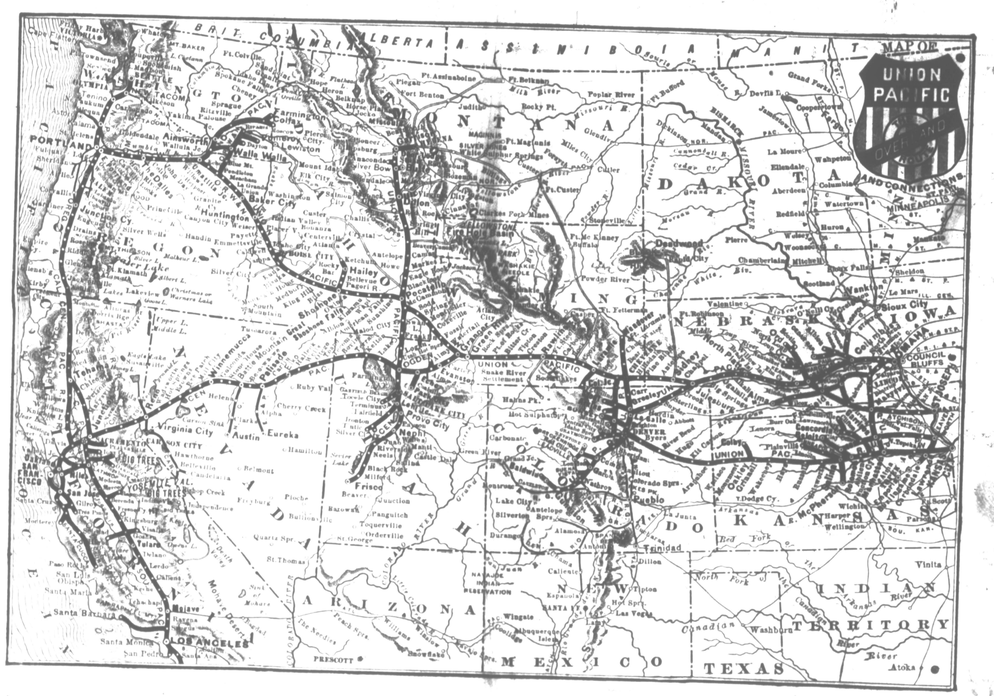


UNION PACIFIC RAILWAY,

IDAHO DIVISION.

EMPLOYES' TIME TABLE NO. 25.

To take Effect Sunday, May 12th, 1889.

12.05 A. M. "Mountain Time"

DESTROY ALL TIME TABLES OF PREVIOUS DATES.

Study Carefully the within Regulations and Rules. Important Changes have been made which must be understood alike by all.

ALL RULES INCONSISTENT WITH THOSE HEREIN ARE REVOKED.

THIS TIME TABLE is for the use and guidance of Employes only, and is not intended for the information of the public, or as an advertisement of time of any Train. The Company reserves the right to vary from it at pleasure.

JOHN RAPELJE,
Superintendent,
Pocatello, Idaho.

C. M. CUMMING,
Assistant General Manager.
Salt Lake City, Utah.

Provided by www.uphs.org
UNION PACIFIC HISTORICAL SOCIETY

Gibson, Miller & Richardson, Printers, Omaha.

Special Regulations Concerning the Carrying of Passengers on Freight Trains.

All Freight Trains may carry passengers with tickets, or other proper transportation, subject to Rules 91 and 124, except Trains 519 and 520, between Pocatello and Granger. Trains 619 and 620 between Pocatello and Silver Bow must not take passengers, except to stations where they are, by Time Card, required to stop for other business.

Passengers taking freight trains, should be informed that Caboose will not pull up to platform to take or deliver passengers or baggage. Subject to G. T. O. Circular No. 439, Paragraph 6.

REGISTERING STATIONS.

GRANGER,
MONTPELIER,
McCAMMON,
POCATELLO,
SHOSHONE,
KETCHUM,
GLENN'S FERRY,
HUNTINGTON,
OGDEN,
LOGAN,
BATTLE CREEK,
CAMAS,
BEAVER CANON.
MONIDA,
SPRING HILL,
DILLON,
SILVER BOW.

TRAIN MASTER AND DISPATCHERS.

W. L. RYDER, Train Master, Pocatello, Idaho.
J. E. McCARTHY, Ass't Train Master, Pocatello, Idaho.
E. L. WOLCOTT, Chief Dispatcher, Pocatello, Idaho.

OREGON SHORT LINE.
1st, 2d, 3d, 4th and 5th Districts.
H. B. MAGILL, Dispatcher.
L. F. PENNINGTON, "
J. A. McKINNON, "
POCATELLO, IDAHO.

UTAH & NORTHERN.
6th, 7th and 8th Districts.
E. C. MANSON, Dispatcher.
E. W. WILKINSON, "
L. G. ANDERSON, "
POCATELLO, IDAHO.

LIST OF SURGEONS.

At or near dividing line of districts, Local Surgeons may be summoned from either direction.

Division Surgeons may be called as consulting Surgeons in serious cases, when necessary.

SURGEON	PLACE	OFFICE	RESIDENCE	DISTRICT	SURGEON	PLACE	OFFICE	RESIDENCE	DISTRICT
Dr. O. J. Pfeiffer, Chief Surgeon	Denver	Telephone 174, Room A, C. Depot,	Telephone 656, 13 La Veta Place.	All.	Dr. C. A. Hoover	Montpelier	Main St.	Same	Pocatello to Green River.
" G. W. Perkins, Div. Surgeon	Ogden	Telephone 138, Ogden Hospital	Main St., Telephone 150	All West of Green River.	" A. F. Isham	Caldwell	Front St.	Kimball Avenue	Huntington to Shoshone.
" O. C. Ormsby	Logan	Main St.	Cor. Washington & 2d	Ogden to Pocatello.	" T. J. Redmond	Shoshone	Main St.	Same	Caldwell to Pocatello & Ketchum.
" J. H. Bean	Pocatello	Drug Store	Same	2d, 3d, 6th & 7th Dists.	" N. J. Brown	Hailey	Bullion St.	Same	Ketchum to Shoshone.
" T. J. Murray	Butte	Barnard Block, West Granite St.	Same	Butte to Spring Hill.					

Oregon Short Line—FIRST DISTRICT—Granger and Montpelier.

Time Table No. 25.
May 12th, 1889.

WESTWARD												EASTWARD									
					2nd Class			1st Class					1st Class	2nd Class							
					519 Time Freight	515 Anaconda Coal	511 Way Freight	501 Mail and Express					502 Mail and Express	512 Way Freight	516 Anaconda Coal	520 Time Freight					
					Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
					4.20 PM	11.45 PM	5.40 AM	3.35 AM				N. GREEN RIVER Gr.	571.8	2.40 PM	11.45 PM	7.45 AM	9.00 PM				
					6.50 PM	2.00 AM	7.50 AM	4.30 AM				N. GRANGER Gr.	541.3	1.35 PM	9.25 PM	5.40 AM	6.50 PM				

(30.5)

The above figures are for information only, and not for use in running.—See Time Table of Wyoming Division, Eighth District, for running Time Table.

7,587	T	F	W			6.50 PM	2.00 AM	7.50 AM	4.40 AM			N. GRANGER Gr.	541.3	1.35 PM	9.25 PM	5.40 AM	6.50 PM				
1,934						7.30	2.35	8.25	5.00*	7.6	7.6	Moya	533.7	1.20*	8.40	5.00 / 4.50	6.15				
2,028		W				8.05	3.03	9.00	5.30*	15.6	8.0	Nutria	525.9	1.08*	8.05	4.20 *	5.40				
2,002						8.48	3.40	9.40	5.45	24.6	9.0	N. Oxid Na	516.7	12.51	7.30	3.40	5.05				
2,012		W				9.30	4.20	10.17	6.08*	33.8	9.2	Waterfall RF	507.8	12.35*	6.40	2.55	4.25				
2,499		Y				10.10	5.00	10.55	6.30	41.6	7.8	D. Ham's Fork RF	499.7	12.15 PM	6.00	2.15	3.50				
4,330	Y	F	W			10.45	5.40	11.30 / 11.55 AM	6.50	49.3	7.7	N. Fossil Fi	492.0	11.55 AM	5.20	11.30 / 11.00	3.15				
1,751						11.20	6.08	12.30 PM	7.05*	56.0	6.7	Nugget	485.3	11.42*	4.47	12.20 AM	2.45				
2,019		W				11.50 PM	6.35	1.00	7.20*	63.0	7.0	Sage	478.3	11.28*	4.15	11.50 PM	2.15				
1,986						12.30 AM	7.05	1.40	7.38*	71.4	8.4	Beckwith	469.9	11.10*	3.32	11.10	1.40				
2,289	F	W				1.00	7.35 / 8.05 / 8.15	2.35	8.05	83.4	12.0 / 6.1	N. Cokeville Ky	457.9	10.47	2.35	10.15	12.50				
1,810						1.30	8.50	3.15	8.24*	92.1	8.7	Border	449.2	10.30*	1.57	9.40	12.10 PM				
1,809		W				1.50	9.10	3.40	8.37*	97.8	10.3	Nupher	443.5	10.20*	1.32	9.15	11.45 AM				
1,908						2.35	9.50 / 10.00	4.25	8.58*	105.1	7.0	Dingle	433.2	10.00*	12.50	8.30	11.05				
1,506	T	Y	F	W		2.50 AM	10.30 AM	5.00 PM	9.15 PM	115.1	10.0	N. MONTPELIER M	426.2	9.45 AM	12.15 PM	8.00 PM	10.30 AM				
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily				
						(8.00)	(8.30)	(9.10)	(4.35)		(115.1)			(3.50)	(9.10)	(3.40)	(8.20)				

West-bound Trains will have absolute right to the track over East-bound Trains of the same or inferior class.—See Rule 62.

When any train becomes 12 hours late it loses all Time Table rights.—See Rule 63.
No train or engine will start on its run or leave District terminal without Special Order or Release Ticket.
Trains must not exceed schedule time between Ham's Fork and Fossil.
Station Train Order Signal at Granger, governs Eighth District Wyoming Division Trains only.—See Ruling No. 6

Oregon Short Line—SECOND DISTRICT—Montpelier and Pocatello. —WESTWARD.

Time Table No. 25.
May 12th, 1889.

CAPACITY OF STOCK CARS IN HEAD OF CATTLE.									Second Class				First Class		DISTANCES FROM OGDEN		STATIONS		DISTANCES FROM POCATELLO
									611 U. & K. Freight	519 Time Freight	515 Anaconda Coal	511 Freight	601 U. & K. Mail & Exp.	501 Mail and Express					
									Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
4,806	TYFW									3.30 AM	11.15 AM	6.05 PM		9.45 AM	116.1	N	MONTPELIER	M	
1,792										4.00	11.40 AM	6.35		10.00*	121.4		Pescadero		
1,802	W									4.30	12.10 PM	7.10		10.17*	129.0		Noyene		
1,900										5.00	12.40	7.40		10.33*	136.1		Oasis		
1,909	W									5.40	1.15	8.15		10.53*	144.7		Stock Yards		
1,718	F									6.45	1.20	8.20		10.56	146.0	D	Soda Springs	Sd	
1,778										6.10	1.45	8.45		11.10*	151.7		Crater		
3,794	W									6.50	2.25	9.30		11.32	161.5	N	Squaw Creek	Sq	
2,587										7.30 / 7.45	3.00	10.05		11.52* AM	170.4		Pebble		
2,062	W									8.10	3.30	10.35		12.07* PM	177.4		Lava		
1,851										8.35	4.00	11.05		12.33*	184.3		Topaz		
2,246	F								8.00 PM	9.00	4.30	11.35	1.05 PM	12.40	191.3	N	McCAMMON	Mc	130.3
1,822									8.20	9.20	4.50	11.55 PM	1.15*	12.50*	195.7		Onyx		134.7
1,751	W								8.50	9.45	5.20	12.20 AM	1.31*	1.02*	202.2		Inkom		141.2
1,778									9.15	10.05	5.45	12.45	1.45*	1.15*	208.0		Portneuf		147.0
58,617	STFW								9.45 PM	10.30 / 10.45	6.15 PM	1.15 AM	2.00 PM	1.30 PM	214.4	N	POCATELLO	Ca	153.4
									Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
									(1.45)	(7.00)	(7.00)	(7.10)	(.55)	(3.45)	199.3				

Three Rail Joint Track

West-bound Trains will have absolute right to the track over East-bound Trains of the same or inferior class.—See Rule 62.

When any train becomes 12 hours late it loses all Time Table rights.—See Rule 63.

O. S. L. Dispatcher will give all orders concerning movement of trains between McCammon and Pocatello.

No train or engine will leave Montpelier, McCammon or Pocatello without Special Order or Release Ticket.

Oregon Short Line—SECOND DISTRICT—Montpelier and Pocatello. —EASTWARD.

Time Table No. 25.
May 12th, 1889.

| DISTANCES FROM OGDEN | STATIONS | | DISTANCES FROM POCATELLO | First Class 502 Mail and Express | First Class 602 U. & K. Mail & Express | Second Class 512 Way Freight | Second Class 516 Anaconda Coal | Second Class 520 Time Freight | Second Class 612 U. & K. Freight | | | | | | | | | |

Oregon Short Line—THIRD DISTRICT—Pocatello and Glenn's Ferry.

Time Table No. 25.
May 12th, 1889.

WESTWARD

Length of Sidings, Tons of Coal, Water, Wks., and Towns, Stations					Second Class 519 Time Freight Leave Daily	Second Class 517 Freight Leave Daily	1st Class 501 Mail and Express Leave Daily	Distance from Ogden		STATIONS		1st Class 502 Mail and Express Arrive Daily	Second Class 516 Freight Arrive Daily	Second Class 520 Time Freight Arrive Daily	Distance from Huntington	Meeting and Passing Trains between Stations
58,617	S	T	F	W	11.30 AM	4.30 AM	2.20 PM	214.4		POCATELLO	M Ca	5.30 AM	9.00 AM	10.00 PM	326.9	
1,765					12.02 PM	5.00 / 6.15	2.38*	222.7		Michaud		5.10*	8.30	9.25	318.6	
1,719				W	1.05	6.15	3.13	239.6	D	American Falls	Af	4.32	7.25	8.20	301.7	
1,837					1.45	6.50	3.33*	248.6		Naputi		4.10*	6.50	7.45	292.7	
1,776				W	2.15	7.25	3.50*	256.5		Wapi		3.53*	6.15	7.10	284.8	
1,806	F	W			3.15	8.30	4.28	272.9	D	Minidoka	Rt	2.58	5.05	6.05	268.4	
1,796				W	4.20	9.35	5.00	289.6	D	Kimama	Km	2.35	3.55	5.22 / 4.20	251.7	
1,809				W	5.30 / 12.30 / 12.40	10.35	5.30*	304.0		Owlyee		2.02*	2.50	3.10	237.3	
1,868					6.30	11.15	5.51*	316.3		Waganna		1.38*	2.05	2.20	227.0	
90,023	S	T	Y	F	W	6.55	11.55 / 1.00 AM PM	6.08	322.1	D	SHOSHONE	S	1.20	1.30 / 12.15 AM	1.45 / 1.05	219.2
1,989					7.30	1.40	6.28*	331.4		Tuppa		12.57*	11.30 PM	12.15 PM	209.9	
1,989				W	8.00	2.05	6.42*	338.0		Toponis		12.42*	10.55	11.45 AM	203.3	
2,019				W	8.55	2.55	7.10*	351.0		Bliss		12.10* AM	9.50	10.50	190.3	
1,922					9.20	3.20	7.24*	357.9		Tioska		11.55* PM	9.20	10.20	183.4	
2,122				W	9.55	3.55	7.40*	365.8		King Hill		11.35*	8.40	9.40	175.5	
10,054	T	F	W		10.30 PM	4.30 PM	8.00 PM	374.3	N	GLENN'S FERRY	G	11.15 PM	8.00 PM	9.00 AM	167.0	
					Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily		
					(11.00)	(12.10)	(8.40)	(159.9)				(6.15)	(13.00)	(13.00)		

EASTWARD

West-bound Trains will have absolute right to the track over East-bound Trains of the same or inferior class.—See Rule 62.

When any train becomes 12 hours late it loses all Time Table rights.—See Rule 63.

No train or engine will start on its run or leave District terminals without Special Order or Release Ticket.
Trains must not exceed schedule time descending King Hill grade.
Trains must not exceed a speed of four (4) miles per hour crossing Snake River bridge at American Falls.

