

# Chicago & Northwestern Railway.--Milwaukee Division.

No. 51. TIME TABLE. No. 51.

**Takes Effect SUNDAY, OCTOBER 3d, 1875, at Six o'clock A. M.**

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

## TRAINS GOING NORTH.

## TRAINS GOING SOUTH.

No. 27	No. 25	No. 23	No. 21	No. 19	No. 17	No. 15	No. 13	No. 11	No. 9	No. 7	No. 5	No. 3	No. 1	STATIONS.	No. 2	No. 4	No. 6	No. 8	No. 10	No. 12	No. 14	No. 16	No. 18	No. 20	No. 22	No. 24	No. 26	STATIONS.	
Night Pass.	Freight.	Freight.	Evanston Pass.	Express Pass.	H. Park Pass.	L. Forest Pass.	L. Forest Pass.	Evanston Pass.	Waukegan Pass.	Kenosha Pass.	Express Pass.	Express Pass.	Mail Pass.	Distance Chicago	Night Pass.	Mail Pass.	Express Pass.	Express Pass.	Kenosha Pass.	H. Park Pass.	L. Forest Pass.	Waukegan Pass.	Evanston Pass.	L. Forest Pass.	Evanston Pass.	Freight.	Freight.	Distance Milwaukee	
WELLS ST.	11.00 P M Dp	7.40 P M Dp	5.30 A M Dp	5.00 P M Dp	9.00 P M Dp	11.30 A M Dp	6.20 P M Dp	1.00 P M Dp	5.30 P M Dp	4.10 P M Dp	5.00 P M Dp	9.45 A M Dp	8.00 A M Dp	CHICAGO. WELLS ST.	5.00 A M Ar	10.30 A M Ar	4.00 P M Ar	7.30 P M Ar	8.58	7.13	7.55 A M Ar	8.25 A M Ar	3.40 P M Ar	2.20 P M Ar	7.10 P M Ar	4.00 A M Ar	3.15 P M Ar	CHICAGO.	
CLYB. DEPOT	*11.20	*7.55	*4.45	5.15	*7.42	9.15	11.45	6.35	*1.12	5.45	*4.25	*5.12	*9.57	2.5	CLYB. DEPOT	10.18	3.48	7.18	8.45	7.00	7.40	8.10	3.27	2.05	7.08	3.45	3.00	CHICAGO.	
PLAIN	*11.33	*8.10	*5.01	†5.22	*7.46	*9.22	†11.52	†6.42	*1.21	*5.52	*4.32	*5.18	*10.02	5.3	BELLE PLAIN	*10.11	*3.43	*7.10	*8.39	†6.51	*7.32	*8.03	*3.17	†1.58	†6.46	*3.27	*2.37	BELLE	
NSWOOD	†11.34	*8.14	5.04	5.25	*7.47	9.23	11.53	6.45 Mt No 22	1.22	†5.53	†4.33	*5.19	*10.03	5.8	RAVENSWOOD	†10.09	*3.42	*7.09	*8.38	6.50	7.31	8.00	†3.16	1.57	6.45 Mt No 13	*3.24	2.32	RAVENSWOOD	
SEHILL	†11.40	*8.25	5.16	5.31	*7.52	9.29	11.58	6.50	1.27	5.58	†4.37	*5.23	*10.05 Mt No 4	7.7	ROSEHILL	4.23	*3.39	*7.06	†8.36	6.45	7.26	7.55	3.09	1.52	6.37	*3.13	2.15	ROSEHILL	
ES PARK	†11.43	*8.30	*8.20	5.34	*7.54	9.33	†12.02 P M	†6.54	*1.29	†6.02	*4.40	*5.25	*10.08	9.1	ROGERS PARK	75.9	*4.17	*3.36	*7.04	*8.33	†7.21	†3.03	†1.48	6.33	*3.02	*2.04	ROGERS PARK		
EVARY	*11.49	*8.40	5.30	5.37	*7.56	9.37	12.04	6.57	*4.42	*5.28	*10.09	8.29	10.2	CALVARY	*4.13	*9.57	*3.34	*7.02	*8.32	6.37	7.18	7.48	2.59	1.45	6.30	*2.57	1.54	CALVARY	
EVANSTON	†11.52	*8.45	5.33	5.40	*7.57	9.38	12.06	7.00 Mt No 8	1.35	6.07	4.45	*5.29	*10.10	10.8	SOUTH EVANSTON	*4.10	9.55	*3.33	7.00 Mt No 13	8.31 Mt No 1	6.35	7.16	7.46	2.56	1.43	6.28	*2.54	1.50	SOUTH EVANSTON
EVANSTON	11.55	8.50	5.45	5.45 P M Ar	8.02	9.42	12.08	7.03	1.40 Mt Nos 20 & 26	6.10 Mt No 22	4.49	5.31	10.12	11.8	EVANSTON	4.06	9.51	*3.31	6.55	8.26	6.32	7.14	7.43	2.55 P M Dp	1.40 Mt No 11 & 13.35 Ar	6.25 P M Dp Mt No 9	*2.48	1.40 Dp	EVANSTON
EVANSTON	*12.02 A M	*8.57	*6.00		*8.04	9.46	12.11	7.06	6.14	*4.52	*5.35	*10.14	†8.37	13.1	NORTH EVANSTON	*4.00	*9.47	*3.29	*6.51	*8.22	6.28	7.11	7.39		1.36		*2.40	*1.05	NORTH EVANSTON
WILMETTE	12.06	*9.03	6.21 Ar / Mt No 6.26 Dp / 12		*8.05	9.48	12.13	7.08	6.17	†4.54	*5.37	*10.16	†8.41	14	WILMETTE	*3.57	*9.45	*3.27	6.48	*8.20	6.26 Mt No 23	7.08	7.36		1.34		*2.34	12.59	WILMETTE
WILMETTE	12.18	*9.17	6.58 Ar / Mt 7.03 Dp / No 14		*8.09	9.56	12.20	7.15	6.27	5.00	*5.43	*10.19	8.50	16.5	WILMETTE	*3.46	*9.40	*3.23	6.41	8.17	6.18	7.03 Mt No 23	7.31		1.28		*2.20	12.42	WILMETTE
LAKE SIDE	*12.21	*9.23	*7.05		*8.10	9.59	12.22	†7.17	†6.31	*5.02	*5.45	*10.20	†8.52	17.5	LAKE SIDE	*3.42	*9.38	*3.21	†6.40	*8.14	†6.16	6.59	†7.28		1.26		*2.18	*12.35	LAKE SIDE
