

Chicago, Milwaukee and St. Paul Railway.

IOWA DIVISION

No. **167**

TIME TABLE.

No. **167**

Previous Issue Dated January 13, 1918

TAKING EFFECT SUNDAY, JUNE 2, 1918 AT 12:01 O'CLOCK A. M.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

C. H. MARSHALL
Superintendent

W. M. WEIDENHAMER
General Superintendent

MACY NICHOLSON
Assistant General Manager

J. T. GILICK
General Manager

EASTERN DIVISION--(Main Line)--Between Savanna and Marion Yard.

TRAINS GOING WEST.

THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD 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SPECIAL RULES.

Trains going East will have absolute right of track over trains of the same class running in the opposite direction.

The Automatic Block Signal System is in use between Savanna and West Marion Yard and Manual Block Signal System on Elk River Line between Sabula and Browns.

Double track extends between Savanna and West Marion Yard. All trains will use the right hand track running in either direction.

Dubuque Division trains will be known on this time table by their original numbers with a prefix of 100. Swift train order signal is located at Sabula to govern all trains except west bound Elk River Line. A manual semaphore block signal located opposite depot Sabula controls west bound Elk River Line trains. The upper arm of the west bound route signal at west end of Mississippi River Bridge at Sabula controls Main Line trains, the Middle arm Elk River Line trains and Lower arm reverse movement to east bound main line track. At Green Island the Home signal on the West Bound track has two arms. The upper arm governs Iowa Division main line movements. The lower arm governs Dubuque Division movements and operates between 00 and 450 only. Trains on Eastern Division will take their date from Savanna and West Marion Yard. Clocks at the following stations are regulated to Standard Time: Savanna, West Marion Yard and Marion. No. 11 will stop at all stations to let off passengers ticketed from Chicago. H—No. 101 will stop at Sabula to let off passengers ticketed from points east of Savannah and pick up passengers ticketed to Dubuque and points beyond.

HOURS TELEGRAPH OFFICE OPEN

Hale 6:00 a. m. to 4:00 p. m.
Olin 6:00 a. m. to 4:00 p. m.
Morley 8:00 a. m. to 6:00 p. m.
Martelle 8:00 a. m. to 6:00 p. m.
Elwood 6:45 a. m. to 4:45 p. m.
Lost Nation 6:30 a. m. to 4:30 p. m.
East Marion Yard 1:15 p. m. to 7:15 a. m.

ELK RIVER LINE—Between Sabula and Browns.

THIRD CLASS	THIRD CLASS	THIRD CLASS	Distance from Savanna	STATIONS	FIRST CLASS	FIRST CLASS	FIRST CLASS	FIRST CLASS
No. 91.	No. 67.	No. 77			No. 53.	No. 29	No. 39.	No. 3
WAY FREIGHT Except Sunday	FREIGHT Except Sunday	SOUTHWEST T. F. Daily			PASSENGER Except Sunday	PASSENGER Monday Only	PASSENGER Except Sunday	PASSENGER Daily
7.20 AM de	6.15 AM de		2.8	SABULA 1-3 N	9.05 AM de Mt 38	5.40 PM de	6.46 PM de Mt 54 and 12	8.50 Mt 38
7.23	6.18	3.25 AM de	4.1	SABULA JUNCTION 5-1	† 9.08	† 5.42	† 6.48	8.52
7.37	6.35 AM ar	3.45 AM ar	9.2	ELK RIVER JUNCTION 4-9 D	9.26 Mt 30 AM ar	5.57 Mt 54	7.02 PM ar	9.04
8.00			14.1	TEED'S GROVE 4-5 D		6.13 Mt 12		9.17 Mt 30
8.20			18.6	MILES 4-3 D		6.24		9.34
8.46 Mt 30			22.9	PRESTON 5-8 D		6.34		9.46
9.05 AM ar			28.7	BROWNS N		6.44 PM ar		9.58 AM ar

No. 133 will stop on flag signal at Shoecraft, three and one-half miles east of Green Island, and at Brown's Lake, four and one-half miles east of Green Island.
No. 129 and 130 will stop at Shoecraft on flag signal for passengers.

TRAINS GOING EAST.

ELK RIVER LINE—Between Browns and Sabula.

SPECIAL RULES.

Train Master.

MIDDLE DIVISION—Between West Marion Yard and Perry Yard.

THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		Dis. From SAYANA	STATIONS.	HOURS TELEGRAPH OFFICE CLOSED	FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST 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SPECIAL RULES.

