer before starting." 13. "I understand.") And the words "Cond'r" and "Eng'r."

76. The Operator, after receiving an order ending with the abbreviation 12, will have the Conductor sign his understanding for himself and Engineer, and after the order is endorsed "O. K." and timed, the Operator will sign it, file one copy, and give two copies to the Conductor, who will retain one and deliver one to the Engineer, who must read and understand it before starting the train.

Upon receipt of an order ending with the letters "R. R." the Operator will at once repeat it back to the Train Dispatcher, word for word, as it was received, including the address and signature.

Operators will take Conductor's signature to "R. R." orders on his manifold, as a receipt for their delivery. Dispatchers will not give "R. R." orders to trains which have already arrived at stations where order is sent, or in making meeting points at non-telegraphic stations.

77. A special order for the movement of trains, ending with the abbreviation "12," sent by telegraph, has no force or value and is incomplete until the understanding of the Conductor and Engineer has been repeated to the person giving the order, and has been approved by him as "O. K.," and not then until the approval is endorsed upon the order, and the Operator has signed his name thereon. An "R. R." order is not complete until repeated back to and endorsed "O. K." by the person giving the order, and the Operator has signed his name thereon. The "O. K." in each case will be given by the order number, and the time the "O. K." is given will be endorsed upon the bottom of the order as follows: Order 1, "O. K." 5:10 P. M.

.....Dispatcher

Any complete train order addressed to Conductor and Engineer, or to Operator as per Rule 78, will constitute clearance of red signal. In case the train is "Held for Orders," either by an order addressed to the Operator or an order given the train not to pass a certain station without orders, order received must contain the words "No further orders." to be complete. Orders addressed to Operators only, to notify trains of track obstructions, short water supply, &c., matters of which trainmen should have knowledge, will not constitute clearance of red signal, and Operators must give clearance card in addition if there are no other orders. Operators will take Conductor's signature on their manifold for orders of this nature, as a receipt for their delivery, and also for orders delivered as per Rule 78. When the same order is addressed to more than one train, or to an Operator and one or more trains, the "O. K." must be given to *each*, and when so given endorsed separately on the order, thus:

Order No. 19 to Operator, Avon. O. K. 5:10 p. m.
Order No. 19 to C. & E. No. 7, St. Joseph. O. K. 5:15 p. m.

Conductors and Engineers will not accept train orders which are not so endorsed.

78. In making meeting points by special order, when practicable, one station must intervene between the places where the orders are given, and if this station be a telegraph station, the Operator there should receive a copy of the order as sent to the trains affected, and his "13" received before starting the trains, and two copies of such orders must be by him delivered to the Conductor of each train affected.

79. When an Operator receives an order to hold a train, or an order for an expected train, or an order showing that trains are to meet at his station, he will at once display the red signal and reply to the Train Dispatcher "Signal is out" before proceeding, and dispatchers must require this report from Operators in all cases. As soon as the orders are completed and perfect, and have been delivered to the Conductor of the proper train, and not before, the red signal shall be taken in. While signals are displayed, if trains should arrive for which there are no orders, the Operator must give the Conductor "clearance" on the proper form.

The signal must remain displayed until all orders to trains have been delivered, and all orders to Operators to hold trains have expired.

80. A train must not leave a station when directed to run by special order, unless the Conductor and Engineer have a copy of the same in their possession. Conductors must report **personally** at telegraph offices when order signal is displayed, and must **be sure** they have copies of **all** orders of which they should have copies before leaving.

81. Conductors must in all cases show telegraphic orders pertaining to the movement of trains to the rear Brakeman, and when practicable to the forward Brakeman. Engineers must in all cases show the same to the Fireman, and when practicable to the forward Brakeman. Brakemen and Firemen must report every instance when Engineers and Conductors fail to comply with this rule.

82. When an Operator receives an order which is not to be immediately repeated, he will acknowledge receipt of same in the following manner: repeat the number of the order, the address, his private initial and office call. For example: No. 91 to C. and E. No. 17. H., G.

83. When an order is to be transmitted the signal "9" meaning train order, will be given to each office addressed, followed by the word "copy," and a figure indicating the number of copies to be made,—if more or less than three—thus "9, copy 5."