LAKE SIDE	12.28	*9.31	7.20 Ar / Mt 7.25 Dp / No 16		*8.13	10.02	12.25 Mt No 26	7.21	6.36 Mt No 8	5.05	*5.48	*10.22	8.57	18.9	GLENCOE	†3.36	*9.37	*3.19	6.36 Mt No 9	8.12	6.12	6.55	7.25 Mt No 23		1.22		*2.05	12.25 Dp / Mt 12.20 P M Ar / No 15	GLENCOE
LAKE PARK	12.47	*9.55	7.58 Ar / Mt 8.33 Dp / No 10		8.21	10.15 P M Ar	12.35	7.31	6.46	5.14	5.57	10.30	9.07	22.9	HIGHLAND PARK	3.18	9.29	†3.12	6.28	8.03 Mt No 23	6.00 A M Dp	6.44	7.11		1.12		*1.40	11.57	HIGHLAND PARK
HIGHWOOD	*12.53	*10.05	*8.10		8.25	†12.38	7.35		6.50	5.16	*6.00	*10.31	†9.11	24.2	HIGHWOOD	*3.13	*9.27	*3.09	†6.25	8.30		6.41	†7.08		†1.10		*1.33	*11.46	HIGHWOOD
LAKE FOREST	1.10 Mt No 24	*10.30	8.43		8.30	12.50 P M Ar	7.45 P M Ar		6.58	5.25	6.08	10.38	9.21 Mt No 4	28	LAKE FOREST	2.58	9.21 Mt No 1	3.03	6.16	7.52		6.30 A M Dp	7.01		1.00 P M Dp		1.10 Mt No 27	11.34	LAKE FOREST
ROCKLAND	1.20	*10.45	9.07 Ar / Mt 9.26 Dp / No 1		*8.34				7.02	5.30	*6.13 Mt No 8	*10.42	9.26 Ps No 23	30.1	ROCKLAND	*2.48	9.12 Mt No 23	*2.57	6.13 Mt No 5	†7.47		†6.57			*12.35 A M	11.25		ROCKLAND	
WAUKEGAN	1.45	11.55 Mt No 24	10.15 Ar / Mt 11.00 Dp / No 3		8.44				7.15 P M Ar	5.42	6.27	10.52 Mt No 20 & 24	9.40	35.6	WAUKEGAN	2.25	8.57	2.46	6.00	7.35		6.45 A M Dp			11.55 Mt No 25	11.00 Dp / Mt 10.37 Ar / 3 & 23		WAUKEGAN	
FLORA	*1.50	*12.01 A M	*11.07		*8.45				†5.43	*6.28	*10.55	†9.42	37.3	37.3	GLEN FLORA	*2.20	*8.52	*2.40	†5.54	†7.30					*11.50	*10.32		GLEN FLORA	
ANTON	2.10 Mt No 2	12.35	11.42		*8.53				5.51 Mt No 8	*6.35	*11.00	†9.48	39.9	39.9	BENTON	45.1	2.10 Mt No 27	*8.47	*2.34	†5.51 Mt No 7	†7.25				*11.25	10.21		BENTON	
STATE LINE	†2.30	1.47 Mt No 2	11.59		*9.02				6.02	*6.47	*11.07	†9.59 Mt No 26	44.9	44.9	STATE LINE	40.1	1.47 Mt No 25	†8.37	*2.25	†5.41	7.14				11.00	9.59 Dp / Mt 9.54 Ar / No 1		STATE LINE	
KENOSHA	2.55	2.20	12.45 P M		9.15				6.15 P M Ar	7.00	11.19	10.13	51.4	51.4	KENOSHA	33.6	1.10	8.23	2.13	5.29	7.00 A M Dp				10.30	9.05		KENOSHA	
JUNCTION	3.30	3.05	1.49 Ar / Mt 1.54 Dp / No 6		9.33					7.18	11.33	10.30	60.2	60.2	RACINE JUNC.	24.8	12.30	8.03 Ps No 26	1.54 Mt No 23	5.12					9.30	8.03 Dp / No 4 7.58 Ar / Ps		RACINE JUNC.	
RACINE	3.45	3.20	2.15		9.40					7.25	11.40	10.37	61.7	61.7	RACINE	23.3	12.20	7.55	1.47	5.05					9.15	7.30		RACINE	
STATION	*3.55	*3.30	2.35		*9.46					*7.30	*11.45	*10.45	64.3	64.3	IVES STATION	20.7	*12.07 A M	*7.48	*1.40	*4.59					9.00	7.05		IVES STATION	
RY LINE	†4.15	*3.55	3.18		*9.53					†7.43	*11.56	10.55	70.1	70.1	COUNTY LINE	*11.45	7.35	*1.31	4.47						8.27	6.40		COUNTY LINE	
CREEK	4.35	4.15	*10.07		*10.07					7.54 Mt No 24	*12.06 P M	11.04	75.3	75.3	OAK CREEK	9.7	*11.18	7.23	*1.23	4.37					7.49 Dp / Mt 7.49 Ar / No 5	6.10		OAK CREEK	
CHORN	*4.48	*4.30	4.25 Ar / Mt 4.30 Dp / No 8		*10.15				8.00	*12.12	*11.10	78.2	78.2	78.2	BUCKHORN	6.8	*11.03	*7.16	*1.18	*4.30 Mt No 23					*7.24	*5.55		BUCKHORN	
FRANCIS	*4.58	*4.40	*4.45		*10.19				8.05	*12.16	11.15	80.6	80.6	80.6	ST. FRANCIS	4.4	*10.52	7.10	*1.14	4.25					*7.09	*5.40		ST. FRANCIS	
BETH ST.	*5.05	*4.50	*5.00		10.25				8.13	12.24	11.23	82.9	82.9	82.9	ELIZABETH ST.	2.1	*10.42	7.05	1.10	4.20					*6.55	*5.25		ELIZABETH ST.	
AUKEE	5.15 A M Ar	5.00 A M Ar	5.15 P M Ar		10.30 A M Ar					8.25 P M Ar	12.30 P M Ar	11.30 A M Ar	85	85	MILWAUKEE		10.30 P M Dp	7.00 A M Dp	1.00 P M Dp	4.15 P M Dp					6.45 P M Dp	5.15 A M Dp		MILWAUKEE	