Manual Block Signal System is in use between Phildia and Woodward, on Phildia Line. Automatic Block Signal System in use between Marion Yard and Perry Yard.

Trains on Middle Division will take their dates from Perry Yard and West Marion Yard.
The Clocks in Telegraph Offices at Perry Yard, Marion and Marion Yard are regulated to Standard time.
D—Day Telegraph Offices. N—Night and Day Telegraph Offices.

K. C. Division trains will not use track between Indian Creek and West Marion Yard except on authority from the Train Dispatcher at Perry in form of Train Order. West-bound Iowa Division trains will approach Indian Creek under control.

C. C. MARCHANT
T. C. PETERMAN
C. L. KINNER
Train Dispatchers

No. 11 will stop at any station to let off passengers from Chicago.
Trains will not use Phildia line between Woodward and Phildia without special orders.

MIDDLE DIVISION—Between Perry Yard and West Marion Yard.

TRAINS GOING EAST.

				FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		STATIONS.	Dis. from Council Bluffs	THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		SECOND CLASS		THIRD CLASS		3D CLASS		THIRD CLASS			
				No. 104		No. 22		No. 12		No. 112		No. 24		No. 108		No. 6		No. 30						No. 62		No. 98		No. 94.		No. 64.		No. 70.		No. 68		No. 164		No. 168			
				PASSENGER		PASSENGER		PASSENGER		PASSENGER		PASSENGER		PASSENGER		PASSENGER								E. & N. Meat & Time Frt.		FREIGHT		WAY FREIGHT		E. & N. MEAT & TIME FREIGHT		MEAT FREIGHT		IOWA DIV. LOCAL STOCK FREIGHT		FREIGHT		FREIGHT			
				12.19 PM Ar		6.08 AM Ar		3.48 PM Ar		3.20 PM Ar		5.22 PM Ar		9.25 PM Ar		2.33 AM Ar		6.18 AM ar		WEST MARION YARD	256.9	12.30 PM Ar		2.45 PM Ar		9.00 PM Ar		6.30 AM Ar		10.28 AM Ar		12.25 AM Ar		10.30 AM Ar							
																				MARION	256.4			2.40																	
																				INDIAN CREEK	255.6	12.22		2.35		8.40		6.22		10.15		12.13 AM De		10.20 AM De							
																				LOUISA	252.7	12.15 PM		2.25		8.25		6.15		10.00											
																				5.5	247.2	11.58		2.05		8.02		6.00		9.40											
																				COVINGTON	241.7	11.45		1.40		7.45		5.45		9.15											
																				5.5	241.7	11.45		1.40		7.45		5.45		9.15											
																				ATKINS	236.3	11.30		12.50		7.24		5.30		8.50											
																				5.4	236.3	11.30		12.50		7.24		5.30		8.50											
																				NEW HALL	229.9	11.12		12.05		7.05		5.12		8.20											
																				6.4	229.9	11.12		12.05		7.05		5.12		8.20											
																				5.6	224.3	10.58		10.50		6.40		4.58		7.40											
																				KEYSTONE	224.3	10.58		10.50		6.40		4.58		7.40											
																				6.1	218.2	10.43		10.05		6.13		4.43		7.00											
																				ELBERON	218.2	10.43		10.05		6.13		4.43		7.00											
																				1-1 C. & N. W. Crossing	217.1	10.38		9.45		6.10		4.38		6.50											
																				ELBERON TOWER	217.1	10.38		9.45		6.10		4.38		6.50											
																				2.9	214.2	10.30		9.35		6.00		4.30		6.40											
																				VINING	214.2	10.30		9.35		6.00		4.30		6.40											
																				6.8	207.4	10.10		9.00		5.25		4.10		6.00											
																				GLADSTONE	207.4	10.10		9.00		5.25		4.10		6.00											
																				4.6	202.8	9.50		8.30		5.10		3.50		5.45											
																				0.3	202.5																				
																				C. & N. W. CROSSINGS	202.5																				
																				5.3	197.2	9.20		7.35		4.50		3.20		5.25											
																				POTTER	197.2	9.20		7.35		4.50		3.20		5.25											
																				5.3	191.9	9.02		7.10		4.30		3.02		5.10											
																				DUNBAR	191.9	9.02		7.10		4.30		3.02		5.10											
																				1.8	190.1	8.58		7.00		4.20		2.58		5.00											
																				PICKERING	190.1	8.58		7.00		4.20		2.58		5.00											
																				2.6	187.5	8.37	2.30 PM ar	6.45 AM De	3.50	2.47		4.15													
																				FERGUSON	187.5	8.37	2.30 PM ar	6.45 AM De	3.50	2.47		4.15													
																				4.9	182.6	8.22		1.50		3.15		2.22		3.40											
																				HAVERHILL	182.6	8.22		1.50		3.15		2.22		3.40											
																				4-7 (M. & St. L. Crossing)	177.9	8.05		1.15		2.57		2.05		3.20											
																				CAPRON	177.9	8.05		1.15		2.57		2.05		3.20											
																				2.7	175.2	7.55	12.30 PM		2.43		1.55		3.10												
																				MELBOURNE	175.2	7.55	12.30 PM		2.43		1.55		3.10												
																				4.7	170.5	7.40	11.55		2.18		1.40		2.55												
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WESTERN DIVISION—Between Perry Yard and Council Bluffs.

