SOUTHERN PACIFIC COMPANY.

WESTERN DIVISION.

TIME TABLE No. 17.

TO TAKE EFFECT SUNDAY, JUNE 15, 1890, AT 1:30 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.	
	TOWARD SAN FRANCISCO.
San Jose S. P. Through Way Sacramento Niles San Jose San Jose San Jose San Jose Livermore San Jose Livermore Niles Stockton & S. P. S. P. S. P. Los Angeles Distance	STATIONS. Distance Los Angeles S. P. Pacific S. P. Way Sacramente
Freight, Preight, San	Express Freight. Freight. Freig
Daily. Da	Sac. Daily. Dail
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9.30	1. East Oakland . W. 130.37 4.07 3.05 8.04 Post note Post
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regularly regu	Seminary Park 127.42
7.01	121.24 3.43 2.42 7.42 8.45 7.43 5.55 8.18 11.44 5.03 6.42
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7.22 8.52 1.45 8.26 5.52 4.13 1.23 11.53 9.50 27.42 7.28 9.00 2.10 8.44 5.58 4.19 1.30 12.00 10.00 30.20	tDecoto 112.25 3.22 2.25 7.22 8.26 7.27 4.39 7.40 11.22 4.42 6.25
7.28 9.00 2.10 8.44 5.58 4.19 1.30 12.00 10.00 30.20	tNILESW. 109.47 3.15 2.20 7.17 8.20 7.22 4.19 7.28 11.15 4.35 6.20 11.15
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3.55) 9.45 6.45 11.15 3.45 4.55 47.74	**SAN JOSE W Foot note 3.55 127.01
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1.40 10.40 5.29 7.26	6.70 Lodi. 35.38 6.53 9.38 4.30 4.45
67 107.21 1.40 1.40 67 107.21	Acampo 32.46 68 11.57 11.57 6.45 9.32 4.18 4.33
9 50 1 4 4 8 5 45 7 45	Forest Lake 29.17 Ione *11.49
	Daily
2.00 112.60 x 2.20 121.45	CALT W. B 27.07 11.20 27.07 35.92 *10.45
3.05 133.22	Carbondale (47.69 9.55
3.35 139.80 P.M. AR	IONE W. B 54.27 9.25
2.22 11.45 5.45 7.45	CALT W. 27.07 6.33 9.20 3.58 4.10
3.00 12.20 * 6.01 * 8.00	McConnells 19.37 *11.30 *11.30 *6.17 9.02 3.28 3.38
3.23 12.35 6.09 8.07 .	Elk Grove
4 05 1 20 6 30 8 20	Florin
4.30 1.45 6.45 8.45	SACRAMENTO 0.00
*_Trains ston on Signal	

*—Trains stop on Signal.

II.

§—Trains will not stop.

†—Day Telegraph Stations.

‡—Day and Night Telegraph Stations.

W-Water Station.

Main-tracks from depot at Oakland Pier will be numbered 1, 2 3 and 4, commencing with the north track as No. 1.

Passenger trains of the Northern Railway, also Berkeley Local trains will run between the switches in Cedar St. and Oakland Pier on track No. 1 when running toward San Francisco; and will run on track No. 2 when running from San Francisco. Trains for Oakland via Seventh St. will also run from San Francisco on track No. 2, to Northern Switch. Passenger Trains of the Western Division, also Alameda Local Trains will run between the switches at Webster St. and Oakland Pier on track No. 3, when running toward San Francisco, and will run on track No. 4, when running from San Francisco. Trains from Oakland via Seventh St. will also run to Oakland Pier on track No. 3 from the junction switch. All trains must approach the junction switch on track No. 3 with care. When running on these tracks, and within these limits, the 10 minute provisions of Rule 17 on back of time card may be disregarded, but all trains must be kept well in hand and

moved with great care, subject to the Rules governing signaling at Oakland; be prepared to promptly protect both front and rear of trains. Approaching any switches within the limits of Oakland Yard, Western Division Trains will, when necessary, give two long blasts of the

whistle, thus. _____, as a signal to the switchman.