 The Speed of Freight Trains must not under any circumstances exceed Fifteen Miles per Hour. 

**SPECIAL RULES, FOR THIS TIME TABLE ONLY.**

Train No. 1 will take the side track to meet Trains Nos. 4 and 10.  
Trains Nos. 2 and 27 will run daily, and will be regarded as Freight Trains.  
Trains Nos. 7 and 9 will keep entirely out of the way of Train No. 8, and at meeting place will take the side track.  
Train No. 13 will take the side track to meet Train No. 8.

All Trains will use *Seventy-Five Seconds* in crossing the Racine Bridge.

Train No. 6 will run daily.  
Trains Nos. 11 and 18 will run daily.  
Trains Nos. 11 and 18 will run Sundays between Evanston and Highland Park, arriving at Highland Park at 2:15 P. M., and returning, leave Highland Park at 2:25 P. M.  
All other Trains will depart daily, Sundays excepted.  
Train No. 19 will run Sundays only.

**ARTHUR A. HOBART,**  
Superintendent, Chicago.

**MARVIN HUGHITT,**  
General Superintendent, Chicago.

**Read carefully Rules and Regulations on the back of this Table, and note important changes.**

**James McCabe, Train Despatcher.**

**M. S. Darrow, Asst. Train Despatcher.**



## SPECIAL RULES.

**Double Track.** Between Chicago Avenue and Clybourn Avenue.

1. Trains or Engines of the Wisconsin and Milwaukee Divisions, between Chicago Avenue and Clybourn Avenue, going North, will use the westerly track, and going South the easterly track, and will reduce speed to six miles per hour when approaching the switches connecting the single track with the double track.

2. When the large targets at Chicago Avenue and at Clybourn Avenue are in a horizontal position, trains on this Division will stop two hundred feet distant from the switches, and will not proceed until the target has been changed to a perpendicular position; and when the targets are in a perpendicular position, they will give the trains upon this Division the right to proceed on to or off from the double track. By night, the position of the targets will be indicated by green lights.

3. In case trains upon both Divisions, and both trains going North, arrive at the Chicago Avenue switches at or near the same time, the signal-man will place the target in position to stop the train on this Division, and allow the train on the Wisconsin Division to proceed.

4. In case trains upon both Divisions, and both trains going South, arrive at the Clybourn Avenue switches at or near the same time, the signal-man will place the target in position to stop the train on the Wisconsin Division, and allow the train on this Division to proceed.

5. In case trains upon both Divisions, going in different directions, arrive at the Chicago Avenue or Clybourn Avenue switches at or near the same time, the signal-man will place the target in position to stop the train going South, and allow the train going North to pass first.