TRAINS GOING WEST.

				THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS	
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SPECIAL RULES.

Trains going East will have the absolute right of track over trains of the same class running in the opposite direction.

Automatic Block Signal System in use between Perry Yard and Manilla.

The Manual Block System is in use between Manilla and Council Bluffs Yard.

Manilla Station is operated as per Block Signal, Rule No. 60.

Trains on Western Division will show their times from Perry Yard and Council Bluffs Yard. The Clocks in Telegraph Offices at Perry Yard, Perry, Muskegon and Council Bluffs Yard are regulated to Standard Time.

D—Day Telegraph Offices N—Night and Day Telegraph Offices.

No. 11 will stop on signal at any station to let off passengers ticketed from Chicago and on signal for passengers destined Omaha and points on S. C. & D. Division.

Double track extends between Perry Yard and Manilla and between Council Bluffs Yard Office and U. P. Transfer

Between these points all trains will use the right hand track running in either direction and will be governed by rules relating to double track movement.

WESTERN DIVISION—Between Council Bluffs and Perry Yard.

TRAINS GOING EAST.

										FIRST CLASS		FIRST CLASS		STATIONS.	DISTANCE FROM CO. BLUFFS.	SECOND CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS			
										No. 12		No. 6.				No. 70.		No. 368		No. 68		No. 96		No. 396		No. 64.		No. 162		No. 62	
										PASSENGER		PASSENGER				MEAT FREIGHT		D. M. DIVISION STOCK FREIGHT		IOWA DIVISION LOCAL STOCK FRT.		WAY FREIGHT		D. M. DIVISION WAY FREIGHT		EAST AND NORTH MEAT AND TIME FRT.		MEAT FREIGHT		MEAT FREIGHT	

SPECIAL RULES.

Train Nos. 96 and 98 will carry passengers with tickets.
Conductors of all Trains will register at Perry Yard, Manilla and Council Bluffs Yard. Trains that donot stop may register by card.
Conductors of First-class Trains will register at Perry and Council Bluffs, and will register by card at Perry Yard, and Council Bluffs Yard.
Trains using track between U. P. Transfer and South Omaha will be governed by Time Table and Rules of U. P. Railway.
The Railroad Crossings at Herndon and Neola are interlocked.
H—No. 6 will stop to let off passengers from points west and north of Manilla.
F—No. 6 will stop at Templeton to pick up passengers destined to Marion and points beyond and to let off passengers originating at points north and west of Manilla.

C. C. MARCHANT
F. E. JACKSON
C. L. KINNER
Train Dispatchers

First-class trains will have the right to run or pass on run ahead of trains of the same class.
Third-class and Extra trains will have the right to run ahead, or pass and run ahead, of Third-class trains. Freight trains of less importance will move promptly to let Freight trains of more importance pass. Trains moving under this rule must be governed by Rule No. 89.
J. J. KINDIG, Chief Dispatcher.
A. J. KROHNKE, Night Chief Dispatcher.
F. A. MAXWELL, Train Master.

CLINTON, DAVENPORT AND NAHANT LINE.

[illegible]

SPECIAL RULES.

Trains going East will have the absolute right of track over trains of the same class running in the opposite direction.

This timetable conveys no right to the track between Savanna and Elk River Junction. Trains running between Savanna and Elk River Junction will be governed by the Time Table and Rules of the Eastern Division.

This time table conveys no right to the track between C., B & Q. PASSENGER STATION and Moline or Nahant.