All trains or engines will approach the local crossing at Fruitvale with great care, and know the way is clear before passing over. They will be held responsible if they strike anything on the crossing.

All trains or engines will come to a full stop before reaching Drawbridges or Railroad Crossings that are not protected by Interlocking Signals, and be sure the way is clear before proceeding.

The Junction switch at Tracy, after being used, must be set for

the Main Line track San Pablo Division.

All trains or engines must reduce rate of speed to six (6) miles per

hour while running within the City limits of San Jose.

Between the slow boards designating the limits of the City of Stockton, the speed of trains must not exceed eight (8) miles per hour; and irregular trains and engines and trains behind time will keep sharp look out, and run with care, expecting to find main track occupied.

Between a slow board at 22d St. and the depot, at Sacramento, trains must run with care, and be kept well in hand, and the bell must be rung constantly.

When behind time, Freight Trains may run at a speed not exceeding any one mile, in two and one-half minutes, except between Tracy and Niles.

Trainmen will supply themselves with Time Tables of Placerville

Div., and when their trains are off their regular time between Brighton and Sacramento will govern themselves accordingly.

Freight trains will carry no passengers but employés going to or from their work, except Train No. 38 between San Jose and Niles.

Between Oakland Pier and Fruit Vale Stations, if a Local Train is about to come to a stop or has done so at any station, the speed of Main Line Trains must be reduced in passing such station, so that there will be no danger of hurting any passenger from the Local Train; come to a full stop if necessary.

Trains Nos. 26, 30 and 34 will use full 15 minutes running from Sunol to Niles—nothing less.

Trains will stop on signal as follows:

At Elmburst—Nos. 27, 28, 29, 30, 32, 33, 34, 43, 44, 46, 47 and 48.

Alvarado Road Crossing—Nos. 27, 28, 29, 30, 33, 34, 43, 44,

16, 47 and 48.
Wayue—all branch trains.
Leantlards" (East Switch)—Nos. 29, 30, 33 and 34.
Saf Jeaquin Bridge—Nos. 18, 19, 25 and 26.
The E Camp—Nos. 51, 52, 53, 54, 73, 74, 75 and 76.
Am —Nos. 25, 26, 51, 52, 53 and 54.

ALL PASSENGER TRAINS WILL STOP AT FOOT OF BROADWAY, OAKLAND, TO TAKE ON OR LET OFF PASSENGERS.

FOOT NOTE.—Trains Nos. 25 and 35 will, on their time and rights, pass at Brick Yard at 10.35 a.m.

FOOT NOTE.—Trains Nos. 25 and 32, and 43 and 34, respectively, will, on their time and rights, meet at end of double track near Tower No. 3.

FOOT NOTE.—Train No. 71 will have the right of track against Train No. 46 at San Jose until 4.05 p. m.

ALL TRAINMEN AND ENGINEMEN RUNNING INTO OAKLAND WILL MAKE THEMSELVES FAMILIAR WITH THE RULES GOVERNING SIGNALING AT OAKLAND, AND WILL ACT ACCORDINGLY.

The limits of Oakland Yard will extend from Alice St. Crossing, on Western Division through West Oakland Wharf and to 16th St. Station on San Pablo Division. Within these limits all trains must run with great care, expecting to find main track occupied.

A. N. TOWNE General Manager.

J. A. FILLMORE, General Supt.

R. H. PRATT.

Supt.

A. D. WILDER, Division Supt.

RULES AND REGULATIONS FOR EMPLOYES.

Green Sig-nal.

1. A Green Flag by day, or a Green Light by night, displayed at a Station, denotes that a Train order is waiting, and the train must be brought to a stop. See Rule 69.

Two Green Flags by day, or two Green Lights by night, displayed on the front of an Engine, denote that the train is a Special.

Those signals must be displayed by all Special Trains. is a Special.

These signals must be displayed by all Special Trains or Engines, but not by Yard Engines or Work Trains.

SIGNALS.

down Sig-

Whistle

Signals.