6. All trains are required to consume the full space of time allowed them per time table in running between Chicago Station and Clybourn Avenue switches, and will in no case make up lost time between those points. Great care must be used in crossing streets and highways, and passing curves within the city.

**Chicago City Ordinance.**

7. "No Railroad Company shall cause or allow the whistle of any Locomotive Engine to be sounded within the city, except necessary brake signals, and such as may be absolutely necessary to prevent injury to persons and to property other than their own and that in their possession as freight."

8. "The bell of each Locomotive Engine shall be rung continually while running within said city."

**Bay View Crossing.**

9. All trains or engines will come to a full stop before crossing the track of the Milwaukee & St. Paul Railway at Bay View.

**Bridges.** Milwaukee.

10. All trains will come to a full stop within six hundred feet of Milwaukee Draw-bridge before crossing.

11. Speed, in the city of Kenosha, over Racine Bridge and Milwaukee Piling, must not exceed six miles per hour.

**Railroad Crossings.**

12. All trains must come to a full stop before crossing other Railroads, and within four hundred feet of the same.

13. In the State of Wisconsin, any Train upon either Road, arriving at the crossing first, will cross ahead; but no Train or Engine must cross another Railroad at a rate of speed exceeding six miles an hour.

**Wisconsin Statute Law.**

14. "In all incorporated cities [in Wisconsin], Railroad Companies shall cause the Bell on the Engine to be rung before crossing any of the streets of a city—and their Trains shall not go faster, until the same shall have passed all traveled streets of said city, than at the rate of six miles per hour."—(Statute Law.)

**Rights to the Road.** Passenger Trains Going North.

15. Between Chicago and Milwaukee, Passenger trains going North have the right to the Road for thirty minutes beyond their time as per Time Table, after which time they will keep out of the way of Passenger Trains going South.

16. Between Milwaukee and Chicago, Passenger Trains going South will wait for delayed Passenger Trains going North until said Passenger Trains going North are forty minutes behind time at any Station, after which time Passenger Trains going South have the right to the Road over Passenger Trains going North, but must not make up any of the time lost in waiting, until the delayed Trains are passed.

17. Between Chicago and Milwaukee, Freight Trains going North have the right to the Road, over Freight Trains going South, for one hour beyond their time as per Time Table.

18. Between Milwaukee and Chicago, Freight Trains going South will wait for delayed Freight Trains going North until said Freight Trains going North are one hour and ten minutes behind time at any Station, after which time Freight Trains going South have the right to the Road over Freight Trains going North, but must not make up any of the time lost in waiting, until the delayed Trains are passed.

19. When arriving and leaving time are both given for Trains going North at meeting points, Trains coming South acquire the right of road, as per Rule 18, when said Trains going North are one hour and ten minutes behind their arriving time.

20. When a train of any class is eight hours or more behind its time at any station, it loses all its rights, and must be kept out of the way of all regular trains, and proceed with extreme caution, keeping a sharp lookout for Wood and Construction Trains in both directions.

## GENERAL REGULATIONS.

### Rules for running.

#### Variations in Watches.

#### Meeting or Passing.

#### Freight and Passenger Meet.

#### Extra Following.

#### Train Following.

#### Look for Signals.

#### When Train Breaks Apart.

#### Precautions.

#### Notice of Extra.

#### Not Assume Rights of Other Train.

#### Delayed Trains Clear Five Minutes.

#### Time at Stations.

#### Conductors Report Before Leaving.

#### Delayed Trains—Terminals and Junctions.

#### Limits of Gravel and Wood Trains.

#### Trains under Orders of Conductor.

#### Case of Doubt, Take Safe Side.

1. No train will, under any circumstances, leave a station before the time specified in Time Table, as regulated by the chronometer in the Superintendent's Office at Chicago. Conductors and Engineers must compare their time daily with said chronometer. Conductors and Engineers will also compare time with each other before starting their trains.

2. No train, having the right to the road, must leave any station or meeting-place where, by the Time Table, it should meet a train of the same class, till five minutes after its time, per Time Table, and this five minutes, allowed for variation of watches, must be observed at every succeeding station, till it shall have met the expected train.

3. Where 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, or it shall be impracticable thus to pass, in which case sufficient precaution shall be used to prevent accident or unnecessary delay. The train going on the side track must take the switch at the nearest end, instead of running by and backing on.

4. Freight Trains must, in all cases, keep five minutes out of the way of Passenger Trains. Irregular and Construction Trains must, in all cases, keep ten minutes out of the way of Passenger and Freight Trains.

5. Whenever an extra train is to follow another, notice thereof must be given the forward train, and the Conductor of that train must notify the Station Agents, and all the Conductors and Engineers whom he meets and passes, of the fact, besides carrying the proper signal.

6. Any train following a Passenger or other train will proceed with great caution, keeping at least one mile in rear of it, and must approach all stations and fuel places with great care, expecting to find the preceding train taking fuel of water at such station, whether it may be a stopping-place, as per Time Table, for that train, or not; and the Conductor of the leading train will not deviate from Rule No. 30.

7. Engineers and Conductors of all trains, Stationmen, Trackmen, Signal and Switchmen must carefully observe all passing trains, both by day and night, to see if they flag following engines, and in case a signal is shown on any engine, they must govern themselves accordingly.