The movement of trains and engines between C., B. & Q. Passenger Station and Chancy will be made under yard rules; each train and engine protecting itself against all others.

The junction switch at Chancy will be left set locked for last track used and all trains must approach this switch prepared to stop.

Trains moving between Chancy and Moline will be governed by D. R. I. & N. W. Time Table and Rules, and trains between Davenport and Nabant by D., R. I. & N.-W. and C., R. & I. P. Time Tables and Rules. Conductors and Engineers must provide themselves with these Time Tables and become familiar with them.

C. B. & Q. trains will use the track between C. B. & Q. Passenger Station and C. B. & Q. Junction switch. All trains will proceed cautiously between these points.

Clinton Yard extends from Chicago & Northwestern Railroad Crossing, east of Lyons to C., B. & Q. Passenger Station at Clinton. Trains must be under control within these limits.

Conductors of all trains will register at Elk River Junction, Clinton and C., B. & Q. Passenger Station.

Nos. 66 and 67 will do local work.

Nos. 38, 54 53, and 39 stop on flag at **Midland Junction**, located 3 miles south of Elk River Junction.

J. T. RAYMOND,
W. JORDAN,
R. L. LEAMON,
Train Dispatchers.

L. A. TURNER,
Train Master.

H. C. VAN WORMER,
Chief Dispatcher.

DAVENPORT LINE.

TRAINS GOING WEST.

THIRD CLASS No. 261 MIXED Except Sunday	THIRD CLASS No. 97 MIXED Except Sunday	THIRD CLASS No. 93 MIXED Except Sunday	FIRST CLASS No. 203 PASSENGER Except Sunday	FIRST CLASS No. 33 PASSENGER Except Sunday	FIRST CLASS No. 31 PASSENGER Except Sunday	Dist. from Monticello
		12.05 PM De Mt 36		9.55 AM De	9.15 AM De	
		12.25		10.10	9.28	6.5
		12.50		10.20	9.37	10.7
		1.25		10.34	9.50	17.1
	4.50 PM De	2.20 PM Ar		10.50 AM Ar	10.05	23.2
	5.17 Mt 32			*10.08	10.17	24.1
	5.35				10.24	28.9
	5.55				10.36	32.2
						37.8
	6.20				10.47	38.0
	6.40				10.57	42.8
						46.1
	7.10				11.14 Mt 90	47.4
6.50 PM De	7.35		10.25 AM De Mt 90		11.28	52.6
7.00	7.47		*10.31	*11.35	61.4	58.3
			*10.45	*11.46	66.5	61.4
† 7.20 PM	8.05 PM		† 10.50 AM	† 11.50 AM	68.0	66.5
7.30 PM Ar	8.10 PM Ar		10.55 AM Ar	11.55 AM Ar	69.0	68.0

TRAINS GOING EAST.

FIRST CLASS No. 36 PASSENGER	FIRST CLASS No. 204 PASSENGER	FIRST CLASS No. 32 PASSENGER	THIRD CLASS No. 94 MIXED	THIRD CLASS No. 90 MIXED	THIRD CLASS No. 272 MIXED	Dist. from Davenport
12.05 PM Ar Mt 93		6.20 PM Ar	8.20 AM Ar			69.0
11.49		3.07	8.05			62.5
11.39		5.59	7.45			58.3
11.25		5.46	7.20			51.9
11.10 AM De Ex Sunday		5.33	6.50 AM De Ex. Sun days	1.55 PM Ar		45.8
		* 5.26				44.9
		5.17 Mt 97		1.35		40.1
		5.10		1.15		36.8
		4.58		12.50		31.2
				12.15		31.0
		4.43		11.55		26.2
		4.35				22.9
						21.6
		4.21		11.14 Mt 31		16.4
	3.30 PM Ar	4.07		10.25 Mt 203	8.00 AM Ar	10.7
* 3.18	* 3.55			9.55	7.40	7.6
* 3.05	* 3.45			9.40		5.1
† 3.01 PM	† 3.40 PM			9.35 AM	† 7.20 AM	2.5
2.55 PM De Ex Sunday	3.25 PM De Ex. Sunday			9.30 AM De Ex. Sun day	7.15 AM De Ex. Sunday	1.0

MAQUOKETA LINE.

TRAINS GOING WEST.