Oregon Short Line—FOURTH DISTRICT—Glenn's Ferry and Huntington.

Time Table No. 25.
May 12th, 1889.

WESTWARD

Length of Sidings, Tons of Coal, Water, Wks., and Towns, Stations					Second Class 519 Time Freight Leave Daily	Second Class 517 Freight Leave Daily	1st Class 501 Mail and Express Leave Daily	Distance from Ogden		STATIONS		1st Class 502 Mail and Express Arrive Daily	Second Class 516 Freight Arrive Daily	Second Class 520 Time Freight Arrive Daily	Distance from Huntington	Meeting and Passing Trains between Stations
10,054					11.05 / 11.15 PM	5.30 PM	8.30 PM	374.3	N	GLENN'S FERRY	G	11.05 PM	7.00 PM	8.05 AM	167.0	
2,917					12.05 AM	6.15	8.40*	385.8		Medbury		10.45*	6.15	7.30	155.8	
1,989					12.45	6.55	9.00*	394.0		Reverse		10.25*	5.35	6.40	147.2	
1,773	W				1.25	7.40	9.30	403.9	D	Mountain Home	Ms	10.05	4.55	5.55	137.4	
1,[illegible]	W				2.05	8.30	9.40	415.1		Clark		9.40	4.10	5.05	126.2	
1,972					2.40	9.12 / 9.22 / 9.27	9.55*	423.2		Nameko		9.22*	3.35	4.30	116.1	
1,990	F	W			3.05	10.07	10.07*	430.0		Blanka		9.06*	3.05	4.05	111.3	
1,961					3.30	10.50	10.20*	437.1		Owyhee		8.50*	2.35	3.30	104.3	
1,926	W				4.00	11.35 AM	10.35*	445.0		Mora		8.32*	2.00	2.50	96.2	
1,962					4.20	12.05 AM	10.43*	449.2		Kana		8.23*	1.40	2.30	92.1	
1925	Y	W			4.55	12.25	11.00	459.0	D	Nampa	As	8.03	1.00	1.45	82.3	
6,251	F	W			5.30	1.05	11.17*	465.0	N	Caldwell	Ow	7.42	12.25 PM	1.05	73.3	
2,049	W				5.55	1.35	11.32*	474.0		Notus		7.27*	11.55 AM	12.30 AM	66.5	
2,048					6.30	2.15	11.50* PM	483.1		Parma		7.07*	11.30	11.50 PM	58.2	
1,838					7.00	2.50	12.05* AM	490.9		Nyssa		6.52*	10.45	11.05	50.4	
4,901					7.35	3.30	12.25	501.0	D	Ontario	N	6.28	10.05	10.25	40.3	
1,837					7.45	3.40	12.30*	503.3		Washoe		6.23*	9.55	10.15	38.0	
3,345	W				7.55	3.50	12.33	505.1	D	Payette	Ay	6.20	9.45	10.05	34.2	
1,912					8.45	4.50	1.00	516.3	D	Weiser	Br	5.50	8.45	9.05	23.0	
1,778					9.40	5.50	1.30*	532.3		Old's Ferry		5.18*	7.40	8.05	9.0	
6,618	T	F	W		10.15 AM	6.30 AM	1.45 AM	541.3	N	HUNTINGTON	Hu	5.00 PM	7.20 / 6.35 AM	7.30 PM		
					Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily		
					(11.00)	(13.00)	(.25)	(167.0)				(6.05)	(12.00)	(12.35)		

EASTWARD

West-bound Trains will have absolute right to the track over East-bound Trains of the same or inferior class.—See Rule 62.

When any train becomes 12 hours late it loses all Time Table rights.—See Rule 63.

No train or engine will start on its run or leave District terminals without Special Order or Release Ticket.

Trains must not exceed Schedule Time descending Medbury grade.

Trains must not exceed twelve (12) miles per hour crossing truss bridges, or four (4) miles per hour crossing Snake River bridge at mouth of Burnt River.

Oregon Short Line—FIFTH DISTICT—Wood River Branch.

Time Table No. 25.

May 12th, 1889.

WESTWARD

LENGTH OF BLOCKS IN FEET OF LOCAL TRACK, SIDE, PASS. AND TERMINAL STATIONS							2d Class 521 Freight and Passenger Leave Daily Exc. Sunday	DISTANCE FROM SHOSHONE	STATIONS		DISTANCE FROM PICABO	EASTWARD 2d Class 522 Freight and Passenger Arrive Daily Exc. Sunday	DISTANCE FROM SHOSHONE	LENGTH OF BLOCKS IN FEET OF LOCAL TRACK, SIDE, PASS. AND TERMINAL STATIONS
30,022	S	T	Y	F	W		7.30 AM		N. SHOSHONE	S		5.15 PM		
1,769	W						8.30	21.9	Pagari		69.4	4.05		
1,16							8.50	29.7	D. Timura	Ur	47.5	3.35		
1,771	W						9.20	37.2	Picabo	V	39.7	3.10		
1,828							10.20	52.1	D. Bellevue	Bl	32.1	2.20		
2,712	W						10.40	57.2	D. Hailey	Ri	17.3	2.05		
4,698	Y						11.35 AM	69.4	D. KETCHUM	Ku	12.2	1.20 PM		
							Arrive Daily Exc. Sunday					Leave Daily Exc. Sunday		

(4.05) (69.4) (3.55)

West-bound Trains will have absolute right to the track over East-bound Trains of the same or inferior class.—See Rule 62.

When any train becomes 12 hours late it loses all Time Table rights.—See Rule 63.

No train or engine will start on its run or leave District terminal without Special Order or Release Ticket.

White Signals will not be displayed at Telegraph Offices at night on Fifth District.

Station Train Order Signal at Shoshone governs Main Line Trains only.—See Ruling No. 6.

Utah & Northern—SIXTH DISTRICT—(N. G.)—Ogden and Pocatello.

Time Table No. 25.

May 12th, 1889.

WESTWARD

LENGTH OF BLOCKS IN FEET OF LOCAL TRACK, SIDE, PASS. AND TERMINAL STATIONS							2d Class 611 Way Freight Leave Daily	1st Class 601 Mail and Express Leave Daily	DISTANCES FROM EACH OTHER	STATIONS		DISTANCES FROM OGDEN	EASTWARD 1st Class 602 Mail and Express Arrive Daily	2d Class 612 Through Freight Arrive Daily	LENGTH OF BLOCKS IN FEET OF LOCAL TRACK, SIDE, PASS. AND TERMINAL STATIONS
10,400	S	T	F	W			8.40 AM	7.45 AM		N. OGDEN	Og	415.5	1.30 PM	9.00 PM	
									4.7	Harrisville		410.9			
2,199	T						9.25	8.05	8.9	D. Hot Springs	Hs	406.7	1.05	8.15	
1,653							9.55	8.20*	14.5	Willard		401.4	12.50*	7.50	
300									17.0	Craighead		398.6			
1,970	W						10.30	8.36	21.2	D. Brigham	Bm	394.3	12.30	7.15	
1,602							11.20	9.00*	30.6	Honeyville		385.0	12.03 PM	6.30	
							11.42 AM	9.10*	35.3	Dewey		380.3	11.52 AM	6.10	
1,477	T						12.25 PM	9.25	41.2	D. Collinston	Cn	374.4	11.35	5.40	
1,251	F	W					12.45	9.34*	44.7	Cachill		370.9	11.25*	5.20	
1,170	W						1.15	9.49	50.7	D. Mendon	Mq	364.9	11.05	4.50	
981									57.6	N. Logan	Q	358.0	10.47	4.15	
							1.50	10.06						3.45	
8,235	S	T	F	W			2.30		62.3	Hyde Park		353.3			
285									66.1	D. Smithfield	Sm	350.5	10.25	3.05	
1,220							3.05	10.25	71.0	D. Richmond	Rn	344.6	10.10	2.35	
1,029	W						3.35	10.40	77.2	D. Franklin	F	338.4	9.50	2.10	
2,510	Y						4.00	10.55	81.6	Whitney		33.3			
									84.4	Preston		331.2	9.30*	1.35	
1,482							4.30	11.13*	89.4	D. Battle Creek	Bq	326.2	9.15	1.10	
7,716	T	F	W				4.55	11.25	93.1	Morrell		322.5	9.05*	12.50 PM	
1,489							5.10	11.33*	100.1	D. Oxford	Ox	315.5	8.45	12.30	
1,223							5.40	11.51 AM	103.6	Swan Lake		312.0	8.34*	12.21 PM	
977	W						6.00	12.01 PM	110.6	Calvin		305.0	8.13*	11.81 AM	
898							6.30	12.16*	113.9	Downey		301.8	8.03*	11.15	
1,384							6.45	12.25*	119.1	Thatcher		296.5	7.48*	11.00	
1,601	W						7.10	12.38*	123.5	Arimo		292.1	7.35*	10.30	
1,794							7.30	12.48*	130.2	N. McCAMMON	Mc	285.4	7.15 AM	10.10	
2,244	F	W					8.00 PM	1.05 PM					Arrive Daily	Arrive Daily	
10,617	S	T	F	W			9.45 PM	2.00 PM					Leave Daily	Leave Daily	

(13.08) (6.15) (153.4) (7.20) (13.15)

The figures given below are for information only, and not for use in running.—See Time Table of Idaho Division, Second District, for running Time Table.

2,244	F	W					8.00 PM	1.05 PM	130.2	N. McCAMMON	Mc	285.4	7.15 AM	9.40 AM	
10,617	S	T	F	W			9.45 PM	2.00 PM	153.4	N. POCATELLO	Ca	262.2	6.10 AM	7.45 AM	

West-bound Trains will have absolute right to the track over East-bound Trains of the same or inferior class.—See Rule 62.

When any train becomes 12 hours late it loses all Time Table rights.—See Rule 63.

No train or engine will start on its run, leave District Terminal or pass McCammon, without Special Order or Release Ticket.

Trains must not exceed schedule time descending Collinston, Cachill, Bear River and Battle Creek grades.

Conductors of passenger trains leaving Ogden will station a brakeman with flag at Utah Central Crossing until train passes over crossing.

O. S. L. Second District Time Table will be used as running card on three rail joint track between McCammon and Pocatello.

Utah & Northern—SEVENTH DISTRICT—Pocatello and Spring Hill.

Time Table No. 25.
May 12th, 1889.

WESTWARD

Length of Block, Time of Block, Time of Train, Stations			Second Class 619 Through Freight Leave Daily	Second Class 615 Anaconda Freight Leave Daily	Second Class 611 Freight Leave Daily	1st Class 601 Mail and Express Leave Daily	Distance from Ogden
58,617	S T F W		12.30 PM	8.00 PM	8.00 AM	2.30 PM	153.6
1,611	W		1.15	8.55	8.55	2.55*	164.9
3 204	W		2.00	9.50	9.50	3.30	177.4
1,759	W		2.50	10.45	10.45	3.45*	189.6
2,651	W		3.45	11.45 PM	11.45 AM	4.15	203.5
1,411			4.23 / 4.25 / 4.35	12.25 AM	12.20 PM	4.33*	212.1
1,649	W		5.15	1.05	12.50	4.50	220.4
1,763			6.00	1.45	1.35	5.11*	230.7
7,793	Y F W		6.45	2.27 / 2.75 / 2.85	2.00 / 2.65 / 2.85	5.33	241.7
1,815	W		7.35	4.10	3.45	5.57*	253.6
1,714	W		8.15	4.45	4.30	6.15*	262.4
506							265.1
7,650	Y F W		8.50	5.25	5.15	6.33	270.7
1,800			9.15	5.55	5.45	6.44*	276.4
4,115	Y W		9.45	6.25	6.20	6.57	283.3
1,830	W		10.15	7.00	6.50	7.15*	291.8
10,030	T F W		10.45 PM	7.30 AM	7.20 PM	7.30 PM	298.5
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
			(10.15)	(11.30)	(11.20)	(5.00)	

Stations			Distance from Ogden	1st Class 602 Mail and Express Arrive Daily	Second Class 612 Freight Arrive Daily	Second Class 616 Anaconda Freight Arrive Daily	Second Class 620 Through Freight Arrive Daily
POCATELLO	N	Ca	262.2	5.40 AM	9.40 PM	7.30 AM	8.00 PM
Ross Fork			250.7	5.15*	8.55	6.45	7.10
Blackfoot	D	Bl	238.2	4.50	8.05	5.55	6.15
Basalt			226.0	4.23*	7.15	5.05	5.15
Eagle Rock	N	Ak	212.1	3.55	6.35	4.05 / 3.56 / 3.45	4.15 / 3.45
Payne			203.5	3.37*	5.50	3.05	3.05
Market Lake	D	Ar	195.2	3.16	5.15 / 4.65 / 4.40	2.30	2.25
Hawkwood			184.9	3.00*	3.50	1.45	1.35
Camas	N	Ca	173.9	2.37	2.55	12.55	12.40 PM
Dry Creek	N		162.0	2.12*	2.05	12.05 AM	11.45 AM
High Bridge	N		153.2	1.55*	1.35	11.35 PM	11.00
China Point			150.5				
Beaver Canon	N	Rc	44.9	1.38	12.45	10.45	10.20
Pleasant Valley	N		139.2	1.25*	12.15 PM	10.15	9.50
Monida	N	Mo	122.3	1.12	11.45 AM	9.45	9.15
Williams	N		123.8	12.55*	11.05	9.05	8.35
SPRING HILL	N	Rd	117.1	12.40 AM	10.30 AM	8.35 PM	8.00 AM / 7.30
				Leave Daily	Leave Daily	Leave Daily	Leave Daily
				(5.00)	(11.10)	(10.55)	(12.00)

(148.1)

EASTWARD

West-bound Trains will have absolute right to the track over East-bound Trains of the same or inferior class.—See Rule 62.

When any train becomes 12 hours late it loses all right to the road.—See Rule 63.

No train or engine will start on its run or leave District terminals without Special Order or Release Ticket.

U. & N. trains will not pass Junction switch at Pocatello unless signaled ahead by Yardmen.

East-bound trains must not exceed Schedule time between Pleasant Valley and Beaver Canon.

Utah & Northern—EIGHTH DISTRICT—Spring Hill and Silver Bow.

Time Table No. 25.
May 12th, 1889.

WESTWARD

Length of Block, Time of Block, Time of Train, Stations			Second Class 619 Through Freight Leave Daily	Second Class 615 Freight Leave Daily	1st Class 601 Mail and Express Leave Daily	Distance from Ogden
10,080	T F W		11.30 PM	8.30 AM	7.50 PM	298.5
1,810	W		12.08 / 12.15 AM	9.10	8.07*	306.7
1,800			12.40	9.40	8.20*	312.8
1,832	W		1.10	10.20	8.36	321.4
1,976			1.40	11.00	8.52*	330.2
500						334.9
1,825	W		2.15	11.40 AM	9.10*	338.9
4,940	T F W		2.45	12.15 / 1.05 PM	9.25	346.7
1,844			3.45	2.05	9.55*	356.9
1,813	W		4.15	2.35	10.10	365.5
						370.3
3,530	F W		5.15 / 5.55	3.35 / 4.05	10.35	377.5
1,629			6.55	5.00	11.05*	388.0
1,616			7.05	5.10	11.10*	390.7
1,600	W		7.15	5.20	11.15*	393.0
4,500	Y		7.45	5.45	11.30	399.3
1,776			8.05	6.05	11.40*	403.4
7,500	Y F W		8.30 AM	6.30 PM	11.50 PM	408.0
			Arrive Daily	Arrive Daily	Arrive Daily	
			(9.00)	(10.00)	(6.00)	

Stations			Distance from Ogden	1st Class 602 Mail and Express Arrive Daily	Second Class 616 Freight Arrive Daily	Second Class 620 Through Freight Arrive Daily
SPRING HILL	Rd		117.1	12.35 AM	7.50 / 7.40 PM	7.00 AM
Dell			108.9	12.16*	7.00	6.15
Crab Tree			102.8	12.05* AM	6.30	5.45
Red Rock	Db		94.2	11.49 PM	5.45	5.05
Grayling			85.4	11.30*	5.05	4.20
Daly's			80.7			
Barretts			76.7	11.10*	4.25	3.40
Dillon	Dn		68.9	10.56	3.45 / 3.00	3.00 / 2.45 / 2.15
Apex			56.7	10.30*	2.05	1.35
Glen	Gl		50.1	10.10	1.30	12.50 AM
Eagle			45.3			
Melrose	Vl		38.1	9.40	12.35 PM	11.55 PM
Divide			26.8	9.15*	11.45 AM	11.05 / 10.55
Dyer's			24.9	9.10*	11.35	10.40
Woodin			21.6	9.05*	11.25	10.30
Feely	J		16.3	8.50	11.00	10.00
Buxton			12.2	8.35*	10.30	9.30
SILVER BOW	Sb		6.8	8.20 PM	10.00 AM	9.00 PM
				Leave Daily	Leave Daily	Leave Daily
				(4.15)	(9.40)	(10.00)

(110.3)

The figures below are for information only and not for use in running.—See Time Table of Montana Union Railway for running Time Table.