8. Engineers or Firemen should look back frequently to see that all is right, and in case the train is broken apart, great care must be taken to keep the forward part out of the way of the detached part, and every precaution used to prevent a collision. Engines will, in all cases, go back after the detached portion, but must be absolutely sure that it has stopped. Trains coming up behind will wait indefinitely, unless otherwise ordered by the Train Dispatcher.

9. If a train from any cause is obliged to back up, a flagman must be sent back, and the Conductor and Engineer having charge of the train must know that there is no obstruction on the track, before proceeding. Especial care must be taken before crossing highways, and great caution exercised to prevent accident.

10. Whenever it shall be necessary to send an extra engine over the road, it must in all cases follow a regular Freight Train, unless otherwise directed by the Superintendent, and in all cases notice must be given as per Rule 5.

11. No conductor, in running a train, shall assume the rights or take the time of any other train, without special orders from the Superintendent. If, however, from any cause, a train loses its right to the road, and is overtaken by a regular train of the same class, the delayed train may follow such regular train under a red signal, the Conductor of the delayed train being careful to notify all interested what his train is.

12. No delayed train will approach a station where another train is to leave, within five minutes of its time of leaving.

13. Conductors of Freight Trains will promptly report to the 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.

14. Conductors of all trains, immediately before starting out on their runs, will go in person to the telegraph office to inquire if any special orders are there for them, and to report to Train Dispatcher the name or number of engine, and number of cars in their train. This same report will also be made, together with their time of arrival, when arriving at the end of their runs.

15. Before starting out, and while on the road, Conductors will not pass any Junction without knowing that any overdue trains which would affect their rights have arrived. This is not intended to excuse Telegraph Operators for neglect in prompt delivery of messages, but as an additional safeguard.

16. Conductors of Wood and Construction Trains must know that all trains due during the previous night have arrived, before starting out in the morning. They must also leave a memorandum every morning, with the nearest Telegraph Operator, stating where the train will be at work during the day, and this memorandum must be forwarded by telegraph to the Superintendent and Train Dispatcher.

17. Trains will run under the orders of their Conductors, unless such orders shall conflict with these rules, or involve any danger, in which case all persons participating will be held responsible.

18. In any case where there is room for a doubt as to the right of the road, or the safety of proceeding from any cause, ADOPT THE SAFE COURSE—keep signals far enough in both directions to obviate any danger.

### Speed.

19. The maximum speed of Freight Trains must not exceed fifteen miles per hour. When trains get behind time, speed may be quickened under favorable circumstances, when card time can thereby be resumed, but Freight Trains must not run faster than one mile in four minutes, except by special permission.

20. Express Passenger Trains must not pass any switch at a speed exceeding fifteen miles an hour. No other train or engine must pass any switch at a speed exceeding ten miles an hour.

21. Engineers of trains moved by special order, and of all irregular and working trains, will approach stations with extreme caution, upon the supposition that another train will be met, or that the main track will be occupied, and will carefully approach stations at which they ought to MEET or PASS trains.

22. When the Engineer shuts off steam at stations where the train is to stop, thereupon the brakemen must apply their brakes, and, using judgment, endeavor to stop at the station without the necessity of the Engineer sounding his whistle.

23. Conductors of Freight Trains must see that Brakemen govern the rate of speed of their trains while descending a grade. The brakes should never be applied so as to slip the wheels, and in descending heavy grades Brakemen should see that the brakes are not kept on so long as to heat the wheels. To avoid this, the brakes should be frequently changed from one car to another.

Conductors and Engineers will be held responsible for the proper speed of their trains.

24. No train must be run faster than is necessary to reach a station and start from it at the proper time.

25. Engineers must sound the whistle (not more than one second) eighty rods before crossing a highway, and the bell must be rung eighty rods before crossing a highway, and until it is passed.

When moving about stations, and when passing or meeting trains on sidings, the bell must be rung. Engineers must sound the whistle not more than three seconds, when within one-half mile of a station.

26. All Trains and Engines must come to a full stop before crossing another railroad at grade, or draw or swing bridges, and within four hundred feet of the same. Engineers must not proceed until the way is known to be clear.

27. Headlights upon engines must be kept in good order, and always lighted when running after dark, but when waiting on turnouts clear of the main track, must be covered.

28. If Freight Trains are at any time obliged to keep the main track for a Passenger Train to meet or pass, a man with danger signals must always be sent a sufficient distance in the direction of the approaching train to give suitable warning for it to approach carefully.

29. In case of accident, Conductors of Passenger Trains may command the services of any Freight, Wood, or Construction Train, and every person in the neighborhood in the employ of the Company is required to assist if called upon.

**Accident or Delay.**

30. In case of accident or stoppage upon the main track, from any cause, Conductors must immediately, and always, send Flagmen in both directions with danger signals, not less than half a mile, and until they have reached a point where danger signals can be seen not less than one-fourth of a mile by the Engineer of any approaching train; and the Flagman must remain in such a position until the train has arrived, or until he is recalled. The Engineer of the approaching train, on perceiving the Flagman's signals, will immediately sound the whistle for brakes, as evidence to the Brakeman that his signals have been seen. When Brakeman is recalled, in case there is not a clear view for one-fourth of a mile in the rear of train, the train should be moved ahead, starting immediately on the sound of the whistle, recalling the Brakeman, at a speed not less than 6 miles per hour, until it reaches a point where the track is straight for one-fourth of a mile in its rear.