Bell Signals

Lamp Sig-nals.

2. A Red Flag by day, a Red Light by night, or an explosion of a Torpedo on the track, is a signal of danger. A Red Flag placed outside the rails signifies that the track is out of order, and speed of train or engine must be reduced to six miles per hour. A Red Flag placed between the rail signifies that the track is impassable, and trains must come to a full stop. Red Signal carried on Engine, and Rights of Trains fol-lowing. 3. Two Red Flags by day, or two Red Lights by night, displayed on the front of an Engine, indicates that mathematically a second of the control of the contr

e front of an Engine, indicates that another train is following, wh s precisely the same rights as the Engine or Train bearing the signals.

4. Two White Flags by day, or two White Lights by night, displayed on the front of an Engine, indicates that another Train is following, but will keep at least ten minutes out of the way of all regular Passenger and Freight Trains; but all Irregular Trains, Work Trains and Track Parties must be kept entirely out of their way and give them a clear track. Engineers and Conductors of trains bearing signals will be particular and call the attention of meeting Trains, Station Agents, and all others concerned, and explain the meaning of it.

5. When signals (Red or White) carried for a train following, are taken lown by the Conductor at a Station, he will notify the Agent, who will put out a Red Signal, and not let any Train pass toward the Flagged Train

out first notifying the Conductor what is expected to arrive 6. One Sound of the Whistle is the signal to apply the Brakes. Two Sounds of the Whistle is the signal to let go the Brakes Three Sounds of the Whistle is the signal to back.

Four Sounds of the Whistle is the signal to call in a Flagman Five Sounds of the Whistle is a warning to men on top of Freight Cars that Train is approaching a tunnel or covered bridge. One long and two short sounds of the Whistle in quiel

Two long, followed by two short, sounds of the whistle in quick succession is the signal to be given by trains whistle in quick succession is the signal to be given by while the displaying signals for a following train, to call attention of trains of the same or inferior class to signals displayed.

Several short sounds of the whistle is the signal of danger.

One stroke of the Cab Bell signifies stop. The Cab Bell to be used to start trains

8. A light swung over the head is a signal to go ahead; when swung across or at right angles with the track, is a signal to back up; and when moved up and down, is a signal to stop; if motion of lamp is quick, move quick (but with care); if slow, move slow.

9. Notice must be taken of all violent signals. Always stop and ascertain precisely the meaning of every signal given that may seem to indicate danger.

licate danger.

10. All Night Trains (and Freight and Work Trains running in day nel, must, in all cases, carry a Red Signal on the rear car, and Engines uning without trains on rear of tender.

RUNNING RULES.

Losing.

11. Regular Trains, both Passenger and Freight, 24 hours or more behind eard time lose all their rights, become irregular, and cannot move except under orders from the Train Dispatcher, or in accordance

12. Passenger Trains will have the right to the Track and will not wait for Freight Trains. Freights must keep at least ten (10) minutes out of their way. Irregular Trains must clear both Passenger and Freight Trains

13. Freight trains must arrive at Stations where Passenger Trains are to be met or passed sufficiently ahead of time to take the siding and clear the Main Track at least ten (10) minutes before the Passenger 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 day or a red light by night must always be sent a sufficient distance in the direction of the approaching train to give a suitable warning for it to approach carefully. No Freight or Irregular Train will leave a Station immediately preceding 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 for a meet with an opposing Freight Train.

14. Work Trains will not use Main Track before 5.30 A. M. Or after 7. P. M., except by special orders, and they must be kent ten (10)

atter 7. P. M., except by special orders, and they must be kept ten (10) minutes out of the way of Passenger and Freight Trains but will have a right to work on the Track whenever Freight Trains are Thirty minutes late (except when an Engine passes bearing two White Flags or two White Lights, as per Rule 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 will run with great care whenever they are behind time.

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Speed of Trains.