SILVER BOW			408.8		6.8		
BUTTE			415.6				

(117.1)

West-bound Trains will have absolute right to the track over East-bound Trains of the same or inferior class.—See Rule 62.

When any train becomes 12 hours late it loses all Time Table rights.—See Rule 63.

No train or engine will start on its run or leave District terminal without Special Order or Release Ticket.

Trains must not exceed Schedule time descending Glen and Buxton grades or between Melrose and Divide.

(111.1)

GENERAL REGULATIONS.

PERSONAL TO EMPLOYES.

All employes whose duties are to any extent prescribed by these rules, are required to keep themselves supplied with copies of same, which they will carefully study, and upon which they will be prepared to stand an examination at any time. No employe will be permitted to run a train or engine, without first passing a thorough examination on the rules. Employes will make themselves familiar with all special instructions which may be issued from time to time in connection with time schedules, or otherwise, and must fully observe same as long as they remain in force.

Any alteration or modification of these Rules and Regulations will accompany the Time Tables as special instructions; and such Special Instructions will remain in force only while the Time Table of which they are a part continues in use, and will apply only to that Division, District, or portion of the Road to which they particularly refer.

For convenience of reference the rules are classified, and in some cases addressed to certain classes of employes, to whom they especially apply, but as in many instances they affect other classes of employes than those especially addressed, employes are required to make themselves familiar with them all. If in doubt as to the meaning of any rule, application must be made at once to proper authority for an explanation. Disputes as to their meaning are strictly prohibited. Ignorance of rules will not be accepted as an excuse for violation of same or for neglect of duty. Employes must carry out the instructions issued by heads of departments pertaining to the business of such departments, and carefully observe the instructions contained in the printed notes on the blanks for reports to the general and other offices. Entering or remaining in the Company's service is understood to be an acceptance of all its instructions and conditions herein contained, and expression of willingness to obey them and all other rules issued by proper authority

IN CASE OF DOUBT, ALWAYS TAKE SAFE SIDE.

Exclusive service required.

1. Each person in the employ of the Company is to devote himself exclusively to its service, attending during the prescribed hours of the day or night, and residing wherever he may be required.

Obey instructions.

2. He must obey promptly all instructions he may receive from persons placed in authority over him, and conform to all the Regulations of the Company.

Disobedience, etc.

3. He will be subject to dismissal for disobedience of orders, negligence or incompetency.

Not to use Company credit.

4. Unless appointed to do so, he is not to receive money on the Company's account. To use the credit of the Company is forbidden, unless special authority is given by the General Superintendent.

Exercise care to prevent injury or damage.

5. All persons employed by the Company are required to exercise the greatest care and watchfulness to prevent injury or damage to persons or property.

Report theft, misconduct or negligence.

6. Ties, timber, coal or other material (whether old or new), must not be taken for use of employes or others. A liberal reward will be paid for information leading to the arrest and conviction of persons removing such property from the premises of the Company. All employes, and especially those in places of trust, are required to report any misconduct or negligence affecting the interest or safety of the road, and withholding such information, will be considered a proof of negligence or indifference, and treated accordingly.

Company property.

7. Employes leaving the Company's service must deliver up the property intrusted to their care, or at any time when demanded by proper authority.

Gentlemanly deportment explained.

8. Persons having control of men must never curse or abuse them. Boisterous, profane or vulgar language is forbidden. Employes must not enter into altercation with any person, no matter what provocation may have been given. They will make note of the facts, if necessary, and report to their immediate superior. Civil, gentlemanly deportment is required of all employes in their intercourse with passengers, with the public and with each other. Rudeness or incivility on the part of any employe, will not be excused. It is required of every employe to answer inquiries properly, and to aid passengers and others doing business with the Road, in every reasonable manner. Violations of this rule must be reported to the Head of the Department under whom the offending party is employed.

Testimonials and gratuities forbidden.

9. Employes are forbidden to offer testimonials to their superiors either directly or indirectly. Employes in authority over others will not accept such presents or testimonials. The acceptance of gratuities or rewards from passengers or other patrons of the road is forbidden. The practice of making or accepting presents is neither reputable nor conducive to good discipline.

Drinking and smoking prohibited.

10. The use of Intoxicating Drink by employes will be considered good cause for dismissal from the service. Smoking is not allowed about the shops, station buildings and warehouses. Employes at Stations and on trains are prohibited from smoking when on duty.

Not to engage in other business.

11. No employe will be permitted to engage in other business, without the consent of the Head of the Department under whom he may be employed, approved by the General Superintendent.

Absence without leave.

12. No employe, of whatever rank, will be allowed to absent himself from duty, without permission from the Head of the Department under whom he may be employed. The pay of employes absent or suspended from duty will be stopped.

Employes discharged not to be re-employed.

13. A person discharged for cause from one Department or Division of the Company's service, shall not be employed in another without the written consent of the General Superintendent.

Jurisdiction.

14. Employes of one Division while on another Division, are subject to the orders of the Superintendent thereof.

Garnishment of wages.

15. Employes whose wages are stopped by garnishment will be suspended until such garnishment is discharged or an order obtained from the Superintendent allowing them to resume work.

It will be necessary for employes in order to prevent plaintiff from collecting from the Company, to successfully defend the suit; or to take advantage of the law exempting earnings from execution, and to obtain an order from the Court discharging such garnishment, and send same to the Superintendent.

Injuries.

Exercise care to prevent accidents.

16. Every person, accepting a position with this Railway, its Branches or Operated Lines, does so with the full knowledge of the perils incident to the operation of railways and agrees to exercise due care in the performance of his duties, to prevent accident to himself or others, and before using them to see that the machinery or tools which he is to use are in a safe condition to perform the services required.

Not to incur undue risk.

17. Employes are not expected to incur any risk of injury which they can avoid by the exercise of judgment and personal care.

Warning.

18. Conductors, Brakemen, Yardmen and other employes are warned not to catch on to the front or rear end of the Engine as it approaches them, or to jump on or off Trains or Engines moving at a high rate of speed, or to get between cars in motion to uncouple them, or to follow other dangerous practices.

Report defects.

19. Yardmen, Trainmen, and other employes are directed to report to the Superintendent any defects in tracks, machinery or appliances of the road, liable to cause accident.

Not to remove appliances.

20. Conductors, Brakemen, Yardmen and other employes must not remove any of the appliances of the Engine or Cars, for the sake of convenience in doing switching, thereby endangering those who are required to make couplings. Drawheads, drawbars and coupling apparatus must be examined before coupling is made, and if there is anything about the Engine or Car that is dangerous to the party making the coupling, he will not make it, but report the fact to the Superintendent.

Use stick in coupling.

21. Conductors, Brakemen, Yardmen and other employes required to make couplings, will not attempt to make a coupling if the car or engine is moving faster than a man ordinarily walks. Coupling by hand is prohibited. Each Yardmaster, Brakeman, Switchman, or other employe who may be expected to couple cars, must provide himself with a stick or proper implement for raising or guiding the link. In coupling the Miller hook with other styles of drawbars, first insert the link in the hook, using pin chained to the Miller platform.

Engineers to handle engines carefully.

22. Engineers must exercise great care in handling their engines while Yardmen or others are making couplings, and give close attention to signals. Conductors and Yardmen must report to the Superintendent any Engineer who fails to obey this order.

Signals.

Colors.

23. Signification of colors:

Red signifies danger and is a signal to stop. See Rule 25; when displayed at Telegraph Stations it indicates that Trains must stop for special orders. See Rule 33.

Green signifies caution, (see rule 27,) also, when carried on the front of an engine, it indicates that a train is following which has the same rights as the train carrying the signal. See Rules 34, 65 and 66.

White signifies safety and is a signal to go on; also, when carried on the front of an engine it indicates that the train carrying the signal is an Irregular Train. See Rule 34.

Blue will be used to protect Car Repair men while working about cars, See Rule 27; it will also be used at Flag Stations to stop trains for passengers or freight.

Keep provided with signals.

24. All Conductors, Engineers, Train Hands, Station Agents, Telegraph Operators, Track and Bridge Foremen, Switchmen, Watchmen or other employes whose duties require them to use Signals, must provide themselves with the proper signals and keep them always in good order and readiness for immediate use.

The necessary lantern, flag and torpedo signals must be carried on every Engine, and in the Baggage or Caboose car of every train, and with every Track or Bridge Gang.

Danger.

25. A Red Flag by day, a Red Light at night, a lantern swung across the track, a torpedo exploded thereon, or any object violently waved on the track, is a signal of danger, which must be recognised by whistle of engine (as per rule 30) and the train brought to a full stop, as soon as possible. Information concerning the signals shall not be received until the train is fully stopped.

Torpedoes.

26. Torpedo Signals. Conductors of all trains must personally see, before starting out on their runs, that their trains are furnished with a full supply of torpedoes (not less than twelve for passenger trains and twenty-four for freight trains). They must be used in addition to the ordinary signals in any case of emergency, and especially during snow storms, fogs, or when atmosphere is hazy so that signals or objects cannot be distinctly seen at least half a mile distant.

Conductors must know that torpedoes are kept in a safe, dry place, and in each case of using them, will report the fact to Superintendent, and make good their supply at end of run.

Torpedoes must be securely and firmly fixed on the rail by proper fastening, using wire or string for that purpose when necessary.

Torpedoes must not be placed near stations or crossings, where persons are liable to be injured by them.

Exposure to rain or wet impairs the explosive qualities of torpedoes, and in such cases too much reliance should not be placed on them. See Flagging Rules 43 to 46 inclusive.

Caution.

27. A Green Flag by day, and a Green Flag and Green Light at night, displayed on the road, is the signal for caution to be observed in passing over the track. **A Blue Flag or a Blue Light** placed in the drawhead or elsewhere on or about a car or train, denotes that car repairmen are at work, and the car or train thus protected must not be disturbed until Blue Signal is removed by car repairmen.

Semaphores.

28. Semaphore Signals. Any train or engine approaching stations where Semaphore signals are used, must be under full control, so as to be able to stop before reaching the Semaphore. When Semaphore arm is extended at right angles with track, by day, or red light shown at night, trains or engines will come to a full stop, and not proceed until arm is changed or white light shown.

Switch and fixed signals.

29. Switch and fixed signals will show white when switch is set for Main Track, and red when set for sidings, crossings or junctions. The absence at night of a light at any switch or fixed signal where a light is usually shown, must be taken as a signal of danger and train must be stopped or run slowly under perfect control until position of switch is ascertained or the absence of light accounted for.

Whistle.

30. Signals by Whistle:

(o) means short, sharp sound of whistle;

——— means long, full sound of whistle.

1.—One short (o), Stop.

2.—One very long (———, Stations, Railway Crossings and Junctions, and other warnings. Length, 5 to 8 seconds.

3.—Two short (oo), answer to any signal except train parted. See Rules 25 and 35.

4.—Two long (—— ——), Start; off brakes.

5.—Three short (ooo), Back up.

6.—Three long (— — —), Train has parted. See Rules 47 and 48.

7.—Four short (oooo), Call for signals from Trainmen, Switchmen and Flagmen.

8.—Four long (— — — —), Calls in Flagman. See Rules 42 to 46 inclusive.

9.—Five short (ooooo), Notice signals we carry. See Rule 35.

10.—One long, two short (— oo), Road crossing. See Rule 40.

11.—Two long, two short (—— oo), Send Flagman out. See rules 42 to 46.

12.—Two short, three times (oo oo oo), Air brakes sticking. See air brake rules.

13.—One long, six short (—— oooooo), Fire alarm.

14.—Many short, rapid sounds, Alarm for persons or animals on track.

Signal No. 3 (oo) shall be given in approaching a Flag Station in answer to bell-cord signal from Conductor or Blue signal at Station; or on sight of signal for Train Orders at a Station;

also, on sight of any signal of caution or danger displayed on road or given by persons, to indicate that the signal is observed and understood, and will be respected.

Signal No. 8 shall also be given in acknowledgement of Signal No. 9 from other engines carrying information to signals carried. See Rule 35.

In case of fire by the road, call attention of section men in passing, by signal 13

Unnecessary use of the whistle is prohibited, as impairing its value as a signal. It must not be used while passing a passenger train unless required by an emergency.

Lantern. **31. Signals with Lanterns are:**

Swung across the track: To stop.

Raised and lowered vertically: To go forward.

Swung in a circle: To back up.

Swung in a circle at arm's length across the track when train is running, is a signal that train has parted, and must be given continuously until answered by engine whistle.

Signals with the hand to above effect—viz. Stop—Go forward—Back up, will be the same motions as made with the lantern, and as if holding a lantern in the hand.

When two or more trains or engines are at a station together, great care must be exercised by all employes giving or receiving signals, to prevent confusion of signals, whereby one train may mistake and move on signals intended for another.

Bell-Cord Signals. **32. Bell-Cord Signals:**

One tap of the signal-bell, when train is *standing*, is the signal to start.

Two taps of the signal-bell, when train is *running*, is the signal to stop at once.

Two taps of the signal-bell, when train is *standing*, is to call in flagman.

Three taps of the signal-bell, when train is *running*, is the signal to stop at the next station.

Three taps of the signal-bell, when train is *standing*, is the signal to back.

Four taps of the signal-bell, when train is *running*, is the signal to reduce speed.

When one tap of the signal-bell is heard while train is *running*, the engineman must immediately ascertain if the train is parted, and, if so, be governed by Rules 47 and 48.

Signals of the same number of sounds shall have the same significance when given by other appliances than bell-cords and signal-bells.

Each car on a passenger train while running must be in communication with the engine. In the absence of an equivalent appliance, a bell-cord must be attached to the signal-bell of the engine, passing through or over the entire length of train, and secured to the rear end of it, the spare length coiled and bound in prescribed manner (see bulletin rules); and it shall not be disconnected except while taking on or leaving cars or changing engines, until after train has stopped at end of trip.

In starting passenger trains from District Terminals, or other points where signal appliance has been disconnected, it shall always be done from last car by signal given above.

Signal to be constantly displayed. **33. Station Train Order Signals:**

A positive signal relative to train orders, shall be constantly displayed day and night at each telegraph office, as follows:

Signals described. When an order is there for any train, or Operator has order to hold any train, the signal shall be—by day the red signal board pointing toward the track—by night a red light.

When no order there for any train, and Operator has no order to hold any train, the signal shall be—by day the red signal board pointing with the track—by night a white light.

At offices not provided with turning signal board and signal light, flags and lanterns will be used in their place, as follows: A red flag by day or red lantern light by night to indicate orders; a white flag by day or white lantern light by night to indicate no orders.

Report signal lamps not burning. Conductors and Engineers of all trains shall look for the Signal at each office, know positively what it indicates, and be governed accordingly. In case of neither signal being displayed, or at night a signal lamp or lantern in position but not burning, they shall consider the same as a signal for orders and not pass the station without orders or a Clearance. Such cases of absence of signal must be at once reported to the Superintendent.

Call day operator. If a train is held at night at a station where there is no night Operator, the Conductor will call the day Operator to get orders for him.

Running by signals. Every case of running by or non-observance of signal, must be at once reported to the Superintendent with number of train and engine, and other information necessary to place the responsibility.

The Train Order Signal Lamps must be lighted just before dark and kept burning until clear daylight in readiness for instant use.

On sight of a Signal for Orders Conductors and Engineers must go at once to the office to receive and respond to them.

Signals carried. **34. Signals carried on Engines:—Two Green Flags by day, two Green Lights and two Green Flags at Night displayed in** the places provided for that purpose on the front of an Engine, indicate that the Engine or Train is to be followed by another Engine or Train having the same time table rights as the Engine or Train carrying the signals. See Rules 65 and 66. **Two White Flags by day, two White Lights and two White Flags at night,** displayed in the places provided for that purpose on front of an Engine, indicate that it is an irregular train; but it must be distinctly understood that the **White signals confer no rights whatever.** See Rules 58 and 59.