31. Every Conductor must at all times have at least four torpedoes, kept in a safe, dry place on his train; and whenever it is necessary to stop a train, and he is not sure that the ordinary signals will be sufficient, he must place two torpedoes upon the rail, about two hundred feet apart, and not less than half a mile or far enough distant to insure the stoppage of the train. Whenever an engine explodes a torpedo, the Engineer must stop and ascertain the cause, before proceeding. Exposure to rain or wet for thirty minutes destroys or impairs the explosive qualities of torpedoes, and, in such cases, too much reliance should not be placed upon them. The use of torpedoes is to be in addition to the regular day and night danger signals, which must, in all cases, also be exhibited and used.

32. The Conductor will have charge and control of the train. He must see that all switches are left in proper positions after using them. He must be at his train at least thirty minutes before its leaving time. Passenger Conductors must give personal attention to seating passengers. They must see that the names of Stations are invariably and distinctly called. On arriving at a terminal station, they will remain with their train until passengers have alighted, and will see that all needful assistance is given them.

33. Conductors and Brakemen of ALL trains meeting or passing, or when approaching or passing a Station, must be out, looking for signals, and be prepared to do anything required for safety or expedition—receive messages or letters, and transact such business as may be necessary. At all times when Freight Trains are in motion, the Conductor or one Brakeman must be on the engine, or on top of the cars in forward part of the train.

34. Conductors must know at all times that their trains are provided with everything necessary to enable them to comply with the regulations of the road. A Brakeman must in all cases be stationed on the rear car of every train, and the brakes of that car must be ascertained to be in good order before starting.

35. Conductors and Brakemen of all trains meeting or passing, or when approaching or passing a Station, must be out, looking for signals, and be prepared to do anything required for safety or expedition—receive messages or letters, and transact such business as may be necessary. At all times when Freight Trains are in motion, the Conductor or one Brakeman must be on the engine, or on top of the cars in forward part of the train.

36. Conductors must know at all times that their trains are provided with everything necessary to enable them to comply with the regulations of the road. A Brakeman must in all cases be stationed on the rear car of every train, and the brakes of that car must be ascertained to be in good order before starting.

### Tail Light and Flags.

35. PASSENGER Trains running at night must have two large red lights on the rear platform. Freight trains running at night must have three red lights at rear of the train, one being placed on each side of the rear car, near the top, and the other on the rear platform of rear car, or in the cupola if the car is built with one. Engines, if alone, running at night, must carry one red light on rear of tender. Both Passenger and Freight trains must have also a red lantern inside lighted and ready for use. Working trains running at night must carry one red lantern on the rear car. In the day time Freight Trains will display two red flags, one on each side of the rear car.

36. Each Passenger Train while running shall have a bell cord attached to the signal gong of the locomotive, passing through or over the entire length of the train, and secured to the rear end of the rear car, which must in no case be unfastened when running, or until the train has reached its destination.

37. Whenever an extra train or engine is to follow another, notice must be given to the conductor of the leading train, whose duty it is to see that proper signals are carried upon his engine. The Engineer will be held equally responsible with the Conductor for the condition of signals carried for following trains. Flags must be clear and Lanterns kept burning clearly.

38. Conductors of Freight trains standing on side tracks clear of the main track at meeting places with other trains must cause red light to be hidden on side of way car next to main track.

39. While waiting at stations, Conductors will do such switching as may be reasonably required by the Station Agent. They must see that street or public road-crossings are not obstructed by their trains while waiting. Conductors will be particular, when at Junction Stations, to see that no part of their train is allowed to stand on the crossings of other Railways. This is especially important in regard to trains carrying passengers.

40. Great care should be used in coupling and uncoupling cars. Do not go between cars to couple unless you know draw-bars are in good order. Extra care is required when coupling foreign cars. The hand must not be used to guide links; always use a stick for this purpose. These will be provided at train headquarters.

41. Flying switches must not be made without permission from proper authority, and never without a brakeman on the front end of the cars which are being switched.

42. Passenger Conductors and Brakemen, also Train and Station Baggage-men are required to wear badges, and must never appear on duty without them.

43. Conductors must prevent passengers endangering themselves by imprudent exposure. In the event of any passenger being drunk or disorderly, to the annoyance of others, he must use all gentle means to stop the nuisance, failing which, he must, for the safety and convenience of all, exercise his authority, and keep him in a separate place until he arrives at the next station, where the passenger must be left. Passengers must never be ejected from the cars, for any cause, except at a Station. Use no unnecessary force.

44. Wood or Construction Trains must in no case carry passengers. Freight Trains must not carry passengers without tickets.

45. Conductors of Freight Trains must not take loaded cars or freight without the Way-Bills, or take Way-Bills without the freight or cars.

46. Conductors must call the attention of the repairer of cars, or of the Station Agent in his absence, to any damage which may have been done to the cars, or to any which may come to their knowledge, that it may be promptly repaired, and they must notice these in their reports.