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15. Trains bound toward San Francisco will have the right to the 15. Trains bound toward San Francisco will have the right to the track against Trains of same class moving in the opposite direction, until they (the Trains toward San Francisco), are twenty-five minutes behind their Card (leaving) time. Trains bound from San Francisco w'll wait twenty-five minutes for 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 indefinitely as against trains of the same class moving in the opposite direction, keeping twenty-five minutes behind their Card (leaving) time at each and every succeeding Station, until the expected Train is met; but speed must not exceed that allowed by their regular Card time. When arriving and leaving time is given at Stations for one or both Trains, the leaving time of the Train that has the right to the track will be the Card time for both Trains, in accordance with this Rule.

Allowanc 16. Passenger Trains will wait five (5) minutes for variation of watches at meeting points with opposing Passenger Trains only. Freight Trains will wait five (5) 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. for Varia-

17. Following Trains must proceed with great caution, keeping at least ten minutes in the reor of the preceding train. Whenever an Extra Train is to follow another, notice must be given the Conductor of the forward Train, and he must notify Station Agents and all the Conductors he may meet, besides carrying the proper signals; also notify the Conductor and Engineer (or Engineers) of the following Train at what Stations he expects to do work, and such following Train must approach all Stations, Water and Wooding places with great care, with Train under full control. Trains.

18. When behind time, Passenger Trains will not run faster than thirty-five miles an hour, and Freight Trains not faster than fifteen miles an hour on straight line. Through canons or around curves the limits will be twenty-five (25) miles per hour for Passenger, and thirteen (13) miles an hour for Freight and Work Trains, except on special order from the Superintendent or Train Dispatcher.

19. Approach all Stations slowly; pass all Stations carefully, and be Approachto a full stop wherever they meet or pass trains, whether the Stations are designated by full faced figures on time table or otherwise; and the first train arriving at meeting point will, when practicable, take side track, entering same from nearest end. If necessary to pass Station to back in, it must be done under a red signal sent ahead a sufficient distance to insure ing Station and Stoping and reg istering at Terminal and Junc-

20. All trains will approach Terminal and Junction Stations with great care. Conductors of Trains (and Engineers of Engines running without Trains), will register at Junction and Terminal Stations (in a book kept for that purpose), the time of their arrival and departure (and, if irregular, the direction going). And before leaving Terminal Stations, or passing Junctions, will ascertain from Register or Yard Master (in case there is no Yard Master, then from Agent), if all trains having right of track have arrived and departed. Yard Masters (or Agents) will be held alike responsible, with Conductor, for a violation of this Rule.

CENERAL RULES.

Intoxicating Forbidden.

21. The use of Intoxicating Drinks is strictly forbidden. Total abstinence in this particular is necessary to safety in operating the road. Any employe drinking intoxicating liquors (or smoking on Passenger Trains while on duty, will be dismissed from the service of the Company, and it is the duty of all employes, and they are required, to report immediately to the Division Superintendent any violation of this Rule. 22. Train men will consult Bulletin Boards daily.

Bulletin Board. Standard

lar relating thereto.

23. The clock in the Office of the Division or Assistant Superintend t is the standard Time by which Trains will be run. Conductors and Engineers will compare their watches with it daily, when practicable; also pare time with each other before leaving Terminal Sta 24. No person will be allowed to ride free, except as provided in cir

Riding Free Absence from Duty.

ity of Con-

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Badges.

Conductors

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tions.

Leaving

25. No person employed on Trains, or at Stations, will leave his place change with another without permission from the Division or Assistant perintendent.

26. Trains will be under the control of the Conductor, and will be run nearly to card time as possible, under no circumstances leaving a Station earlier than the card time, except on special order, and remain ing at a Station only so long as necessary to transact the business of the Train. Although the Conductor has charge of the train, the Engineer (or Engineers) will not therefore be considered blameless if they run any unnecessary risk. Nor will they be relieved from all blame if they proceed in violation of instructions or orders, even should the Conductor, from negligence or misapprehension, direct them so to do. All the

coor, non negative of missphere which are necessary to safety.

27. Conductors and Brakemen of all Trains meeting or passing, or when approaching a Station, must be out looking for signals, and be orepared to do anything required for safety or expedition; and all Train-men will be at their Train at least thirty minutes before starting time, and examine the same to see if everything is in order.