THIRD CLASS No. 261 MIXED Except Sunday	FIRST CLASS No. 203 PASSENGER Except Sunday	Dist. from Maquoketa
4.30 PM De	9.00 AM De	
5.05 Mt 204	9.20	6.0
5.25	9.35 Mt 272	12.3
5.50	9.55	19.6
		20.1
	10.09	25.3
6.30	10.19	29.3
6.50 PM Ar	10.25 AM Ar	32.3

TRAINS GOING EAST.

FIRST CLASS No. 204 PASSENGER	THIRD CLASS No. 272 MIXED	Dist. from Davenport
5.40 PM Ar	11.20 AM Ar	43.0
5.25 Mt 261	11.00	37.0
5.05	10.15	30.7
4.38	9.35 Mt 203	23.4
4.10	9.10	22.9
		17.7
3.53		13.7
3.41	8.20	10.7
3.30 PM De Except Sunday	8.00 AM De Except Sunday	

SPECIAL RULES.

Trains going East will have the absolute right of track over trains of the same class running in the opposite direction. This Time Table conveys no right to the track between Davenport and Water Works. No train or engine will use any portion of the section between these stations unless the engineer has a train staff in his possession in accordance with special rules governing the operation of the train staff system between Davenport and Water Works.

West-bound trains must come to a fullstop 200 feet east of D. R. I. & N. W. Junction switch at Water Works. All regular freight trains will carry passengers. Conductors and Engineers must ascertain, before crossing the switches at junctions, whether trains due in either direction have passed and be governed accordingly. All trains will get clearance at Monticello. All trains will register by card at Water Works. Conductors of all trains will register at Oxford Junction, Monticello, Davenport, Eldridge Junction, Delmar Junction and Maquoketa. Davenport Yard extends to Carle's Mill two miles east of Davenport. Trains will run at reduced speed within these limits. The clocks in the Telegraph Office at Davenport passenger station and Monticello will be regulated to Standard Time.

L. S. DOVE, Train Dispatcher.

L. A. TURNER, Train Master
H. C. VAN WORMER, Chief Dispatcher

At Monticello, the upper arm of block signal control Marion and Cairmar Line trains; lower arm controls Davenport Line trains. Trains cannot meet or pass at Oakton or Noels Station. The C. & N.-W. Railroad Crossings between Wheatland and Big Rock and between DeWitt and Noels Station are interlocked. All Davenport Line passenger trains will arrive at and depart from D. R. I. & N.-W. passenger station at Davenport. The switch at Government Bridge and Water Works will be normally set for the D. R. I. & N.-W. main track. All Davenport Line freight trains will arrive at and depart from the old freight yard at Davenport, unless otherwise directed. All freight trains arriving and departing at Davenport over the D. R. I. & N.-W. Railway will use D. R. I. & N.-W. tracks unless otherwise directed. All Davenport Line trains will register at D. R. I. & N.-W. passenger station.

Marion and Calmar Line.

TRAINS GOING WEST.