47. Engineers must see that their engines are provided with a pair of screw-jacks, extra spring hangers, large lantern in front of engine, two small white and one red lantern, red and white flags, and all tools necessary to meet casualties.

48. Engineers of night trains will report all instances of the absence of lights at the switches where such lights are usually shown.

49. Great care should be taken to prevent the killing of live stock. Trains must come to a full stop, if necessary, to avoid doing so. When a case occurs, the Conductor and Engineer must report to the Superintendent in writing, giving all particulars.

50. Engineers will not be allowed (except in case of accident or sudden illness) to change their engines on the journey, nor leave their stations without permission.

51. Engineers are subject to the order of the Conductor having charge of the train, but at the same time are held equally responsible with the Conductor in carrying out all prescribed rules which are necessary to perfect safety.

52. Engineers will abstain from the use of the whistle as a signal for starting the train, or for applying the brakes when approaching a Station, unless on occasion of absolute necessity. Too much sounding of the whistle impairs its value as a signal of danger.

53. None except the Road Master, Foreman of Road Repairs on his own section, the Conductor and Brakeman of the train, will be allowed to ride in the engine or tender, without permission from the Superintendent or Master Mechanic. Every Engineer will be held responsible for the strict enforcement of this rule.

54. Engineers must use all possible precautions to prevent damages by fire from their engines. They must see that the netting, &c., is in good order—use steam as little as possible on bridges, and not deposit burning cinders or wood where damage can be caused. Dampers of ash-pans must in all cases be closed while engines are crossing bridges and passing wood-yards.

55. No notice whatever will in any case be given of the passage of extra trains. Trackmen will govern themselves accordingly.

56. In all cases, either by day or night, when repairing the track, so as to obstruct or endanger the passing of a train, a red flag or lantern, as the case may be, must be placed on the track at least one-half mile, and a greater distance when necessary, each way from the place of danger.

### Slow Stop.

57. When the track is in bad order, and it is desired to have trains run slowly, place the signal on the Engineer's side of the track, and about two feet outside of the rail, being careful to have the signal where it can be distinctly seen from the approaching train. If the track is impassable, station flagmen one-half mile in each direction to warn approaching trains; as an additional precaution in such case, two torpedoes must also be placed on the rail, just beyond the flag, at a distance of fifty feet from each other. On double as well as on single track a red flag and torpedoes must be placed as above, in both directions from the impassable point. These precautions must be taken before a rail is taken out of the track.

58. Track Foremen must report to the Superintendent every instance where Trainmen disregard these signals.

59. See that sand does not wash down upon the track at Road Crossings. During very wet nights, foremen must watch places in the track likely to be damaged.

60. No wood, ties or other articles must be piled within six feet of the track.

61. Track repairers will examine the telegraph line carefully, and in all cases where it is down, or obstructed in any way, repair it temporarily, and report the same from first station to Train Dispatcher.

62. Constant attention must be given to see that fences on each side of the road and at crossings are in good order, and that cattle guards are kept in repair; close all gates, and put up bars found down; a break in the fence must in no case be passed by without being repaired when it is possible to mend it.

63. Hand-cars or any other property belonging to the Railway Company must not be used for any purpose excepting Railway business. Station Agents are not allowed to be absent without leave from the Superintendent, except from illness, in which case they must immediately inform the Superintendent, and take care that some competent person is entrusted with their duties.

64. Station Agents will be held responsible for the position of their switches, and cars therein; in no case will they allow the switches from the main track, except when in use.

65. Station Agents must know, before leaving their stations at night, that all switches are in proper position for the passage of trains upon the main track, also that standing cars have the brakes set or otherwise secured, that they cannot be blown out upon the main track by wind, or position changed to interfere with the free and unobstructed passage of trains upon the main track.

66. Station Agents must be careful that all stores supplied for the station are prudently and economically used, and that there is no waste of oil, fuel, or stationery.

67. Station Agents must not sell tickets for stations at which trains do not stop.

68. Conductors, Engineers, Station Agents, and Foremen of Sections are required to report promptly to the Superintendent all irregularities which come within their notice, and will give full particulars in writing of all cases of damage to persons or property.

69. A red flag by day, or a red light by night, borne on an engine, shows that a train is following, which has precisely the same rights as the engine bearing the signal. An extra train following a regular train, and properly signaled, must always be considered as a part of and to have all the rights of the leading train, and no more.

70. A white flag by day, or a white light by night, borne on an engine, shows that a train is following, but will keep out of the way of all regular trains.

71. A flag by day, or a lantern by night, waved upon the track, signifies that a train must come to a full stop. Stop for any violent signal.

72. TO STOP—Raise and lower the hand (or a lantern by night) perpendicularly.

TO BACK—Swing the hand, or lantern, sideways.

TO GO AHEAD—Swing the hand or lantern over the head.

73. Two short sounds of the whistle is the signal to apply the brakes; one, the signal to loose them; three, the signal to back; several short sounds of the whistle is an alarm signal, and Brakemen will use every effort to stop their train.

74. When train is in motion, one sound of the engine gong is a signal to stop; when not in motion, is a signal to start. Three sounds to back.

75. A red flag placed by the side of the track indicates that the track is in bad condition, and trains must run very slow, and under full control of the Engineer.