28. Conductors, Engineers, Firemen, Baggagemen, and Brakemen on Frains conveying passengers are required to wear badges as prescribed by

29. Conductors of Freight Trains will be held responsible for the faithful performance of duty by the Brakemen on their Trains. They will require the doors of all Freight Cars in their Trains to be closed, and will in all cases, when ascending or descending grades, station themselves on the rear part of the Train, and see that their brakemen are at their posts.

30. In no case must a Car be left on a grade without the Brake being set and the wheels blocked. Conductors of Freigh BYTAKE BEING SECTAIN THE WHEELS BIOCKED. Conductors of Freight and Work Trains, in switching out Cars at Stations, or meeting and passing Trains on tracks where Station work is done, should leave Cars as near as practicable as they find them, or at convenient places for loading and unloading. They will also render Station Agents assistance in switching cars, in order to an economical disposition of the business of stations.

31. Conductors will report in writing to the Division or Assistant

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 seful 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 cars, the Conductor (if Conductor is disabled, the head Brakeman) 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 smit the same by telegraph to the General Office.

32. Disabled cars left at Stations must be reported (by telegraph, if cticable) to the Division or Assistant Superinte

33. Conductors will have the names of Stations announced in all Passenger Cars, and at Junctions will have the names of the principal stations where connecting Trains stop, also announced; 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 will also give personal attention to seating passengers. On arrival at Ferminal Station, they will remain with their train until passengers have alighted, and see that all needful assistance is given them. In leaving Cars at Sidings, care must be observed to leave Wagon Roads in daily use by the public unobstructed their entire width. When Trains remain at Stations o exceed ten minutes, the Train must be cut to open a passage or road

vay, if there be any persons who may desire to cross.

34. Conductors will see that Switches, after being used, are left surned to the main track. Any employe leaving a switch turned from the nain track, or unlocked, after using, will be dismissed from the service of

35. Conductors of all Trains, immediately before starting out on their ns, 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 cars in their train. A report of the same nature must be made at the Telegraph Office on arrival at Destination, giving arriving time

from any cause, Conductors must, always and immediately, station men not less than 1,000 yards (100 rails) distant, in both ns, with red flags by day, or red lights by night; and. in all cases, two torpedoes 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 on Rear of Train.

Stopping

Sliding

Wheels

Backing

Trains.

Coupling

Starting

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Signals at

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Bridges

Outfit for

Engines.

Persons

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Warning

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Freight

Trains

Killing

carrying

Throwing

Fuel from

responsible for Switch-

Track

Passenger

allowed to

Breaking

Trains and

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 must immediately take his place. The Rear Brakeman will Stations, and if not found in running order, will report the same to Conductor.

38. When the Engineer (or Engineers) shuts off steam at Stations where the train is to stop, the Brakemen must apply their hand-brakes (if the Train is not equipped with air-brakes), and, using judgment, endeavor o stop at the Station without the necessity of the Engineers sounding their whistles; too much sounding of the whistle impairs its value as a signal of

39. Brakemen must not slip the wheels, and it is the duty of the nductor, and a very important one, to see to this matter.

40. When it is necessary to back a Train, a brakeman must be sta-

ned on the rear car, where he can have a full view of the Track, and have a brake 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 ution to avoid injury to themselves and fellow employes; and they are specially enjoined to use great care in coupling and uncoupling cars. supling 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 then unless the draw-bars are known to be in good order. In coupling the Miller hook on to other styles of draw-bars, first insert the link in the hook, using the pin chained to the Miller platform.

42. Engineers will not start with the Train until they are directed by Conductor, and must invariably start with care, (first ringing Engine Bell), and see that they have the whole of 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 neither too soon nor too late. Enginers and firemen are at all times under the direction of the Division or Assistant Superintendents after crossing the turn-table for service.