Double signals are used as a measure of safety, but if from any cause but one signal is displayed, it will have the same meaning as two.

An irregular train will not be allowed to carry signals for another train

In case of two or more Engines attached together or to any train ordered to carry signals, each of the Engines shall display the signals.

Call attention to signals and get acknowledgement. **35.** Engineers of engines carrying Green or White signals, as required by Rules 34 and 65, must give the signal with whistle (five short blasts) when meeting or passing another train. Engineer of train being passed must answer such signal by two blasts of the whistle to denote that signals are observed, and Engineer giving the signal will see that it is properly answered, and if it is not, he will stop and notify his Conductor, who must ascertain the reason, backing up for that purpose if necessary, and report same to Superintendent from the next telegraph station. Conductors of trains carrying signals will stop, if necessary, to be certain that signals are understood. When two engines or trains meet, both carrying signals, each will give the signal and answer, except, when there is more than one engine attached to a train, the leading engine only, will give and answer signal.

Conductors and Engineers are not relieved from responsibility for not noticing signals carried by other trains, even though they fail to hear the five blasts of the whistle.

See whistle signals—Rule 30.

Tail lights. **36. Train Rear Lights and Markers.** Between sunset and sunrise, during fogs, snow storms, or at other times necessary, red tail lights will be displayed on the rear of every train, and rear end of every light engine, as follows: Passenger trains, two red lights; Freight Trains, three red lights; Work Trains, two red lights; Light Engines, two red lights. The four sides of the standard turning tail lights will show, one red, one white, two green; and the proper position of such lights, when train is on the main line, will be red to rear, white to car, green to front and side. When train goes on a siding to allow a train to pass, and when entirely clear of the main track, all the tail lights must be turned to show green to rear and white to front, but the red signals must be turned to the rear again before going on the main track.

Light engines, and trains not provided with the turning tail lights, will use red lanterns and green lanterns to display tail lights as above prescribed. Two green flags or balls must be displayed by day on the sides or top of each freight train, as markers.

Head-lights. **37. Headlights of Engines** must always be lighted when running between sunset and sunrise, or when from fogs, snow-storms or other cause it is necessary. At meeting points Engineer will cover headlight as soon as train is clear of main track. In case there is more than one train to take siding, Engineer of first train will not cover headlight until all trains are on siding and switch set for main track. Main track will be considered obstructed while headlight is shown, but this will not relieve Conductors from protecting their trains by flag.

All switch engines, and road engines assigned to switching, shall be provided with headlight at both rear and front ends.

Whistle curves. **38.** Engineers of Irregular Trains and trains running ahead of time, must whistle when approaching curves and keep sharp lookout for hand cars and other obstructions. Night trains, when behind time, will also take the same precaution after daylight.

Engine bell. **39. The Engine Bell** must be rung at least ten seconds before starting as a warning to all concerned; and continually when running through towns or cities; and for a distance of eighty rods (one-quarter of a mile) from any road crossing until the crossing is passed.

Whistle and ring for stations and crossings. **40.** Due attention must be paid to whistling and other signal posts. The whistle must be sounded 160 rods (one-half mile) from each station, and eighty rods (one-fourth mile) from each road crossing, and the engine bell rung, as prescribed in Rules 30 and 39.

Signals imperfectly displayed. **41. Any signal imperfectly given or displayed, or the absence of a signal where a signal is usually displayed, must be considered a danger signal, and the fact reported immediately to the Superintendent.**

Flagging.

Protecting trains. **42.** When an accident occurs, or train stops on main track between Stations, Conductors must personally see that the train men instantly take all necessary measures to thoroughly protect it in both directions. The rear brakeman must immediately (without being told to do so) go back with danger signals not less than one-half mile (sixteen telegraph poles) distant from the rear of his train, or obstruction, **whether any other train is expected or not.** At a point one-fourth mile (eight telegraph poles) from the rear of train or obstruction, one torpedo must be placed on the rail on the engineer's side. The Flagman must then continue to go back to a point at least one-half mile (sixteen telegraph poles) from the rear of the train or obstruction, placing as he goes a torpedo on the rail every three hundred yards (five telegraph poles) until he arrives at a point about one-half mile (sixteen telegraph poles) from the train or obstruction, and where his danger signal can be seen at least a quarter of a mile, (eight telegraph poles) by the engineer of an approaching train; at this point he will place two torpedoes on the rail, a rail length apart, and will then return half way to the point where the last single torpedo was placed and remain there until he stops the expected train or is recalled by the whistle of the engine. If no following train has arrived when he is so recalled, he must leave the two furthermost torpedoes on this rail (one rail length apart), to warn any following train, and must collect the others as he returns, always bearing in mind that the time of the flagman's return to his train is the time of greatest risk. He must be attentive, and should he see or hear a train approaching, must remain and use every exertion to stop it in time to prevent accident. In foggy, stormy or snowy weather, or in vicinity of curves or descending grades, the number of torpedoes used should be increased. (See Rule 26.)

When rear brakeman goes back to protect rear of train, the next brakeman shall immediately take his place. On passenger trains the baggage master shall take the place of front brakeman when necessary.

Fireman to protect train. **43.** It is likewise the duty of the Fireman to act as flagman, when head rights expire, and go forward a like distance with danger signals, and in same manner protect the train from any engine or train that may be approaching from the opposite direction. The Engineer must know that the Fireman performs this duty. **The Conductor must know that his train is fully protected in both directions,** and he will be held responsible if any accident occurs from want of any precaution that could have been taken.

Conductor to know train is protected. Recall of flagman. **44.** When a Flagman is recalled and there is not a clear view for a quarter of a mile (eight telegraph poles) in rear of train, the train must start immediately on sounding of the whistle recalling flagman, and be moved ahead, at a speed of not less than six miles per hour, until it reaches a point where the track is straight for a quarter of a mile (eight telegraph poles) in its rear.

Clear view in flagging. **45.** When a Flagman is sent out to signal any approaching train, he must avoid stopping on a curve or behind any obstruction, endeavoring to pass beyond, and reach a position where he can be clearly seen from the approaching train for at least one-fourth of a mile.

Danger signals for obstructions. **46.** In case a break, obstruction or dangerous place in roadway is discovered, danger signals (in accordance with these Rules) must be immediately sent out in **both directions** at least half a mile (sixteen telegraph poles) distant, so as to give timely warning to approaching trains. In case help is required, telegraph notice to Superintendent must be sent by a faithful messenger to the first Telegraph Station, in each direction if necessary. But it must be remembered that the first duty is to notify approaching trains of the impending danger.

See whistle signals 8 and 11—Rule 30.

Trains Breaking Apart.

Breaking in two. **47.** Engineers, Firemen and forward Brakemen must look back frequently to see that all is right. When discovered that the train has broken apart, the Engineer will give the Trainmen notice by three long blasts of the whistle, repeated several times when necessary, (see Rule 30, whistle signal 6), and will not stop the forward part until he is sure the rear part is at a stand still. 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. When entirely certain that the rear part has stopped, the forward part may be stopped, and, after sending back a flag or signal, may move slowly back to get the rear part of the train, but not until a signal to back up has been received from the Flagman, which must not be given unless the rear part is standing still. If the Engineer is not certain that the rear part has stopped, he will proceed to the nearest Siding, where he will leave his train. **After taking necessary precaution to protect his engine from opposing trains,** he will flag his engine back to the rear part of his train, assuming it is still in motion, taking great care not to collide with it. As soon as the men on the rear portion of the train discover that it has broken apart, they will stop and protect the rear and front by the proper danger signals. Trains coming up behind will wait until the detached portion of forward train has been picked up by its Engineer.

Exceptions to this rule may only be made when the whole occurrence is in plain sight; no curves or other obstructions intervening, and where signals can be plainly seen from both portions of the train; in which case the re-coupling may be made in such a manner as may appear entirely safe and prudent to the Conductor and Engineer.

Trains breaking in three or more parts. **48.** In case a train breaks into three or more parts, or in any case not provided for in the foregoing rules, the utmost care and good judgment must be used to prevent collision or accident, always expecting to find detached portions of the train in motion and unprotected.

Railway Crossings and Junctions.

Railway crossings. **49. Before crossing the track of another Railway, or entering thereon, every Engine shall be brought to a FULL STOP not nearer than one hundred feet or farther than two hundred feet from the crossing or switch,** and will not proceed until the Engineer has sounded two long blasts with whistle, and the Conductor is satisfied that the track is clear. Brakemen on passenger trains are required to stand at the brake wheels on approaching R. R crossings, ready to apply the brakes in case the

air brakes fail to work. Engineers are required to try the air brakes a sufficient distance from R. R. crossings to ascertain if in working order, and if not in order must signal brakemen to apply brakes. Conductors must give personal attention to this rule, and know that it is strictly observed in every instance.

Switches.

Switch to be set to main track and locked.

50. The absolute general rule for switches, when not in actual use in passing trains to or from Main Track, is that they must be set for the Main Track and locked. Agents are responsible for the proper position and security of switches at their stations except when they are being used by trains, and must know personally, at least ten minutes before regular trains are due, and before leaving their stations at night, that switches are secure and everything is right for safe passage of trains.

Responsibility for switch.

51. The Conductor or Engineer who uses a switch is responsible for its position. They must see that all switches are left in proper position while occupying the side track, and after leaving it. A switch must never be left open for another train or engine upon the supposition that its Conductor or Engineer will close it.

Switch not to be left open.

Position of switchman.

52. At meeting or passing points, the employe attending the switch will, after locking it to main track, take position on opposite side of track from the switch-stand, and remain there until the expected train has passed.

Shifting rail.

53. Except to prevent accident, switches must never be turned when an engine or car is on shifting rail.

Standard of Time.

Standard time.

54. The standard time for each District shall be that of the clock of the Dispatcher of the District.

Must have a reliable watch.

Each conductor and engineer must have a reliable watch, which has been examined and certified to [on Form 2635] by a responsible watchmaker, designated and licensed by the Supply Agent.

Have watch examined.

Conductors and engineers entering the service must file above certificates with the designated official before they are allowed to take charge of trains or engines; and watches must be examined, and certificates renewed every six months.

Regulate watch.

Each conductor and engineer must regulate his watch by the designated Standard Clock before starting on each trip, and register the time at which he did so in Train Register Book.

Compare time.

Conductors and engineers shall compare time, the one with the other, before starting, and, when practicable, with each other when meeting on the road, and those duties prevent them from having access to a Standard Clock must compare daily with, and regulate their watches by those of conductors and engineers who have Standard Time, and have registered their names as above provided.

No excuse will be taken for variation of watches.

The time used shall be as follows:

On all of the Main Line and Branches east of North Platte, Neb., and Wallace, Ks., time of the 90th meridian, called "Central Time."

Time table taking effect.

On all of the Main Line and Branches west of these points, time of the 105th meridian, called "Mountain Time," which is one hour slower than "Central Time."

Time will be telegraphed to all offices each day at 10 o'clock A. M., Central time, or 9 o'clock A. M., Mountain time.

General Rules for Running Trains.

Time table taking effect.

55. A Time Table from the moment of its taking effect, which will be indicated on its face, supersedes the preceding Time Table, and trains then on the road, and those starting afterwards, will be run as therein directed, subject to the rules and regulations thereon.

All regular trains that may be on road according to previous Time Table, will, unless otherwise directed, assume the time and rights of trains of corresponding numbers on new table.

Those of numbers not represented on new Time Table, and trains of which the new time is later than the old, will report for and obtain orders providing for the case before the new Time Table takes effect.

All trains on new Time Table, not on previous Time Table, must be regarded as being on the road from the time new table takes effect.

Signs and characters.

56. Signs or characters given in Time Tables are explained as follows:

* denotes Flag Stations at which trains will stop on signal.

† denotes Stations at which trains do not stop.

‡ denotes Meal Stations.

§ denotes Day and Night Telegraph Offices.

‖ denotes Day (only) Telegraph Offices.

Letters at right of Station names indicate Telegraph Call.

S., T., Y., F., W., indicate Track-scales, Turntables, Y's, Fuel Stations and Water Stations, respectively.

Small figures under each district and train indicate mileage of district and time used by train in passing over the same.

Arriving and leaving time.

Where but one time is shown upon the Time Table for a train at any Station (except at end of run) it shall be regarded as the leaving time. Where more than one time is shown, the earliest will be the time of arrival and the latest the time of departure.

Meeting points.

Regular meeting or passing points will be shown on the Time Table in full-faced type.

Distribution of time tables.

57. Copies of employes' Time Tables will be furnished to all concerned, a short time before they take effect, and Train Dispatchers must know that every Conductor and Engineer on their respective Districts has a copy of same before allowing them to occupy main track with train or engine, after it has taken effect, and will ascertain from Conductors and Engineers, by telegraph, if such Time Table has been received; such inquiry and answer to be in the form of a train order and worded as follows:

Have you received employes' Time Table No.....to take effect at.....M.....(date).

I have received employes' Time Table No.....to take effect at.....M.....(date).

Regular trains.

58. Trains which have their time at stations specified in Time Table are **Regular Trains.** All other trains are Irregular.

Irregular trains.

59. Irregular trains shall not be run without an order from the Superintendent. They shall be known and described according to their character as "Special Passenger," "Extra Freight," "Work Trains," or "Light Engines." Such trains have no rights on the road other than those conferred in the Special Orders by which they run, and, except in cases when they are given special rights over Regular trains, they must clear the main track at least ten (10) minutes before regular Trains are due. On the arrival of an Irregular train at its appointed destination, or on its quitting the use of the road when authorized to run back and forth, the Conductor (or Engineer, in case of an engine or train without a Conductor) shall notify the Superintendent to that effect in writing, to be sent by telegraph and placed on file by the sending operator, and all its rights to run shall then expire.

Work trains.

60. The term "Work Train" will be applied indiscriminately to all Engines and Trains engaged in construction or maintenance of track, bridges or roadway, and authorized by special order to use the road back and forth, within defined limits, as the work or avoidance of other trains requires.

Such trains will clear the time of regular trains by at least ten minutes, as required of all irregular trains (see Rule 59,) except that when their work is of pressing importance, they may continue on main track until regular freight trains approach, provided they are fully protected by flags, as per Rules 42 to 46, inclusive. They will carry white signals on the Engine as prescribed for all irregular trains in Rule 34, and call attention to them as per Rule 35.

Conductors of work trains will notify Superintendent at close of each day's work, where they wish to run and work next day.

Classification of trains, as to superiority.

61. Trains are classified as shown by the Time Table. Trains of a superior class have the absolute right to the road over those of an inferior class. Inferior class trains must keep entirely out of the way of superior-class trains going in either direction, and must clear the main track or have danger signals out ten (10) minutes before the superior-class trains are due

Trains are designated as East bound or West bound, as shown by the Time Table, regardless of the direction of the road.

Rights of trains.

62. All trains in one direction, which direction will be specified on the Time Tables of the several divisions, shall have absolute right of road over trains of the same or inferior class running in the opposite direction. Trains not having right of road must keep entirely out of the way of trains of the same or superior class running in the opposite direction.

Directions to trains not having right of road.

Directions to trains having right of road.

63. Trains having the right of road will wait five minutes at any station where by time table they should meet trains of the same class, and then proceed, keeping five minutes behind their own leaving time at each succeeding station until the expected train is met and passed. This five minutes is allowed for possible variation of watches, and must not be used in running by any train. If there is any doubt regarding time when approaching a meeting point, the train must be stopped and a flag sent out.

This rule does not give any rights to trains of an inferior class over trains of a superior class, but only affects trains of the same class with regard to each other.

Life of trains.

When any train becomes TWELVE (12) HOURS late, it loses all Time Table rights and will flag to the next telegraph station and report for orders.

Must not leave ahead of time.

64. A Train must not leave a Station under any circumstances before its time, as specified in the Time Table, except upon special order from the Superintendent.

Carrying signals.

65. Trains may consist of one or of several Sections. When more than one Section, the engine *or engines* of each Section, except the last, shall carry the prescribed signals to indicate that another train is following, and each section shall be designated and referred to by its section and train number.

No train will put up signals for another train without a special order to do so.

Rights of flagged trains.

66. When one section of a train follows another that is carrying signals for it, the section or train following has all the Time Table rights of the leading train, but no more.

How sections of trains shall be run.