84. When by reason of the telegraph failing, or other cause, the understanding cannot be sent, or "O. K." returned, the order is void and will be so considered by all concerned, but the order must be shown to the Conductor and Engineer of any train affected by it, who will take such precautions as will ensure safety.

85. Train and enginemen in passing a station must especially observe whether signals are displayed for train orders. They will not pass a telegraph station until they are certain that such signals are not displayed. No train must leave a station when a train order signal is displayed without receiving an order or "clearance" from the Operator. (See Rules 77 and 78.)

86. No train will leave terminal and registering stations without the Conductor reporting at the telegraph office in person. This rule does not excuse the Operator from displaying signal to stop train, or from neglect in the prompt delivery of all orders, but it is intended only as an additional safeguard.

87. When a train has orders regarding a **specified train** it gives the train under such orders no right over any other train, nor must such order be used by any other person than those addressed.

88. In moving trains by special orders, each section shall be taken and considered as a separate and distinct train, and shall receive and run only under special orders addressed to its own Conductor and Engineer. This will apply to the ruling as well as the non-ruling trains. The order must specify the number of sections that are affected by the movement, and each section of both trains shall receive a separate order, for example: first and second sections train 14, and first, second and third sections train 17, will meet at Grand Forks; but, if a ruling train receives an order to meet a non-ruling train (section or sections not specified,) and at the place of meeting finds the non-ruling train carrying signals, the ruling train shall, in that case, consider that the order has been incorrectly sent, and must wait for all sections of the non-ruling train, or procure further orders. In handling irregular trains designate irregular passenger and official trains as *specials*, irregular freight trains as *extras*, and working or construction trains as *work trains*.

89. Should a train having the right to the road be directed not to leave a station until a specified time, unless another train had arrived, the train so held will wait five (5) minutes for safety before proceeding, if the expected train does not arrive by the time specified. The five minutes must not be used as running time by either train, as it is intended to guard against the possible difference in watches.

90. Special orders for the movement of trains will be given in the forms herewith prescribed, and orders shall be sent when practicable to all the trains affected, at one and the same time, but notices of obstruction to track, repairs of bridges or other matters which cannot be expressed in said form, will be sent to trains in such forms as may be necessary to cover the case.

91. All copies of a train order must be taken on manifold paper at the same time, when it is possible; when the number required cannot be made at one impression, subsequent copies must be traced from the original copy, after which they will be repeated to the dispatcher for his "O. K." Operators must **read aloud** to Conductors all orders addressed to them or affect-

ing the movement of their trains, and will be held responsible for the **prompt delivery** of **all orders.**

In reporting extra freight trains Operators must invariably give **Conductor's name,** and Dispatchers must require this in **all cases,** and must not accept such report without it, and must report any failure to the Chief Dispatcher.

92. When Operators relieve each other, the one coming on duty must receipt in writing, in book provided for that purpose, to the one relieved, for all orders still in effect.

93. All orders shall be numbered consecutively for each day, commencing with No. 1, at midnight; but they shall not be referred to by number alone for the purpose of making them void.

94. When a train is abandoned, an order to that effect shall be sent to the Conductor and Engineer of every train affected by its movement.

FORMS OF ORDERS.

Form A. For a definite meeting point.

Train ....Conductor, and Train .....
.....Conductor, will meet at ....

Or, *Train..... .....Conductor, will meet*
Train.....Conductor, at... .....and
Train..... ..... Conductor, at..... .....
and pass Train.....Conductor, at..... .....

Or, *First and second sections Train ....Conductors,*
will meet first section Train ....Conductor, and
second section Train..... .....Conductor, at ....

Upon an order of this form, the trains mentioned in the order will run to the station named. The train or trains arriving first will wait until the other train or trains arrive, unless they receive further orders to proceed. Operators receiving this order will display train order signal, give their "13" and keep train order signal displayed until all the trains mentioned in the order have arrived.

Form B. For moving a train ahead of or against a train having the right to the road.

Train .....Conductor, will run..... .....late
from ....to ....