43. Engineers will in all cases before starting train from a Terminal

Station, apply the air-brake to make sure that the pump and hose are in proper order; and when approaching Stations where Trains are to be met or passed, reduce speed at a sufficient distance from the Switch to give full control of their Train by hand-brakes, in case of failure of air-

44. Engineers or Firemen should look back frequently to see that all right; and in case the train has broken apart, great care must be aken to keep the forward end out of the way of detached part; sounding whistle repeatedly to warn Train men, and if on a down grade, the forward part of the Train will keep moving, even to the next Station, if necessary. If detached portion of Train is out of sight, and it is necessary to back up, before doing so, if on a down grade, allow ample time to elapse before starting, and send a man back with a flag at least fifteen (15) minutes before moving; and if there is no brakeman on top of Train, after flag has been sent back, the Engineers will send a fireman out on train to seep watch and give necessary signals; then move with great care, stopping at all obscure places unless it is certain that rear part of Train is at a and and will not move until reached. Every precaution must be used to revent accidents. Take no chances.

45. Engineers must sound the whistle when one-half mile from a

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 dismissal.

46. Engineers will enter all tunnels with great caution, and Engin s of Freight Trains will give five short blasts of the whistle before enter ng Tunnels and covered bridges, to warn men on the Train to keep clear f danger. This precaution must not be neglected.

Dampers of ash pans must in all cases be closed while gines are crossing bridges and passing wood yards.

48. Engineers must see that their Engines are provided with a pair of k-screws, which must at all times be kept in good order, extra spring angers, flags, lamps, and all tools necessary for use in case of casualties

49. Engineers will not allow any person to ride on the Engine excep-Officers of the Track Department, Foremen of Track, Bridge and Building, and Telegraph Repairs, Conductors of Snow Plows, or Conductor of the Frain, without an order from the Superintendent.

50. Engineers, running Special Trains or engines without Trains, will sound the whistle repeatedly in obscure places, to warn Section Men. Engineers of Night when behind time, will also take the same precaution after day-light; and when running in a fog or snow-storm, when behind time, will also warn Section Mer

in a like manner.

51. When a Freight Train is composed of two or more sections run ning on the same time, the rear Train will do the local work, and, if wed to take passengers, is the only one on which they will be carried ender any circumstances, except persons in charge of Live Stock.

52. Great care must be taken to prevent killing live stock. Brins 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.

111 be deducted from the Engineer's pay.

53. Engineers and Firemen are particularly directed not to throw ny fuel from the Tender while in motion. If any is found to be unfit for use, should be thrown off at Engine House Yard at end of run. Wood must be piled on Tenders in such a manner or quantity as to be liable to all off.

54. Station Agents are required to see that the doors of all cars on the Side Tracks are securely fastened, and that the brakes are set and the cars far enough from the Main Track as not to endanger passing Trains, and that the wheels of all cars on Side Tracks are properly blocked, and cars must never 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 burned from the Main Track, except when a Train is to leave or enter

In all cases, either by day or night, when the Track is obstructed by reason of repairing or otherwise, so as to endanger the passing of Trains, Danger Signals must be placed as provided in Rule No. 36. Road Masters and Foremen of Bridge and Building Depart will see that this rule is properly understood by their men.

Piling near Track

Property

Alwaystak

and Tunnels, and in such cases must be piled a sufficient distance from he frack to clear Engines, Snow Plows and Cars.

59. All property found on the Road must be forwarded to the Division

57. No Section or other Foreman will allow his hand-car to be used the track except in the service of the Company.

58. No wood, freight, timber, or material of any kind will be

owed to be piled within five feet of the Track, except in Snow-sheds

Assistant Superintendent, or notice given him of being found.

60. In cases of uncertainty, always take the safe side; let every man protect his own Train and Engine, and each ection Man and Station Agent his Track and Switches, and accidents from carelessness will never occur.

RULES COVERNING THE MOVEMENT OF TRAINS BY TELECRAPH.

Dispatcher Authority and duty.

61. No more than 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 Dis-PATCHER." shall be authorized to move Trains by Telegraph, or otherwise atchers will closely watch all Trains, both on and off 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 Engines mustinvariably be used in all orders for the movement of Trains, when they are to be met or passed.