67. When two or more Sections of a train are run, they must be kept ten (10) minutes apart, except at meeting points, where they may close up to allow following sections to come in, but always with great care, and train under perfect control. At such points the responsibility for a collision rests with the following train. The following train must approach all Stations carefully expecting to find the leading train at the Station. When fog, darkness, dangerous places, or other circumstances, render it necessary, the forward train, as an extra precaution, will send out a flagman; but it must be distinctly understood that this does not relieve the following train from responsibility for a collision.

Pass switches with great caution.

68. All trains and engines must pass switches and through stations with great caution, expecting to find occasion to stop.

Follow trains carefully.

69. No train, or engine without a train, shall start to follow another train until at least ten (10) minutes after its departure, and must then follow with great caution.

Light engine or engine run as first section.

70. When a light engine or special train is sent over the road on the time of a Regular train, it shall be run as the first section of the train and carry green signals for it.

Carrying flagmen for delayed trains.

71. A train shall not assume the rights of any other train without special orders from the Superintendent; but should a train be held by another between telegraph stations, the Conductor may send a man on the first train passing him, bound in the same direction, to flag him to the next telegraph station. The train carrying a flagman as above, must stop and notify all trains it meets until it reaches the telegraph station.

Trains of same class going in same direction not to pass without orders.

72. Trains must not pass other trains of the same class, bound in the same direction, without special orders, unless it becomes necessary to do so at a non-telegraph station, in which case the Conductor of train arriving first at next Telegraph station will then report the case to the Superintendent and obtain orders.

Release tickets.

73. No train or engine will start on its run or leave any district terminal station until the Conductor and Engineer have inquired at the telegraph office for orders and received either a Special Order or a Release Ticket. Release Tickets will be in the following form, which the Conductor will read and hand to the Engineer:

Union Pacific Form 2641.

TRAIN RELEASE TICKET.

.....189.....M.

To Conductor and Engineer.....Section, Train No.....

NO ORDERS FOR YOU.

.....Operator.....Station.

NOTE.—For use of this ticket see Rule 73. At stations where conductors and engineers are required by Rule 73 to call for orders, when there are no orders for them and when no signal is out, operators will issue this form instead of Clearance Tickets as required by Rule 110.

The issue of train release tickets must be authorized by the Dispatcher in all cases, except when lines are not working, the operator may issue without such authority.

Registering.

74. Conductors of all trains (and Engineers in case of light engine, or train without Conductor), must enter in train register book at terminal stations of Districts and Divisions, or wherever such books are kept, the number and section of train, time of arriving or leaving, number of engine, name of Engineer, number of cars in train, whether carrying signals or not, and if so, their color, adhering strictly to the blank forms and giving all the information called for by same. Freight Conductors will, in addition to this, fill out Registering Tickets in the following form, leaving one at every telegraph station, being particular (in both cases) to state if carrying signals or not.

Union Pacific Form 2642

TRAIN REGISTERING TICKET.

.....Section, Train No.....Engine No.....

Arrived at.....Station at.....M. Left at.....M.

Has.....Loads.....Empties. Carrying.....Signals.

From.....To.....

.....Conductor

.....189.....

NOTE.—Freight Conductors will fill out and leave one of these tickets at each telegraph station, as required by Rule 74, being particular to give all the information called for by the form. Agents or operators will forward such tickets to Superintendent daily.

Carrying signals to station where there is no register.

75. Conductors of trains or engines carrying signals to a station having no *train register*, will leave a registering ticket with the Operator, who will flag and notify all trains and engines of the same or inferior class, going in an opposite direction until flagged train has arrived. Conductors must stop and notify all trains and engines of the same or inferior class they meet between such stations and the station where next register is kept, and will there register signals and the points between which carried.

Identification of trains.

76. Conductors of freight trains when meeting each other will fill up and exchange identification tickets, showing number of train, number of engine, and whether carrying signals or not. Conductors of second-class trains will not be required to exchange tickets with third-class trains, except at meeting points made by special orders. This will not relieve the Conductor from ascertaining, by observation, whether the opposite train is carrying signals or not. These tickets will be listed on Form 2646 and sent to the Superintendent at end of each trip. Following is form of identification ticket:

Union Pacific Form 2640.

TRAIN IDENTIFICATION TICKET.

This train is.....Section, Train No.....Engine No.....

Carrying.....Signals. From.....To.....Station.

.....189.....

.....Conductor.

NOTE.—Conductors of Freights Trains meeting on the road will fill out and exchange these tickets with each other, as required by Rule 76, being particular to give all the information called for by the form. Such tickets to be listed on Form 2646 and sent to Superintendent at the end of each trip.

Train under control at passing points.

77. Trains will come to a full stop when they meet trains of their own or superior class, and at all meeting points made by a Special Order, and will approach and pass points where they meet trains of inferior class cautiously, with train under perfect control.

Passing trains.

78. Sidetracking, or Holding Main Line at Station.

Trains having the right of road are entitled to main track in meeting, but will promptly take the siding when necessary, or to save time; or when connected at the near end only.

Trains will always when practicable take siding at nearest end. If necessary to run by and back in, a flagman with red signals must first be stationed at least one-half mile beyond the switch to stop approaching trains.

Trains obliged to keep the main track at meeting or passing points with trains of superior class, or of same class having right to main

track, must always send out flagman with red signals to warn approaching train.

In all cases, while a train, or any portion thereof, is outside a switch—as in pulling in or backing out of a side-track, taking water, etc.—a flagman with red signals must be sent out a safe distance to protect the rear.

Speed of trains.

79. Maximum Speed of Trains:

First-class Trains when behind time must not exceed card time in running unless the condition of track, weather and all circumstances warrant their doing so with safety.

Third-class Trains must not run from one station to another in less time than specified to be used between the stations in column headed "Time to be used between stations by Third-class Trains." Where the time is not so specified in time tables, Third-class Trains will not exceed a speed of 18 miles per hour on any part of the road without special order authorizing it.

Other Trains must not exceed the speed specified below on any portion of the road without a special order from the Superintendent in each case:

Second-class trains,	25 miles per hour.
Special Passenger trains,	25 miles per hour.
Extra Freight trains,	18 miles per hour.
Work trains,	20 miles per hour.
Light Engines,	20 miles per hour.

The above applies only to trains on Standard Gauge. The speed for trains on Narrow Gauge will be specified in Special Rules.

Table, Showing Speed of Engine,
Performing Quarter, Half and One Mile.

Speed per Hour.	Timeof Perfor. ¼ Mile	Timeof Perfor. ½ Mile	Timeof Perfor. 1 Mile.	Speed per Hour.	Timeof Perfor. ¼ Mile	Timeof Perfor. ½ Mile	Timeof Perfor. 1 Mile.
MILES.	M. S.	M. S.	M. S.	MILES.	M. S.	M. S.	M. S.
1	15	30	60	31	0 29	0 58	1 56
2	7 30	15	30	32	0 28	0 56	1 52
3	5	10	20	33	0 27	0 54	1 49
4	3 45	7 30	15	34	0 26	0 53	1 45
5	3 0	6 0	12 0	35	0 25	0 51	1 42
6	2 30	5 0	10 0	36	0 25	0 50	1 40
7	2 8	4 17	8 34	37	0 24	0 48	1 37
8	1 52	3 45	7 30	38	0 23	0 47	1 34
9	1 40	3 20	6 40	39	0 23	0 46	1 32
10	1 30	3 0	6 0	40	0 22	0 45	1 30
11	1 21	2 43	5 27	41	0 21	0 43	1 27
12	1 15	2 30	5 0	42	0 21	0 42	1 25
13	1 9	2 18	4 37	43	0 20	0 41	1 23
14	1 4	2 8	4 17	44	0 20	0 40	1 21
15	1 0	2 0	4 0	45	0 20	0 40	1 20
16	0 56	1 52	3 45	46	0 19	0 39	1 18
17	0 52	1 46	3 31	47	0 19	0 38	1 16
18	0 50	1 40	3 20	48	0 18	0 37	1 15
19	0 47	1 34	3 9	49	0 18	0 36	1 13
20	0 45	1 30	3 0	50	0 18	0 36	1 12
21	0 43	1 25	2 51	51	0 17	0 35	1 10
22	0 40	1 21	2 43	52	0 17	0 34	1 9
23	0 39	1 18	2 36	53	0 17	0 34	1 7
24	0 37	1 15	2 30	54	0 16	0 33	1 6
25	0 36	1 12	2 24	55	0 16	0 32	1 5
26	0 34	1 9	2 18	56	0 16	0 32	1 4
27	0 33	1 6	2 13	57	0 15	0 31	1 3
28	0 32	1 4	2 8	58	0 15	0 31	1 2
29	0 31	1 2	2 4	59	0 15	0 30	1 1
30	0 30	1 0	2 0	60	0 15	0 30	1 0

No reckless running.

Conductors and Engineers are cautioned against reckless running. They must run steadily and uniformly, adhering as closely to time as due regard for safety permits.

Train under control on grades.

Conductors of Freights must see that speed of trains is kept under control while descending a grade, which must be done by forward Brakemen, the rear Brakemen setting sufficient brakes to take up slack of train. Engineers will be held equally responsible with Conductors for speed of their trains.

Conductor and engineer responsible.

80. Trains are to be run under the direction of the Conductor, except when such directions conflict with these rules, or involve risk or hazard, in which case the Engineer will be held equally responsible.

Engineer not accompany in addition to engineer and fireman.

81. When an engine or train is run over any portion of the road without a Conductor, a competent train man in addition to the Engineer and Fireman must accompany it, but the Engineer will perform the duties of Conductor, and be held responsible accordingly.

Meeting under danger signals.

82. In case trains under danger signals should meet between Stations, the train nearest to a siding should be backed, provided it does not endanger the safety of either train, or violate a rule. By running under danger signals it is understood to run at a rate not exceeding four (4) miles per hour, with a Flagman one-fourth of a mile in advance at all points where the track cannot be seen one-half of a mile. Conductors and Engineers, when running under danger signals, are held equally responsible for omission of any precaution, even though the rules have not provided for the case.

Rear brakeman and fireman to have danger signals ready for use.

83. A Brakeman must always be stationed on the rear car of every train; and must have in his possession a red flag by day, and red and white lanterns (lighted) by night; also six torpedoes ready for immediate use. Every engine must carry a similar equipment of signals for use by the Fireman, as provided in Rule 43. Conductors and Engineers must know that their Brakemen and Firemen are conversant with and properly understand the application of Rules relating to flagging of trains. Conductors of freight trains must see that their brakemen are on top of the train before reaching the whistling post approaching and passing stations. Brakemen must not apply brakes so tightly as to slide a wheel nor allow the brake to remain applied over three minutes while in motion, but in descending grades will use the brakes of several cars to check and regulate the train and change brakes frequently. Sticks must not be used to turn the brake wheel in applying brakes.

Must leave flagman in case of anything wrong with roadway.

84. When a Conductor discovers anything wrong with the track, bridges or culverts which would be likely to cause an accident to a following train, he must not rely wholly upon the telegraph to notify other trains, but must leave a Flagman in addition to telegraphing.

Verbal messages.

85. Conductors and Engineers must use great caution when acting upon verbal messages touching the safety of trains, track or bridges. Such messages should only be given when it is impracticable to give them in writing, the purpose being to avoid the possibility of misunderstanding.

Use danger signals in backing trains.

86. Whenever it becomes necessary to back a train, it must be done with great care, under cover of danger signals, and keeping a man constantly on top of rear car, if a Freight train, and on the rear platform, if a Passenger train.

Never push trains.

87. Trains must never be pushed by an engine when it can possibly be avoided. In case two or more engines must be used, and if for any reason it is not advisable to couple them together, the train must be divided, and a part taken by each engine.

Reduce Speed.

88. All Trains and Engines must cross high trestles at reduced speed. Mail trains must pass Stations where they receive or deliver mails, but do not stop, at a speed to allow the proper handling of the mails.

Flying switching prohibited.

89. Conductors and Engineers are prohibited from making "flying switches," except at stations where switches are connected only at one end, and in such cases the switch and the car brakes must first be tested to see if in working order, and the cars must be run slowly with a man at the brakes. The run must be no longer than required for the purpose and the remainder of train must be stopped before the run is attempted.

Report delays.

90. When a Passenger train becomes more than ten minutes, or a Freight train more than twenty minutes, behind its time at a Station, the Conductor must report the fact to the Superintendent at the first opportunity and state cause of delay.

Passengers carried on last section only.

91. In case Freight trains, on which passengers are allowed to be carried, are run in sections, the last section of the train only will be permitted to carry passengers, except persons in charge of live stock and freight, and unless otherwise ordered, the last section will do the local work.

Mail agents and others conform to direction of conductor.

92. Agents in charge of the United States mails, Express Messengers, Sleeping Car Conductors, and Porters, News Agents, Individuals in charge of Private Cars, and persons in charge of stock, while with the trains of the Union Pacific Railway, must consider themselves employes of the Union Pacific Railway, in all matters connected with the movement and government of trains, and must conform to the directions of the Conductor thereof.

Arrangement of cars in train.

93. Trains must be made up in the following order. Freight cars, if any, next the engine; then Fruit, Mail, Express, Baggage, Smoking, Second-class coaches, First-class coaches, Chair and Sleeping cars, except that cars equipped with Miller, Janney or other similar Coupler and Air Brake, must be hauled in forward part of freight trains; cars not equipped with Air Brakes or Air Pipes and connections, must be placed in rear of Air Brake cars.

Passenger cars having Baker heaters must be run with heater to the front when practicable.

Running Trains By Special Order.

Special Orders.

94. Special Orders, by telegraph or otherwise, varying the running rights of regular trains or authorizing irregular trains to run, supersede the general regulations, so far as they conflict therewith, and remain in force until executed or recalled. They shall be given only by Superintendents or Assistant Superintendents on their respective divisions, and Train Dispatchers under the Superintendent's directions; and under restrictions as follows:

But one person at a time on any certain division or district shall give such orders.

Transfers of such authority shall be in writing in the train order book, dated and timed, in specific terms, with complete list of all unexpired orders; or if done by telegraph the above shall be transmitted, an understanding returned and correct given—as provided for orders in Rule 95, before the authority is exercised by another person.

Authority of Dispatcher.

Train Dispatchers shall give such orders in name of the Superintendent or Assistant Superintendent, adding their own initials thereto.

Special order not complete until executed.

95. A special order for the movement of trains, sent by telegraph, is not complete until the understanding of the Conductor and Engineer addressed has been repeated to the person giving the order and approved by him as "correct", and not then until the approved and number of the order is entered upon the order, and the Operator has signed his own name thereon in certification of its being complete.

Special orders apply only to trains mentioned.

96. Special orders must be understood to apply only to the train or trains mentioned in such order, and as regards all other trains the Time Table and regular rights will govern; when a train has orders to run regardless of a specified train, it gives the train no right over any other train and it must, as against all other trains, be governed by its rights alone.

Each section considered separate.

97. In moving trains by Special Order, each section shall be considered as a separate and distinct train, and designated by its proper section and train number, and shall receive and run only under Special Orders addressed to its own Conductor and Engineer.

Orders to be complete and copies alike.

98. A train shall not start to run by special order unless the Conductor and Engineer each has in his possession a copy of the order complete, as prescribed in Rule 95, nor until they have compared copies of the order, one with the other, and know they agree.

Hold irregular trains when moving towards each other.

99. When an irregular train is moved against another irregular train, the notice concerning and arrangement for meeting each other must be by orders communicated directly to the conductors and engineers of same, at a prior station, and, when the meeting is appointed at a telegraph station, the Operator must be ordered to hold each for the other.

Form of order.

100. All special orders for trains shall be written on the regular manifold-paper blanks provided for such purpose.

Operators shall keep supplied with the blanks, black copying sheets and standard tins.

Orders, how given.

101. Such special orders shall be:

Numbered consecutively in monthly series commencing with number one on the first day of each month, and the number shall be considered an essential part of every order.

Addressed to Conductor and Engineer of train affected, thus:

C. & E. Train ....., Eng. .....; or, C. & E.... Sec. Train ....., Eng. .....; or, C. & E. Extra East (or West), Eng. .....

The following terms, signals and abbreviations, may be used in Special Orders and in connection therewith:

Initials for Div. or Ass't Sup'ts and Dispatchers.
C & E—for Conductor and Engineer.
Sec—for Section.
No.—for Number.
Eng.—for Engine.
O'clock.
Figures—for Numbers.
Cond'r—for Conductor.
Eng'r—for Engineer.
12—for How do you understand and get my "Correct" before starting.
13—for I understand as follows.
15—for Signals are in position.