If a flag is placed between the rails, the train must stop before passing the signal, and must not proceed until notice is given that it can do so with safety. See rule 68.

76. A white flag displayed by track or flagmen denotes that track is clear and in order.

77. A Semaphore arm, extended in a horizontal position by day, or a red light by night, signifies danger, and trains must come to a full stop, and not proceed until the signal has been changed by the man in charge of the Semaphore, so as to indicate that all is right. When the line is clear and free for the passage of trains, the arm will not be seen by day, and by night a green light will indicate that all is right for trains to proceed. During storms or in foggy weather great caution must be observed. If Semaphore arm or signal lights cannot be plainly seen, trains must be brought to a full stop, and not be allowed to proceed until all is known to be right.

78. None except the Road Master, Foreman of Road Repairs on his own section, the Conductor and Brakeman of the train, will be allowed to ride in the engine or tender, without permission from the Superintendent or Master Mechanic. Every Engineer will be held responsible for the strict enforcement of this rule.

79. Engineers must use all possible precautions to prevent damages by fire from their engines. They must see that the netting, &c., is in good order—use steam as little as possible on bridges, and not deposit burning cinders or wood where damage can be caused. Dampers of ash-pans must in all cases be closed while engines are crossing bridges and passing wood-yards.

80. No notice whatever will in any case be given of the passage of extra trains. Trackmen will govern themselves accordingly.

81. In all cases, either by day or night, when repairing the track, so as to obstruct or endanger the passing of a train, a red flag or lantern, as the case may be, must be placed on the track at least one-half mile, and a greater distance when necessary, each way from the place of danger.

### Signal to hold Train.

3. At stations where telegraphic orders are awaiting an expected train, operators will display at the station a Red Flag by day or a Red Light by night. Each station adhering strictly to the locality fixed upon as the best for the purpose, such place once selected (which should be conspicuous) must not be changed except for good and sufficient reasons.

4. When the signal is shown as provided in rule 3, the approaching train will, in all cases, be brought to a full stop (in such cases Operators are required to see that trains are stopped), and Conductor will go immediately to the Telegraph Office to receive and answer such orders as may be awaiting the train.

5. Agents and Operators will, upon receiving telegraphic orders for expected trains, immediately exhibit the proper signals, as required in rules 3 and 4. The 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, Operator's 13 must not be sent back until the Engineer or Conductor has been shown the order, and understands that he is held. Conductors must, in all cases, read the order and so avoid danger of misunderstanding it.

6. All orders for the movement of trains by Telegraph will be addressed to the Conductor and Engineer, and written by the receiving Operator on yellow "manifold paper," so arranged that three impressions shall be taken. The Conductor addressed shall read the order carefully, and, if understood, shall sign it. It will then be repeated back over the Conductor's signature to the person giving it, who will, if the order is correctly understood, reply O. K., which must be endorsed over the proper signature upon the order, countersigned by the receiving Operator, with exact time of receiving the O. K. Two impressions of the order, when properly endorsed, will be given to the Conductor, who will retain one and give the other to his Engineer. The Engineer will invariably read it before starting. The other impression will be kept by the Operator in his manifold book. No train will run upon such an order until the "O. K." is received.

7. After the receipt of an order, should the line cease to work before the "O. K." is received, as per rule 6, the Operator will not deliver such orders, but will inform both the Conductor and Engineer of the occurrence, whose duty it is to adopt such precautions as will prevent accident. Trains will only proceed in such cases under protection of a flag by day or a red light by night, until all doubt is removed.

8. Conductors must not leave a station when directed to run by special orders, without having the same in writing in their possession, properly endorsed.

9. When a train has orders to run regardless of a Specified Train, it gives the train under such orders no right over another train. All special orders for moving trains are only for the persons to whom they are directed, and no other person shall use such orders as authority to move their trains.

10. When an order is sent to a train which may be carrying a flag or light for the following train or engine, in no case will the train or engine for which the flag or light is carried avail itself of any special orders which the train bearing such flags or lights may have received, without an order to that effect. Where orders are duplicated to following trains, each understanding must be separately written by the Conductor and responded to by the person giving the order, as provided in rules 6 and 7. Operators, Conductors and Engineers must be particular to understand this rule. In such cases the Red Signals must not be taken in until all trains have passed for which the order was intended.

11. Should a train be held by another between Telegraph Stations, the Conductor of the train so held may receive the first train of the same class passing him bound in the same direction to flag him to the next Telegraph Station, on arrival at which he must report for orders. The Conductor of the train carrying such flag shall report to the Train Dispatcher, stating from what station he flagged the train, and must also in such cases inform Conductors of opposing trains from and to what station the flag was carried. See rule 11, General Regulations.

12. Should a train having right to the road be directed not to leave a station until a specified time, unless another train has arrived, the train so held will wait the usual five minutes for safety before proceeding, if the train does not arrive by the time specified.

13. Engineers and Conductors will in all cases (day and night, with regular or irregular trains) look out for signals at Telegraph Stations, and any signal violently given must be regarded as a signal to stop. Absence of proper signals at stations or on the road must be reported by the Conductor to the Superintendent.

14. To enable trains to move promptly and run regularly, all promptness consistent with safety is enjoined upon Trainmen and Telegraph Operators in