Upon receiving an order of this form, the train mentioned in the order will run not less than five (5) minutes more behind time table time than the time specified. Other trains receiving this order can use the time of the train mentioned as specified between the points named, ahead of or against it.

Form C. For a time order.

Train .....Conductor, has until.....
to run to..... against train.....Conductor.

Upon receiving this order the first named train has the right to run to the station designated up to the time given in the order, but not ahead of time table time. In case the first named train should fail to reach the station named in the time allowed, it will run as per time table. In such case, the last named train in the order will not leave the station designated until five minutes after the time specified in the order.

Form D. For a "holding" order.

Hold train ....Conductor, for orders.

The operator receiving this order must not give his understanding to such order until he has displayed proper signal and has Conductor's signature upon his manifold order, if the train to be held has already arrived. An order to an Operator to hold a train for orders, or an order for a train to hold at a station for orders, remains in force until made void, as per Rule 77, or recalled by the Train Dispatcher.

Form E. An order for an extra train or engine to run on the time of and flag a regular train.

Carry signals and run from..... .....to.....
as.....section of train .....

Upon this order the extra train or engine will display two red flags by day, and at night two red lights in addition, on front of the engine, and proceed to the station designated as the section of train given in the order. Following form of order will be given the train following:

Run from..... .....to.....
as.....section of train..... .....

An order for regular trains to carry signals:

Carry signals from... .....to..... .....

Form F. For irregular trains.

....and Engineer:
Run special or extra .....to ....

Upon receipt of this order the train will run to the station named in the order, keeping out of the way of regular trains.

When it is necessary to give a round trip order, Form "G" is preferable, but when it is not practicable to use this form the following form shall be used:

Run ....to .... and return
to ....special or extra.

Form G. For a work train.

Work extra between ....and .....
until ....M ....(month)..... .....(day of month).....

Upon this order a work train will have a right to the track between the points specified, keeping out of the way of regular trains.

When two work trains are using the same limits, an order of the following form shall be given:

Work train..... .... Conductor, and work train ....
Conductor, will work extra between .....and.....
protecting themselves against each other.

Under this form it will be understood that the word "protecting" means that the Conductors and Engineers of the different trains shall, when necessary, arrange meeting points with each other, but in the absence of such an arrangement they must flag against each other.

Before a work train receives orders to go to other parts of the road, all previous orders must be made void. Any train having orders to use the main track between designated stations, when through with the use of track, unless they have received orders 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 Train Dispatcher. Example: *To ....laid up at..... .... (Signed) ....Conductor.*

When this lay-up report has been sent in, the Conductor sending it cancels all orders that he may have had, and must not use the main track again without procuring orders to do so.

Form H. Abandoning trains.

Train..... .....of .....is abandoned between..... .....
and.....

Form J. For changing meeting point.

....and Engineer
Train ....Conductor, and Train.....
.....Conductor, will meet at.....instead of.....

Form K. For countermanding an order.

.....and Engineer.
Order No....., reading .....is void.

Form L. Order to work train for protection of an irregular train passing through its limits

....and Engineer (work train)
After .....M., keep out of the way of.....
.....(train) .....(direction) .....(Conductor).....

Form M. For running trains against each other at junction, terminal or division points.

Train.....Conductor, will run to..... .....
against train.....Conductor.

This order will be addressed to the trains interested in the movement and to the Operator at the point named, who will hold the last mentioned train or trains until the first named train or trains have arrived.

The last mentioned train or trains must not leave the station named in the order until the first mentioned train or trains have arrived.

Form N. For extending the time of a work train against an irregular train, of which it has received previous notice, as per Form L.

Work train.. ....Conductor, will work extra between
.....and..... .....until ....M.,
against ....(train).....(direction)..... .....(Conductor)

Upon receipt of this order, the train first mentioned can use the time as specified between the stations named against the last named train; the last named train must not use the track between the stations named until five (5) minutes after the time mentioned.

C. SHIELDS, Gen'l Superintendent. **J. R. ALLEN, Train Dispatcher.** **A. L. MOHLER, General Manager.**
P. RYAN, Acting Div. Supt. **E. B. WAKEMAN, Gen'l Supt. Transportation.**