Designate an Irregular Train by the number of the Engine and name of Conductor written out in full, thus: "Extra East, Eng. nine twenty five, Cond'r Hall."

Designate a Schedule Train by its Schedule No., Engine No. and Conductor, thus: "Train 4, Eng. 950, Cond'r Jones."

Operators display red signal.

102. Upon receipt of an order addressed to the Conductor and Engineer of any train or engine, or order to Operator to hold any train or engine, or to set the red signal, Operators will immediately display the red signal, and then notify the Dispatcher, using numeral abbreviation "15" signifying "Signals are in position."

Operators must not acknowledge receipt of orders for a train, or to hold a train, until they have set the red signal, and know positively that the trains or engines addressed have not passed or left the station.

If a train is at the station when an order for it is received, the Operator will set the red signal, and then notify the Conductor personally that orders await his train, after which he will acknowledge receipt of the order.

Operators pledge to hold train until order is correct.

When an Operator receives an order for an expected train he will reply to the Dispatcher "Order No.....to.....O. K.," signing his name and office call, which will be considered an acknowledgement on his part of receipt of the order and a pledge to hold the train until the order is "corrected" and ready for delivery.

The Dispatcher will note in train order book the acknowledgement given as above and the time it is given.

Orders must be legible.

103. Operators receiving train orders shall write them directly as received, upon the regular manifold-paper train order blank, arranged for as many impressions as needed to furnish one to each Conductor and Engineer and one to retain.

The orders must be plainly written, and free from alterations, interlineations and erasures, or suspicion of such; if necessary the dispatchers shall be required to repeat the order that it may be written anew.

The retained copies of orders must be sent to the Superintendent daily.

Sending and receiving orders.

104. Dispatchers must indicate to Operators how many impressions to prepare for—as "copy 3," etc., and must punctuate sentences and send slowly, to enable them to make plain copies. In returning "Correct" they will refer to order by its number, and give the time.

When practicable the several trains concerned in any one arrangement must be embraced in one order, and the order sent to the several stations at one sending, each Operator copying the address to his station only, and all copying alike the order itself.

In all cases when practicable trains will be held by direct communication with Conductors and Engineers, but when that would occasion much delay, they may be held through the Operator. But in such cases orders for Conductors and Engineers must be sent at the same time to be responded to on their arrival. In giving orders the holding of the train having the right of road shall first be secured.

Operators read orders aloud.

105. Operators shall read orders aloud to the Conductors and Engineers addressed, and require them to sign their names thereon in proof of receipt and understanding. They will then repeat the order to the Dispatcher, with the signatures taken, and if approved by reply "Correct," enter the same upon the order with time received, sign their own names thereon in place provided, and deliver a copy to each Conductor and Engineer addressed.

Operators shall not allow a copy of an order to leave their possession until complete, as prescribed in these rules, nor enter "Correct" thereon in advance of its receipt, nor sign their names thereon until the order is otherwise all complete.

Conductors and engineers to fully

106. Conductors and Engineers addressed in special orders shall read the order carefully to fix clearly in their minds the trains and places

understand order.

referred to and every condition of the order; and if clearly understood sign their names thereon.

Both to sign.

As a rule, both Conductor and Engineer shall sign their names to the order in the presence of the Operator, but in cases where this requirement on the part of Engineers would cause unreasonable delay, the Conductors may ask for authority by special order, to sign for the Engineer, and when so authorized, will sign for the Engineer and deliver copy of the order to him personally, before starting.

Exception to be authorized by special order.

Operators will in no case repeat back an order, unless the requirements of this Rule have been complied with.

Forms of special orders.

107. Special orders for the movement of trains will be given in the forms herewith prescribed; but notices of obstruction of track, repairs of bridges, or other matters may be sent to trains in such form as necessary to cover the case.

As a rule, abandonment orders should not be combined with others, but should be sent separately, so as not to encumber with unnecessary matter orders to trains not affected by the abandonment.

When orders are sent to one train in care of another, the Conductor and Engineer of the train carrying the orders will sign them, and will be equally responsible for the safe delivery of same. Trains carrying such orders will stop before clearing first switch, and not proceed until orders are delivered and understood.

108.—FORMS FOR SPECIAL ORDERS.

The explanations and instructions appended to the several forms are a part of the Rules, and are to be observed by Dispatchers, Operators, Conductors and Engineers.

The forms for special orders for the movement of trains shall, for all cases applicable, be as follows:

(Irregular trains may be run against regular trains on forms A, B and C.)

Form A.—Positive Meeting Point.

Train No.....Engine.....Conductor.....and Train No..... Engine.....Conductor.....Will meet at..... 12.

Upon such an order the train arriving first at station named will wait until the other train arrives. When necessary to send order to train having right to road at station named as the meeting point, the following addition to the order will be made, and is notice to the opposing train to approach the meeting point with care and under flag, as the train having right to road will come in without expectation of the meeting, viz.:

"This order will be delivered to train No.....at the meeting point."

Form B—Regardless.

Train No.....Engine.....Conductor.....will run to.....regardless of Train No.....Engine.....Conductor..... 12.

This order will reverse the rights of trains named, giving the train first named the right of way up to but not at the station designated. The train last named will use its time table rights to and at the station designated, and is not prevented by the order, from running to any station beyond the one named in the order, *provided* it can make such station and take siding five minutes before the train first named in the order is due there by its schedule time.

Form C—Time Order.

Train No.....Engine.....Conductor.....Can have until.....to run to.....against Train No..... Engine.....Conductor ..... 12.

Upon such an order the first-named train has the right to run to the station designated up to the given time, but not ahead of schedule time, and from there it will be governed by time table rules. Should it fail to reach the station designated within the time allowed, it will run as *per schedule* against the other train. In such a case the train last named in the order will not leave the station designated until five minutes after the time allowed for the first-named train to arrive, after which time it will run *as per schedule*.

The five minute rule as above shall be of general application. Whenever any train having right of road is held at a certain point by special order until a certain time, for a certain train, it shall wait five minutes beyond that time at the point designated should the expected train fail to reach there at the specified time. The five minutes being allowed for possible variation of watches must never be used by either train.

Form D—Run Ahead of a Train.

Train No.....Engine.....Conductor.....can run .....minutes on the time of Train No..... .....to run from .....to..... 12.

Upon such an order, the first named train can use so much of the time of the last named train as specified in the order to make the designated or any intermediate station ahead of that train, but not ahead of its schedule time. The last named train will run behind its schedule time not less than ten minutes MORE than the time specified in the order.

Form E—Ahead of Schedule Time.

Train No.....Engine.....Conductor.....Can run from .....to.....ahead of time. 12.

Upon such an order the train named therein may leave the first named station, pass intermediate stations and run to the last named station ahead of its schedule time, avoiding regular trains, and not exceeding prescribed maximum speed.

Form F—Run Extra or Special.

1. (Extra East.) Engine.....Conductor.....will run from.....to.....12.

2. (Special West.) Engine.....Conductor.....will run from.....to.....and meet "(Extra East, Light) Engine.....at.....12.

"or "(Extra East.) Engine.....Conductor..... at.....12."

Upon such an order the train named will carry white signals on the Engine as prescribed for irregular trains in Rule 34, call attention to them as per Rule 35, and run to the station designated, keeping entirely out of the way of all Regular trains, clearing their time by at least ten minutes at all points as prescribed in Rule 50, and carefully observe Special Rules as to flagging over joint tracks; and not exceed maximum speed prescribed by Rule 79, unless otherwise directed.

Form G—Carry Signals.

1. First section train No.....Engine .....Conductor ..... will carry signals from.....to.....for Second Section Engine.....Conductor.....

2. Second section train No.....Will carry signals from..... to.....for third section train No.....engine..... Conductor ..... 12.

See Rules 34, 35, 65, and 66.

Form H—Work Trains Use Track.

Work Train, Engine.....Conductor.....Can use the track until.....M. to-day..... .....between.....and..... 12.

The day of week and date must be given in the body of orders to work trains. See Rules 59 and 60, applying to work trains.

Form I—Holding Trains.

(1) To Conductor and Engineer, Train No....Engine No..... Do not pass.....without orders. 12.

Upon such an order the Conductor and Engineer addressed, will, on arrival at the designated station, report for orders and must not leave there until they receive a "corrected" order.

Before giving such an order the Dispatcher shall invariably give the Operator at point designated an order to hold the train for orders. (See below.)

(2) To operator at.....Flag and hold train No..... .....Engine.....Conductor.....at.....for orders. 12.

(3) To Operator at.....Station.

Flag and hold Train No.....Engine No .....Conductor.....; and Train No.....Engine No.....Conductor.....; each for the arrival of the other. 12.

In all cases when practicable, trains will be held by direct communication with Conductors and Engineers, but, when that would occasion much delay, they may be held through Operators, but in such cases, orders for Conductors and Engineers must be sent at same time, to be responded to on their arrival.

Form J.—Abandonment of Trains.

Train No.....due to leave.....on.....is abandoned between.....and..... 12.

The day of the week as well as the date the train referred to is due to leave the point named must be given.

Order out red signals for broken rails.

109. When broken rails are reported, Train Dispatcher must order Red Signals displayed each side of break, and not withdraw them until notice has been received from competent authority that rail has been replaced. This must be entered on Train Dispatcher's transfer, same as train orders.

Clearance order.

110. Trains arriving at a station where red signals are out, will receive either a special order, form 2560, (see Rule 93), or a clearance ticket, written out in the following form, which the Conductor must read and hand to the Engineer before proceeding:

Union Pacific Form 2643.

TRAIN CLEARANCE TICKET.

.....189.....M.

To Conductor and Engineer.....Section, Train No..... No orders for you. Signals are out for.....Section of train No..... .....Operator.....Station.

The red signal must not be taken in to release trains for which there are no orders; they must stop and get a clearance ticket.

The issue of clearance tickets must be authorized by Dispatchers in all cases, except, when lines are not working, they may be issued without such authority.

Must not delay trains for meals.

111. Conductors and Engineers are positively prohibited from going to meals, or delaying their trains for any cause, after receiving an order which allows them to proceed, without asking for and obtaining express permission to do so from the Superintendent. When such permission is received, the Conductor must report when he is ready to go, and ask if there are any further orders, and get a release ticket.

Operators not to send orders contrary to rules.

112. Telegraph Operators must refuse to send messages for the movement of trains unless given to them in accordance with the foregoing rules.

Ask explanation of orders.

113. In all cases where Special Orders are not fully understood, ask for an explanation, and in every case of doubt take the safe side.

Conductors, Engineers and Operators—See Rule 33 relative to Station Train Order Signals.

Conductors, Engineers and Agents.

Reports, how made.

114. Conductors, Engineers, Agents, and all other employes responsible, must promptly report to the Superintendent (first by wire and afterwards by mail), all accidents or risk of accidents to trains, persons or property, however unimportant in result; and all matters or occurrences not consistent with safety, good order or convenience in working the road; the comfort of passengers; the satisfaction of patrons, or otherwise affecting the interests of the Company in any manner or degree.

Cases and situations must be fully, clearly and precisely stated, with all relative facts, circumstances, particulars and descriptions necessary to a clear understanding of them, as seen by or known to the person making the report, without necessity for inquiries to extract such information. Exaggerations and inexact statements must be avoided. Verbal reports do not relieve of the duty to render written reports.

In emergencies, or obstruction of the road by accident or other cause, pertinent suggestions based on observation of the actual situation are useful and required, and frequent reports of progress must be made.

In such cases, judicious, prompt and continued action to accomplish whatever can or should be done, is required of all employes, and in the absence of designation, the employe on whom the responsibility most naturally falls, will assume authority to direct the work.

Accountability for delays.

115. Conductors, Engineers and Agents will be held to strict account for delays resulting from bad management of their own or on the part of those for whom they are responsible.

Promptness and despatch are urgently enjoined in transacting business at stations, taking water, oiling, etc.

However long time a train may have at a station, the work should be done immediately on arrival and with expedition.

Inspect bulletins.

116. Conductors and Engineers will carefully inspect Bulletin Boards before starting from Terminal Stations.

Conductors to be on duty thirty minutes before leaving time.

117. Conductors are required to be on duty at their trains at least thirty minutes in advance of their leaving time, and will be held responsible for the management of their trains, and for the strict performance of duty on the part of their men.

Uniforms.

118. All Passenger Trainmen, except Engineers and Firemen, are required to wear the full regulation uniform when on duty. Freight train Conductors, when on duty, must wear the regulation cap, and Brakemen the badge provided for that service. News Agents must not be allowed to discharge their duties unless equipped with the cap and badge designated for them to wear. Neatness in personal appearance is enjoined on all.

Heating, lighting and ventilation of cars.

119. Conductors must give particular attention to the safety and comfort of their passengers. Careful attention must be given to the Heating, Lighting and Ventilation of cars and the supply of water in the tanks. Brakemen and Train Porters will be required to assist ladies, children and infirm persons off and on the cars. Conductors will perform this duty themselves when necessary.

Calling stations and junctions.

Shortly before reaching a station at which the train stops, the Conductor will pass through each coach, except the sleeping cars, and announce distinctly the name of the station they are approaching. Brakemen and Train Porters will repeat this announcement distinctly, twice in each car (with the doors closed), just before the train arrives at the station. At junction stations and crossings where trains leave in different directions, at or near the same time, the Conductor of each train must cause to be announced distinctly in each passenger car, before starting, the direction in which the train is to go. Upon leaving a station Conductors will cause the name of the next station at which the train will stop to be called inside of each car. If there are no Brakemen or Porters on the cars, this duty will devolve upon the Conductor personally.

Prevent unnecessary noise.

120. Conductors will prevent unnecessary noise about passenger trains, particularly at night, and not allow employes to enter or pass through sleeping cars except when necessary in the discharge of their duties. Care must be taken in switching and handling, to disturb the inmates as little as possible.

Passengers not allowed to ride on platforms, &c.

121. Conductors will see that passengers are seated, and not permit them to ride on the platform of a coach or car, while trains are in motion. Freight train Conductors must not allow either passengers or employes (except train attendants) to ride on top of box cars. Persons violating this rule will have no claim on the Company for any accident or damage that may result therefrom.

Must not ride on engine, mail or express cars, &c.

122. Conductors must see that no persons ride on the Engine, or in baggage, mail and express cars, but those whose duties in connection with the train properly require them to be there.

Collect fare. Passes.

123. Conductors will collect fare from all persons traveling without a ticket or pass, and will be allowed no discretion in the matter. Persons entitled to free travel will be furnished with passes upon application to the proper officers. Fares wrongfully collected will be refunded.

Freight trains not to carry passengers except as provided.

124. Freight trains will not carry passengers except as designated in the Special Rules. Trains so designated will carry employes with passes and passengers when provided with proper transportation as required by the rules governing this service. (See Rule 91.)

Employes with passes may be carried on all freight trains between stations at which trains stop.

Persons accompanying live stock (or other freight requiring man in charge), may be carried on the same train with the stock (or freight), when provided with proper transportation.

News agents.

125. Conductors will be held responsible for the good conduct of News Agents while on duty, and are authorized to prevent them acting in that capacity for insubordination, violation of Rules, or any improper action. Conductors will look to the printed matter sold on their trains, and see that nothing improper is offered. Should anything improper be offered, they will prevent its repetition, and promptly report the facts to the Superintendent. News Agents must not be allowed to annoy passengers by urging their sales, leaving books and articles with them unsolicited, or in any other manner.

Confidence men, beggars, etc.

126. Conductors must look out for confidence men, monte players, prize package venders, and other swindlers, and when known to be on the train must have them watched, and personally warn passengers and otherwise prevent their operating on the train, and report case by wire to the Superintendent. They must not permit beggars, gamblers, or unauthorized peddlers to practice their vocations on the train.

Authority to take freight engine.

127. Should an engine on a Passenger train be disabled on the road, the Conductor has authority to take the first Freight engine that he may meet or overtake.

Engineers handle their own engine.

128. Engineers must not allow others to handle their engines, except their own firemen, who may do so, the Engineer remaining upon the engine, and being responsible.

Striking stock.

129. Engineers are enjoined to use great care to prevent striking stock. If necessary, bring the train to a full stop. Should any stock be killed or injured, the Engineer and Conductor must report same on the prescribed forms, giving all the information called for.

Haul full trains.