Train Orders.

62. Telegraphic Messages involving movements of Trains, must be in writing, and addressed to the Conductor and Engineer (or Engineers) of the Train, and shall be made positive and defined, using plain and unmistakable terms. (If the order is not fully understood by those to whom it is addressed, they must ask for and receive an explanation before signing the 13). The Conductor and Engineer (or Enneers) addressed must read the order carefully, and, if ur sign it, which must, in all cases, be repeated back to the Dispatching Office, and the Dispatcher, if the order is correctly understood, will telegraph back "Correct." The Operator will in no case sign the name of Engineers to his understanding of the order, nor will the Conductor be permitted to do so. All orders and messages in regard to the movements of Trains must be written in full by the receiving operator on yellow "manifold paper," so arranged that three impressions shall be taken, one each for Conductor, Engineer (or Engineers) and Operator, and no abbreviations shall be used except 12, (How do you understand?) or 13, (I understand), and S, (Whistle at all curves and obscure places). This letter, S, must be added to all Train orders (before the figures 12) given to any except Regular Trains on time, also at the end of the order when repeated back to the Dispatcher. Operators will not suffer an order to leave their possession, until they shall have received and endorsed upon the same "Correct," in answer to the 13 message of the Conductor and Engineer (or Engineers), nor until they have signed the same. No Special Engine or Train will be allowed to run on verbal orders, under any circumnces, on the Main Track outside of Terminal or other vards. Such rders must be in writing, understanding taken, and "Correct," given in me manner as provided for Telegraphic Orders. 63. Should the line, from any cause, fail to work before the Operator specified the endorsement "Correct," he will not deliver such order.
64. Conductors of Work Trains will notify the Dispatching Office

Line Down the night previous, of the limits within which they desire to work the

Orders.

Following Signals.

Green

order Sig-

nal carried

Train rights

orders.

Leaving

Trains.

Time.

Green

Trains.

Running

Reports of

faster than

Signals and

Reporting

Signala

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 Flag 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 fail 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

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

nals for an 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

65. When an order is sent by Telegraph to a Train to carry sig-

Office, where orders must be obtained, as provided in Rule 62.

obtain an order to follow from the Dispatcher before starting.

Telegraph Stations, the Conductor of the Train so held may require the first train passing him bound in the same direction, to flag him to the next Telegraph Station; on arrival he must report for orders. The Conductor of the Train carrying such flag shall telegraph to Train Dispatcher, stating 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 under such orders no right over any other Train.

69. Conductors will report in person immediately on arrival at every day Telegraph Office, and at all night Telegraph Offices, and ask if there are any Train or other orders awaiting them. This rule does not excuse e Operator from showing all proper signals to stop Trains, or neglect in the prompt delivery of messages, but is an additional safeguard. Should a Train be held at a Telegraph Station where there is no Night Operator. e Conductor may call the Day Operator into the office, to get orders fo

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 Disteher to run a Train faster than its regular card time, it must be only from one Telegraph Station to the next, and so, on until it resumes its

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 disturbed or hidden from the view of the Engineer (or Enginers), and will notify promptly all other Trains that the signal is not for The Green signal must not be relied upon exclusively to hold Trains. Operators are expected to watch closely for the expected Train, using all necessary means to stop it. In case the Train, or any part of it has already passed the Telegraph Office, although still at the Station, 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 nderstanding that he is held

Switches leaving

Report to

Train in case of

he Company.

36. In case of accident or stoppage upon the main track

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 flagman, when recalled, will leave the torpedoes clasped to the rail. The Enginemen of a following train finding them, will immediately bring the train to a full stop, and then proceed, with great care, until the reason for placing the torpedoes,—either to protect a train, as above, or for unsafe 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 overtaken by following train, to guard against accident. Enginemen of a detained train must keep a sharp lookout for signals of trainmen, and for possible approach of a following train, and be prepared to move their train promptly out of danger.

Read Rules carefully; important changes have been made.