130. The number of cars estimated as ordinary trains for engines, is based on the general grades, but between points where the grades and other conditions are favorable, more cars can frequently be hauled, and **Conductors and Engineers are required to fill up trains to the full capacity of their engines.**

Care of live stock.

131. Conductors of trains carrying Live Stock are required to consult the wishes of the Stockmen in matters pertaining to the care and comfort of the same. Especial attention must be given to stock unaccompanied by Drovers. In warm weather train men will water hogs as often as may be necessary, without being requested to do so. Conductors must see to this personally.

Clear public crossings.

132. Conductors and Switchmen must open their trains to clear all public crossings while standing at stations, and in no case block a public crossing longer than ten (10) minutes. All fines inflicted on the Company for obstructing crossings, will be collected from the party in fault, and they will also render themselves liable to dismissal from the service of the Company. When passenger trains are at Stations, care must be taken by Freight Conductors and Switchmen to open their trains to allow free passage way for all persons going to and from the passenger train.

In no case must a train be backed over a public crossing or highway unless there is a man on rear car to see that crossing is clear; nor must a car be cut loose and allowed to run over a public crossing or highway unless there is a man on same. At night the man on train or car, as referred to above, must have a light.

Mark disabled cars "Bad order."

133. Conductors will see that the words "Bad Order" are written with chalk on both sides of bad order cars left at stations, and defective part marked with a cross.

Cars must not be thrown down embankments or turned over to clear track.

134. When cars leave the track, they must not be turned over, thrown down embankments, broken up or otherwise damaged, merely to get them out of the way. Every effort must be made by Trainmen to put them on the track with as little injury as possible, and take the damaged cars to a siding. The Conductor will call on section men or any other convenient force, for assistance, which must be promptly rendered.

Placing cars at stations.

135. Conductors will comply with instructions of Agents in placing cars and doing other station work. If necessary to disturb cars for loading or unloading, they must be replaced in same position as found. In case Agents' orders are unreasonable, the facts must be reported to Superintendent. It is the duty of Agents to report violations of this rule, and all cases where Conductors refuse to take cars that are ready to go.

Cars not to stand on main track.

136. Agents must never allow cars to stand on main track for loading or any other purpose, without special permission from the Superintendent in each case. He must know that cars on siding properly clear main track, that brakes are applied, and wheels blocked when necessary.

Doors and other openings of cars to be fastened.

137. Agents will see that the doors and other openings of loaded cars are closed and securely fastened before being placed in trains, and that the doors of cars loaded with powder, oil, hay, straw, or other inflammable material, are battened, and placed in train near the caboose or at least ten cars distant from engine, as a protection against fire. **The doors of empty cars hauled in trains must always be kept closed.** Conductors and Trainmen will be held personally responsible for the proper care and protection of goods and property while in transit in their trains, and they must not haul cars in their trains unless the doors and windows are properly secured and protected as directed herein.

Conductors and Agents must examine the door fastenings of cars, and keep such a record of their condition as will enable them to give full and clear answers to inquiries. All doors of loaded cars must be sealed, and those not provided with locks or other secure fastenings, must be cleated so that the doors of every loaded car will be sealed and locked, or sealed and cleated.

Personal letters and packages on trains prohibited.

138. Sending personal packages or letters on private business by trains, is strictly prohibited. Communications by trains must be exclusively from Officers and Agents of the Company upon its official business.

Agents to make daily inspection of buildings and yards.

139. Agents are required to make daily inspections of yards, platforms, offices, buildings and surroundings, and will co-operate with Supervisors and Roadmasters in maintaining the neat and tidy appearance of same.

Time freight.

140. Cars containing time freight will (in addition to notations on way-bills) be designated by cards in the following form, tacked on doors on each side of car:

TIME FREIGHT.

Car Initial.....No..... For.....Station.

From.....Station,.....188.....

This car must have quick despatch and preference over other cars not likewise carded.

If for any cause the car has to be set out, Conductors will telegraph Superintendent and state reason for same.

N. B.—This card must be detached by receiving agent, endorsed on back with required information, and sent by first passenger train to the Superintendent of the Division from where the car started.

ENDORSEMENT ON BACK.

Car received at.....Station, in Train No.....on the .....day of.....188.....

.....Agent.

The instructions on face of card and endorsement on back are perfectly explanatory, and both Conductors and Agents will be held to a strict observance of same without further reference to the subject.

Storms.

141. In case of an extraordinary rain storm or high water, trains must be brought to a stop and a man sent out to examine bridges, trestles, culverts and other points in the road liable to damage, and assure themselves of the safety of same, before allowing trains to pass over.

Conductors and Engineers will make careful inquiry at all stopping places, and when thought advisable make extra stops to ascertain the extent and severity of storms. In case of doubt as to safety of proceeding, they will place their train upon the siding and remain there until certain it is safe to proceed.

Agents, Telegraph Operators, Bridge and Section men will telegraph the Superintendent soon as possible, all the information they can give as to severity of storm and extent of damage done, and will also consider it their duty to impart the same information to Trainmen.

Speed recorders.

142. The Conductor will be held personally responsible for the proper care of Speed Recorders. He must carry the keys, attend personally to winding the clock, putting in and taking out of records. Car Inspectors at Terminal Stations will attend to the oiling, but it is the duty of Conductor to know that it is done, and to report any negligence in this respect. At the end of each Round Trip the Conductor will send his record of speed, with Train report, to Superintendent's office, noting delays, etc.

Should the Speed Recorder get out of order on the road, and the Conductor is unable to put it in order, he will telegraph the fact at once to Superintendent.

Trainmen and others must use their best efforts to secure the proper working of the Speed Recorder, thus reducing liability to accident, insuring greater safety to themselves and the property in their charge.

Any employe who may show a disposition to obstruct the working of the Speed Recorder will be dismissed from the service.

Train equipment.

143. Engines, cars, cabooses and train boxes must always be fully supplied with the stores, tools and equipment designated in the printed lists furnished by the Superintendents.

Trackmen, Bridgemen, Work-Trainmen, and Watchmen.

Look out for trains.

144. All persons engaged on track or bridge work shall constantly expect and look out for the coming of trains at any moment from either direction, and shall never assume that a train may not come for any certain time; nor act on the assurance of any person whomsoever to that effect; nor at any time, for any reason, when the main track is not in safe and proper order for trains to neglect to provide beyond all question for the timely stoppage of any train which may come.

They must bear in mind that under the telegraph system of working the road a train may be expected at any moment, and hence the necessity for strictest watchfulness on the part of all.

Responsibility of roadmasters.

145. Roadmasters are responsible for the safety of track, good condition of road bed, right of way, and grounds of the Company, and neat and tidy appearance of stations, buildings and surroundings within the limits of their jurisdiction. They will frequently examine bridges, culverts, water stations and other structures, and promptly report any defects or failure to Superintendent; and as an extra precaution, will notify Supervisor and Bridge Foreman.

Bridge supervisor.

146. Supervisors are responsible for the safety and good condition of bridges, culverts, buildings and other structures. They will co-operate with Roadmasters in enforcing discipline, observance of rules and protecting the interests of the Company in all respects.

Examination on rules.

147. Supervisors, Roadmasters, and others employing Foremen, will frequently examine them on the rules, and make necessary explanation of same.

Keep supplied with proper signals.

148. Foremen must know that their gangs are always supplied with the proper signal flags, lanterns, etc., and thoroughly instructed as to their use, and they will be held responsible for the strict observance of these rules by their men.

Display signals when track unsafe.

149. At all times when work is going on which renders the track unsafe for trains to pass at their usual rate of speed, proper signals must be sent out at least one quarter of a mile (eight telegraph poles) from the spot, in each direction, as a caution to approaching trains. After or during severe storms, or a thaw, a man must be sent over the road before the passage of regular trains for the purpose of ascertaining if track is safe.

Danger signals

150. Before a rail or frog is taken out, or any obstruction caused to the main track, or when any break or obstruction is discovered, the signal of danger must be sent out in both directions, at least half a mile (16 telegraph poles) from the point of danger, and a faithful man must remain and keep it displayed until he is recalled by the foreman, which must not be done until the track is known to be safe.

Danger signals.

151. A red light or flag, when used as a danger signal, must be in the hands of a reliable man.

Aid in passage of trains.

152. Foremen and men in their employ, must at all times hold themselves in readiness to aid the passage of trains; and in case of accident or delay, will obey the orders of the Conductors.

Examine sections daily.

153. Section foremen must pass over and examine their sections daily, and ascertain that the track, slopes, cuts, bridges, switches, etc., are safe, and execute such repairs as may be necessary. This should be done in the morning.

To be out in stormy weather.

154. In stormy weather foremen must be out with their men (day and night) with proper signals, and watch those places most liable to wash or to be disturbed, and take every precaution to prevent accident.

Track clearance.

155. No wood, timber, freight, or material of any kind will be allowed within six feet of the main track. No building of any description will be allowed nearer than six feet to the main track, nor nearer than five feet to any side track. Trees or other obstructions liable to fall on the track must be immediately cut down or removed.

Put out fires.

156. It is the duty of all employes to put out fires set by engines, or otherwise, and to guard the property of others as well as that of the Company, exposed to such fires, whether responsibility attaches to the Company or not.

Repair telegraph lines.

157. Track and bridgemen will pay particular attention to the telegraph line. In case the wires are found broken or 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 by telegraph, messenger or the earliest means practicable.

Look after water supply and keep fences in repair.

158. Foremen must look after water stations, and will see that the water supply is kept up, and promptly report any failure or defect. Also that fences on each side of the road and at crossings are in good order and that cattle guards are in repair. A break in a fence should not be overlooked, and when it cannot be repaired for want of materials, the foreman will give the Roadmaster immediate notice of it, stating what materials are required. When fences are taken down for any purpose, they must be immediately replaced.

Hand cars.

159. Hand cars or other property of the Company, must not be used except on the business of the Company.

See that watchmen are attentive.

160. Foremen and others employing Watchmen, must see that the Watchmen understand and attend to their duties, frequently visiting them at night for that purpose.

Report violation of rules.

161. Watchmen will be required to promptly report any violations of the Rules of the Company, and any accident or risk of accidents, or occurrences not consistent with safety or good order that may come to their knowledge.

Watchmen always on duty.

162. When day and night Watchmen are employed, they must not leave their posts until relieved by each other.

Perform other duties when not engaged watching.

163. When the time of Watchmen is not wholly occupied with watching, they will perform such other duties as may be required of them.

Go over sections in advance of passenger trains.

164. The rounds of Road Watchmen, or track-walkers, must be so arranged as to pass over their section in advance of passenger trains. They will carefully examine the roadway, keeping a sharp lookout for broken rails; observe switches, try locks, and see that everything about them is in proper order; see that cars clear the main track; examine buildings and other property of the Company, and protect same from theft, fire, or other damage. Should an obstruction or anything occur, that would be liable to endanger trains, they will at once display danger signals, as directed in the Rules for Flagging, and send word to their Foreman and to the nearest telegraph office.

Bridge, snow-shed and crossing watchmen.

165. Bridge, snow-shed, crossing, and other Watchmen, except track-walkers, will be furnished with written instructions as to their especial duties, which must be approved by Superintendent.

166. Bridge and snow-shed Watchmen must pass over their beats immediately after the passage of trains, keeping sharp lookout for fire. They are responsible for the cleanliness about structures, and must remove combustible matter from their vicinity, make frequent examinations and report any decay or failure; they will allow no one but employes upon bridges or structures.

Concerning Air-Brakes.

1. In making up trains, all couplings must be united so that the brakes will apply throughout the whole train. The cocks in the brake-pipe must all be opened (handles pointed down), except that on the rear of the last car, where hose coupling must be coupled to dummy coupling, and cock closed (handle up).

In detaching engines or cars, the couplings must invariably be parted by hand (and not pulled apart); the cocks in the main brake-pipes must always be closed before separating the couplings, to prevent application of the brakes. Before detaching the engine or any cars, the brakes must be fully released on the whole train.

In moving cars when air brakes are not being used, hose couplings must be coupled to dummy couplings.

2. For the automatic brake the handle of the four-way-cock must be turned horizontally; if turned down, it will be changed to the simple air-brake; if turned midway between these two positions, it will cut the brake out, and should be so turned when desirable to have the brakes out of use on any particular car.

3. Car inspectors will, in cold weather, frequently drain triple valve, and see that brake cylinders are cleaned and oiled at least once in three months, and oftener if necessary, and date of same marked on cylinder with chalk. Conductor's valve must be kept tight and must be examined by car inspectors.

4. If the brakes are applied, when the engine is not attached to the train, or car, they can be released by opening the release cock.

5. All trainmen are required to familiarize themselves with the method of operating the air-brake, particularly as to releasing them when brakes stick, or are applied by bursting of pipe, hose, or otherwise, causing accidental stoppage of train.

" Engineers upon finding that the brakes have been applied, must at once aid in stopping the train by turning the handle of the brake valve toward the right so as to maintain the pressure in main reservoir; if the gauge shows that all the air has escaped, they will know that the pipe or hose has burst or that the Conductor's valve has been opened and held open. If pressure is only reduced sufficiently to apply brakes, and reduction then ceases, he will know that Conductor's valve has been opened long enough to cause stoppage of train and then closed. In this case he can easily release the brake in the usual way, on receiving signal from the Conductor.

6. The Conductor's valve **must only** be used in cases of emergency, when it should be held open to allow air to escape, until train is brought to a stand.

7. When brakes have been applied in such a manner that they can not be released from the engine, the Engineer should warn the trainmen by two short blasts of whistle, given three times (see Rule 30) and upon stoppage of train the rear brakeman will immediately go back the proper distance to protect the rear of the train, **without attempting to release any brakes.**

" The Conductor, after seeing that the rear of train has been protected, will release as many brakes as he can, beginning at the rear. The Fireman will release as many as he can, beginning at the tender. The Head Brakeman will begin about one-third the distance from the engine and release brakes toward the rear of the train until he meets the Conductor. As soon as the brakes are released the train may proceed, depending upon hand brakes in case of failure of air. All the brakes on an average train can be released in about one minute if each employe attends to his duties as designated herein.

8. When the train is brought to a full stop, it is the duty of brakemen to examine each car to see that every brake is released. If a brake is found applied which the Engineer cannot release from the engine, it may be cut out, as per Rule 2. Brake on rear car in train should not be cut out when possible to avoid it.

9. In setting out cars, the air should be fully released and hand-brakes used.

10. Engineers will be held responsible for the proper workings of the air-brake, and must report on arrival at terminal stations any failure or defect, and must know that they are in perfect working order before starting out on their runs.

The Air-Brake must be tested by applying and releasing the brake from the engine before starting from terminal stations, and at all other places where engine or cars have been detached or hose Couplings separated. Brakemen will carefully watch such tests and report any failure.

11. Brakemen will carefully watch the action of brakes at all stops, and report sliding of wheels (if any) to Engineer who must govern himself accordingly.

12. The pump must be constantly run, but not faster than is necessary to maintain from 70 to 80 pounds pressure for passenger, and 60 pounds for freight trains. Engineers will be held responsible for the sliding of wheels, and must in no case carry excessive pressure.

13. Engineers when applying the brakes must not use the full pressure of air except in cases of emergency.

For ordinary stops, air must be applied lightly by opening the valve and closing it gently when the pressure has been reduced from four to eight pounds on the gauge, and at a sufficient distance to enable them to stop the train without discomfort to passengers, sliding the wheels or injury to the machinery of the train. The brakes are fully applied when the pressure shown on the gauge has been reduced 20 pounds; any further reduction is a waste of air.

14. In making a stop, it is important to make as few applications of the brake as possible. If more than two are made, some of the brakes are likely to stick.

15. If Engineer feels that some of the brakes are not released, he should put his brake valve at lap and pump up 10 or 15 pounds more air in the main reservoir and throw it on the train, which will release all brakes.

16. In releasing brakes the handle of the brake valve must be moved quite against the stop and be kept there for ten or fifteen seconds, and then moved back against the intermediate stop, which is the feed position, and where it must remain while the train is running, excepting on down grades, when after using the brakes some distance, the pressure has been reduced; in order to restore the pressure quickly, the handle of the brake valve must be left in the releasing position; this gives a ful opening from the main reservoir to the train.

If greater time for re-charging is necessary, reduce the speed of the train.

17. When the grades will permit, the brakes on passenger trains should always be released before coming to a full stop thereby avoiding the sudden action of the cars, which is extremely annoying to passengers and injurious to cars.

18. The handles of the "pressure retaining valve," at the end of each car, must be turned horizontally before descending continuous, heavy grades. The valve in this position retains a pressure of 10 pounds in brake cylinder, which partly controls train while brake is being released and re-charged; on reaching the foot of the grade the handles must be turned down, allowing the pressure to escape freely. And they should always be kept in this position on short or alight grades and level track. Particular attention must be given to see that the handles of these valves are in proper position at all times.

19. Defects in air-brakes should be reported to the Superintendent by telegraph, giving number and initial of car, and nature of defect.

Concerning Baker Heaters.

To insure satisfactory results in the use of the heater, the following instructions must be strictly observed:

1. The heater should be kept half full of coal at all times. The coal should never be allowed to get below top of worm. This will give about fifteen inches of fire.

2. The inside safety lid should never be opened except to build the fire or put in coal. (Never force the fire by opening inside safety lid.)

3. To increase the heat, open inside lower damper, and close upper damper.

4. To reduce the heat, close the lower damper and open the upper damper about two inches, or according to amount of heat required. With both dampers closed the car will not be too warm at any time, and by proper working of the lower and the upper dampers, and watching the indicator, the car can be kept at any temperature desired.

5. Failure of the heater arises from neglect or mismanagement, generally from allowing fires to run too long without putting in coal, then filling them full and operating the drafts, producing a rapid fire, which instead of warming the car, stops the circulation, and creates gases, which are liable to explode.

6. It will be readily understood that with the large amount of piping in the cars, the circulation (which is principally caused by the weight of the column of water falling from the drum into the pipes, and the difference in the weight of a column of cold and hot water), must be necessarily slow, and that a forced fire will do no good, but will only cause the effect mentioned above.

7. In filling the heater pipes, be sure that the water contains all the salt it will hold in solution, and that no undesolved salt enters the drum. Open the combination cock on end of drum and pour in water until it runs freely from same. The water should always stand at the height of combination cock, which may be tried by opening the cock, but only when the fire is very low and no pressure on. Pipes should be warm all round before passengers enter the car.

8. Passenger cars having Baker heaters must be turned so that heater will be in forward end of car, when practicable.

SPECIAL RULINGS.

NO. 1.

OMAHA, NEB., May 19th, 1885.

Question has been raised and ruling asked on the portion of 5th paragraph of Rule No. 33 "Station Train Order Signals," viz:

" " " or at night a signal lamp or lantern in position but not burning," "ing, they shall consider the same as a signal for orders, and not pass the" "station without orders or a clearance." " " "

A, claims he should not proceed without orders or clearance.

B, claims he should re-light the signal, and if found that the signal was not against proceeding, would go ahead under cover of signals.

C, claims he would re-light the signal and proceed.

D, claims, that if at a night office, he would not pass without orders or clearance, but if at a day office, and the operator could not be found, he would re-light the signal and be governed by his position; if he proceeded, would do so with extreme caution, and report the case to the Superintendent from the first telegraph office, and await his instructions before proceeding further.

RULING:

While A's course would be in strict compliance with the letter of the Rule, the action proposed by D, under circumstances as stated, being entirely safe, may be followed in all similar cases.

NO. 2.

OMAHA, NEB., May 19th, 1885.

Question has been raised and ruling asked on the following, viz:

A train receives a positive meeting order, (Form A, Rule 106) but before reaching the positive meeting point, becomes 12 hours late, consequently losing its time table rights. Does the order expire with rights of train, or does it hold good indefinitely?

A, claims the order dies with the train.

B, claims the order holds good.

RULING:

B, is correct; the order holds good and governs trains interested indefinitely, but would not give the train which has lost its time table rights, the right to proceed except as provided for in Rule No. 63, as it should not be assumed that other trains would not be met before reaching the meeting point.

NO. 3.

OMAHA, NEB., May 20th, 1885.

Question has been raised and ruling asked on last paragraph of Rule No. 63, viz:

"When any train becomes twelve (12) hours late, it loses all rights" "to the road, and will flag to the next telegraph station and report for" "orders."

A, claims if his train lost its rights while laying at a telegraph station, he would be required, under the rule, to flag to the next telegraph office for orders.

B, claims to the contrary.

RULING:

B, is correct. The rule provides particularly for cases where trains die between telegraph stations, it being understood that when rights are lost while at a telegraph station, orders to proceed must be obtained before leaving it.

NO. 4.

OMAHA, NEB., June 9th, 1885.

Question is raised and ruling asked on the following:

Trains No. 1 and 2 receive a positive order, making meeting point at X—— Station. On arrival of train No. 2 at X—— Station, they were given a second order in following form: "Train No. 2, Eng. 5, Condr. Doe, and Train No. 1, Eng. 10, Condr. Roe, will meet at X——."

D claimed the second order was not sufficient to cancel first order, and asked for third order reseiling it.

RULING:

Second order should hav read; Train No. 2, Eng. 5, Condr. Doe, and Train No. 1, Eng. 10, Condr. Roe, will meet at Y—— instead of at X——. Under this form of order the third order referred to would not be necessary, and the question would probably not have been raised.

NO. 5.

OMAHA, NEB., June 13th, 1885.

Question has been raised and ruling asked as to whether a dead train can regain its rights, under the 12 hours rule, after having flagged into a station at which it has, by the time table, sufficient dead time to permit it to leave such station within the 12 hours. To illustrate:—

Train No. 20, on Nebraska Division, Time Table No. 43, is due to arrive at Fremont at 6 p. m., and to leave at 6.10 p. m. If it becomes 12 hours or more late at Mercer, and flags to Fremont, arriving at 8.30 p. m., and is ready to leave at 8.45 p. m. Can it do so on its rights?

A, claims that the train having once lost its rights cannot regain them, nor proceed without special order, as provided in Rule 63.

B, claims to the contrary.

RULING:

B, is correct; when both the arriving and leaving time of a train is given, the life of a train dates from the arriving time when approaching, and from the leaving time when leaving the station.

NO. 6.

OMAHA, NEB., June 15th, 1885.

The first paragraph of Rule No. 32, under Station Train Order Signals, reads as follows:

" A positive signal relative to train orders, shall be constantly displayed " day and night at each telegraph office, as follows:"

RULING:

Telegraph Train Order Signals will not be used to hold trains at their District terminal, as all trains, or engines without trains, are held at such terminals by Rule No. 72. At Stations where branch or other lines intersect the main line, the signals will only govern trains of the District passing through.

Trains of the branch or intersecting line will be governed by Rule 72, which is as follows:

" No train or engine will start on its run or leave any district terminal" " station until the Conductor and Engineer have inquired at the telegraph " " office for orders and received either a Special Order or a Release Ticket." " (Form 2041.)"

" The issue of train release tickets must be authorized by the Dis-" " patcher in all cases, except when lines are not working, the operator" " may issue without such authority."

NO. 7.

Canceled. Covered by change in Rule 63.

NO. 8.

Canceled. Covered by addition to Rule 94.

NO. 9.

OMAHA, NEB., October 11th, 1886.

Question has been raised and ruling asked on the following:

Train No. 501, on Wyoming Division, Time Table No. 43, is scheduled to leave Green River at 9.20 a. m., and Train No. 1 at 9.30 a. m. Train No. 501 is not ready to leave until 9.50 a. m., or later; can it leave ahead of No. 1 without special order?

A, claims it cannot, as it would be in direct violation of Rule 71, which reads as follows: "A train shall not assume the rights of any other train without special order from the Superintendent," etc.

B, claims to the contrary.

RULING:

B, is correct. The rule provides especially for cases where trains have lost their Time Table rights, or require the rights of superior trains to help them to the next telegraph station.

These trains being of the same class, bound in the same direction, and neither one 12 hours late, No. 501 may leave ahead of No. 1 without special order, as it would not be assuming the rights of that train by so doing.

Train No. 1 must be governed by Rule 72, which prohibits it from passing No. 501 without special order.

NO. 10.

Canceled. Covered by change in Rule 78.

NO. 11.

Canceled. Covered by change in Rule 54.

NO. 12.

Canceled. Covered by change in Rule 56.

NO. 13.

Canceled. Covered by change in Rule 108.

NO. 14.

Canceled. Covered by change in Rule 32.

NO. 15.

Canceled. Covered by change in Rule 93.

NO. 16.

OMAHA, NEB., February 11th, 1887.

A, claims that when there are but few passengers on a passenger train at night, the calling of stations may be omitted if the conductor personally notifies passengers who are to get off, and that he may use his discretion in such cases.

B, claims that all stations should be called as provided in the rule; that the calling of stations is intended for the information of passengers who remain on the train, as well as those who are to leave it.

RULING:

B is correct. To carry out these instructions literally may in many cases seem unnecessary, and in some absurd. Yet it would establish a bad precedent to allow conductors or others to use their discretion as to whether certain rules should or should not be observed.

It is necessary and required that all regulations and rules of the Company be rigidly observed without modification or deviation.

NO. 17.

OMAHA, NEB., December 6th, 1887.

Question has been raised and ruling asked as to the proper time to be used against second section of a train on time orders.

RULING.

In all cases use the time shown in the time table.

NO. 18.

OMAHA, NEB., December 19th, 1887.

Question has been raised and ruling asked on the following: Trains 1 and 2 meet at "B." Train 2 receives an order at "A" to run to "C" regardless of train 1. What time can train 2 pass "B?"

RULING.

Five minutes later than time shown in card.

MILEAGE.

NEBRASKA DIVISION.

MAIN LINE—BRIDGE DISTRICT	COUNCIL BLUFFS TO OMAHA	3.9	
FIRST DISTRICT	OMAHA TO GRAND ISLAND	153.4	
SECOND DISTRICT	GRAND ISLAND TO NORTH PLATTE	157.5	
THIRD DISTRICT	NORTH PLATTE TO SIDNEY	153.2	
FOURTH DISTRICT	SIDNEY TO CHEYENNE	102.3	
			570.3
O. & R. V.—LINCOLN DISTRICT	VALLEY TO BEATRICE	26.6	
MANHATTAN DISTRICT	BEATRICE TO MANHATTAN	92.6	
STROMSBURG DISTRICT	VALPARAISO TO STROMSBURG	52.7	
ORD DISTRICT	GRAND ISLAND TO ORD	90.7	
LOUP CITY DISTRICT	ST. PAUL TO LOUP CITY	33.9	
NANTASKET DISTRICT	BOELUS TO NANTASKET	9.4	
NORFOLK DISTRICT	COLUMBUS TO NORFOLK	50.4	
ALBION DISTRICT	OCONEE TO ALBION	33.8	
CEDAR RAPIDS DISTRICT	GENOA TO CEDAR RAPIDS	30.2	
			465.6
TOTAL MILEAGE NEBRASKA DIVISION			985.8

WYOMING DIVISION.

MAIN LINE—FIFTH DISTRICT	CHEYENNE TO LARAMIE	56.0	
SIXTH DISTRICT	LARAMIE TO RAWLINS	136.4	
SEVENTH DISTRICT	RAWLINS TO GREEN RIVER	135.6	
EIGHTH DISTRICT	GREEN RIVER TO EVANSTON	110.3	
NINTH DISTRICT	EVANSTON TO OGDEN	76.5	
			514.7
LARAMIE, NORTH PARK & PAC. DISTRICT	LARAMIE TO SODA LAKE		18.5
ECHO & PARK CITY DISTRICT	PARK CITY TO ECHO		29.2
UTAH EASTERN DISTRICT (N. G.)	COALVILLE TO SUMMIT MINE		9.0
CHEYENNE & NORTHERN DISTRICT	CHEYENNE TO WENDOVER		122.9
TOTAL MILEAGE WYOMING DIVISION			682.0

IDAHO DIVISION.

OREGON SHORT LINE—FIRST DISTRICT	GRANGER TO MONTPELIER	115.1	
SECOND DISTRICT	MONTPELIER TO POCATELLO	99.2	
THIRD DISTRICT	POCATELLO TO GLENN'S FERRY	150.9	
FOURTH DISTRICT	GLENN'S FERRY TO HUNTINGTON	167.0	
FIFTH DISTRICT	SHOSHONE TO KETCHUM	69.4	
WOOD RIVER BR.			610.7
UTAH & NORTHERN—SIXTH DISTRICT (S.G.)	OGDEN TO POCATELLO	153.4	
SEVENTH DISTRICT	POCATELLO TO SPRING HILL	146.1	
EIGHTH DISTRICT	SPRING HILL TO SILVER BOW	110.3	
			409.8
TOTAL MILEAGE IDAHO DIVISION			1,019.5

KANSAS DIVISION.

MAIN LINE—FIRST DISTRICT	KANSAS CITY TO WAMEGO	104.0	
SECOND DISTRICT	WAMEGO TO BROOKVILLE	96.7	
THIRD DISTRICT	BROOKVILLE TO SALINA	101.6	
FOURTH DISTRICT	SALINA TO WALLACE	117.9	
FIFTH DISTRICT	WALLACE TO HUGO	114.1	
SIXTH DISTRICT	HUGO TO DENVER	104.6	
			639.1
JUNCTION CITY & FT. KEARNEY DISTRICT	JUNCTION CITY TO CONCORDIA	70.6	
	LAWRENCEBURG TO BELLEVILLE	16.5	
SOLOMON DISTRICT	SOLOMON TO BELOIT	57.3	
SALINA & SOUTHWESTERN DISTRICT	SALINA TO McPHERSON	23.5	
LINCOLN AND COLORADO DISTRICT	SALINA TO OAKLEY	225.4	
ENTERPRISE SPUR		2.9	
WYANDOTTE SPUR		2.0	
			409.2
TOTAL MILEAGE KANSAS DIVISION			1,048.4

COLORADO DIVISION.

DENVER PACIFIC DISTRICT	DENVER TO CHEYENNE	106.7
JULESBURG DISTRICT	JULESBURG TO LA SALLE	150.9
FT. COLLINS DISTRICT	DENVER TO COLORADO JUNCTION	130.5
ARGO PARK DISTRICT	JERSEY TO C. C. CUT OFF	3.1
BUCKHORN DISTRICT	LOVELAND TO ARKINS	7.5
MOUNTAIN DISTRICT (N. G.)	GOLDEN TO GEORGETOWN	34.6
	FORKS CREEK TO CENTRAL	13.1
	GEORGETOWN TO GRAYMOUNT	8.2
STOUT DISTRICT	GREELEY TO STOUT	33.6
SUNSET DISTRICT (N. G.)	BOULDER TO SUNSET	12.8
BOULDER VALLEY DISTRICT	BRIGHTON TO BOULDER	27.6
MARSHALL DISTRICT	ARGO JUNCTION TO BOULDER	27.0
GLENCOE DISTRICT (N. G.)	SALSTON TO GLENCOE	4.1
CANON DISTRICT (N. G.)	DENVER TO COMO	38.2
HIGH LINE DISTRICT (N. G.)	COMO TO LEADVILLE	63.9
ST. ELMO DISTRICT (N. G.)	COMO TO ST. ELMO	65.1
GUNNISON DISTRICT (N. G.)	ST. ELMO TO BALDWIN MINE	66.0
MORRISON DISTRICT (N. G.)	BEAR CREEK TO MORRISON	9.6
KEYSTONE DISTRICT (N. G.)	DICKEY TO KEYSTONE	7.0
LONDON DISTRICT (N. G.)	GAROS TO LONDON	15.5
BUENA VISTA DISTRICT (N. G.)	ROMEANDERS TO BUENA VISTA	3.6
COMO COAL MINE DISTRICT (N. G.)	LOWER MINE TO COAL BRANCH JUNC.	3.3
TOTAL MILEAGE COLORADO DIVISION		884.3

LEAVENWORTH DIVISION.

KANSAS CENTRAL DISTRICT (N. G.)	LEAVENWORTH TO MILTONVALE	165.9
LEAVENWORTH, TOPEKA & SOUTHWESTERN DISTRICT	LEAVENWORTH TO TOPEKA	55.7
LEAVENWORTH & LAWRENCE DISTRICT	LEAVENWORTH TO LAWRENCE	34.0
TOTAL MILEAGE LEAVENWORTH DIVISION		255.6

RECAPITULATION.

NEBRASKA DIVISION	985.8
WYOMING DIVISION	682.0
KANSAS DIVISION	1,048.4
COLORADO DIVISION	884.3
IDAHO DIVISION	1,019.5
UTAH DIVISION	57.3
LEAVENWORTH DIVISION	255.6
TOTAL	4,932.9