TRAINS GOING EAST

				THIRD CLASS		THIRD CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		Distance from Jackson Jct.	STATIONS.	Distance from Paralta.	FIRST CLASS		FIRST CLASS		FIRST CLASS		THIRD CLASS		THIRD CLASS							
				No. 93		No. 95.		No. 21.		No. 23.		No. 27					No. 22.		No. 24.		No. 28		No. 96.		No. 94.							
				MIXED Except Sunday		MIXED Except Sunday		PASSENGER Except Sunday		PASSENGER Except Sunday		PASSENGER Except Sun-day					PASSENGER		PASSENGER		PASSENGER		MIXED		MIXED							
				5.15	AM Do			2.50	PM Do			5.00	AM Do		CALMAR 12.0	120.0	11.20	AM Ar			10.50	PM ar			5.05	PM Ar						
				5.50	AM Do			3.15	PM Do			5.25	AM do		JACKSON JUNCTION 3.9	108.0	10.45	AM Ar			9.54	PM Ar			4.15	PM Ar						
				6.06				3.25	Mt 94			5.37		3.9	WAUCOMA 9.7	104.1	10.35			9.42				3.25	Mt 21							
				6.32				3.46				6.00		13.6	HAWKEYE 4.8	94.4	10.15			9.20				2.50								
				6.45				3.58				6.13		18.4	DONNAN JUNCTION 6-7 (C. R. I. & P. Crossing)	89.6	10.02			9.09				2.10								
				7.15				4.12				6.33		25.1	FAYETTE 9.9	82.9	9.47			8.54				1.45								
				7.45				4.32				6.58		35.0	ARLINGTON 8.6	73.0	9.26			8.33				1.20								
				8.20				4.56				7.22		43.6	STRAWBERRY POINT 7.3	64.4	9.08			8.15				12.45								
				8.50	Mt 22			5.10				7.37		50.9	EDGEWOOD 5.3	57.1	8.50	Mt 93		7.58				12.10	PM							
				9.20				5.22				7.48		56.2	GREELEY 3.0	51.8	8.39			7.47				11.40								
				9.50				5.34				7.59		59.2	ONEIDA JUNCTION 4-8 (C. G. W. — M. & O. Crossings)	48.8	8.29			7.37				11.15								
				10.10				5.46				8.13	Mt 22	64.0	DELAWARE 4.2	44.0	8.13	Mt 27		7.24				10.50								
				10.30	Mt 94			5.57				8.22		68.2	DELHI 8.0	39.8	8.04			7.14				10.30	Mt 93							
				11.00				6.18				8.43		76.2	HOPKINTON 4.9	31.8	7.46			6.54				9.55								
														81.1	JUNCTION SWITCH 3.0	26.9																
				11.25	AM Ar	1.30	PM do	6.35 6.55	Mt 24 & 28	9.30	AM Do	9.00	AM Ar Mt 94	84.1	MONTICELLO 4.2	23.9	7.30 7.20	6.30	PM Ar Mt 21	6.35	Mt 21 PM Do	8.00	AM Ar	9.10	Mt 27 AM Do							
						1.45		7.05		9.42				88.3	LANGWORTHY 6.7	19.7	7.11		6.21		7.40											
						2.25		7.23		10.00				95.0	ANAMOSA 0-6 (C. & N. W. Crossing)	13.0	6.58	PM 96	6.09		7.15 6.30	22 PM										
						2.50		7.38		10.12				99.3	STONE CITY 2.5	8.7	6.45		5.58		6.15											
						3.05		7.49		10.22				101.8	VIOLA 3.9	6.2	6.36		5.51		5.55											
						3.25		7.59		10.32				105.7	SPRINGVILLE 2.3	2.8	6.28		5.44		5.35											
						3.35	PM Ar	8.05	PM Ar	10.37	AM Ar			108.0	PARALTA C., M. & St. P. Crossing		6.19	AM Do	5.38	PM Do	5.10	AM Do										
								8.35	PM	10.55	AM				MARION		6.05	AM	5.22	PM												
								8.55	PM Ar	11.15	AM Ar				CEDAR RAPIDS		5.45	AM Do	5.00	PM Do												
																	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday											

SPECIAL RULES.

Trains going East will have the absolute right of track over trains of the same class running in the opposite direction.

Conductors and Engineers must ascertain, before crossing the switches at junctions, whether trains due in either direction have passed and be governed accordingly.

At Monticello, the upper arms of block signal control Marion and Calmar Line trains; lower arm controls Davenport Line trains.

L. S. DOVE,
Train Dispatcher.

L. A. TURNER, Train Master
H. C. VAN WORMER,
Chief Dispatcher.

This time table is void between Monticello and Junction Switch for Dubuque Line trains. Dubuque Line trains will run between these points only on special orders from the train dispatcher, and will not enter onto the main line at Junction Switch until after they have received their orders. A telephone system is in service between Monticello and Farley. Dubuque Line Conductors will receive their orders by telephone at Junction Switch through the operator at Monticello.

DUBUQUE LINE.

Trains Going West				STATIONS.		Trains Going East.			
FIRST CLASS		Distance from Farley.	FIRST CLASS						
No. 23.			No. 24.						
MIXED			MIXED						
Except Sunday									
8.00	AM De		FARLEY	16.9	8.20	PM Ar			
			7.1						
8.25		7.1	WORTHINGTON	9.8	7.45				
			6.8						
8.47		13.9	SAND SPRINGS	3.0	7.20				
			3.0						
9.00	AM Ar	16.9	JUNCTION SWITCH		7.05	PM De			
					Except Sunday				
9.10			MONTICELLO		7.00	PM De			

GENERAL RULES.

To be observed by all employes on the Chicago and Council Bluffs Division (in Iowa) of the Chicago, Milwaukee & St. Paul Railway, who will be held responsible for any violation of them.

The safety of Passengers and Trains is of the first importance, and all operations of working and repairing the road must be subservient thereto. To this, with the regularity and punctuality of the trains, and the comfort and convenience of passengers, all work must be entirely subordinate.

1. Every person accepting a position with this company 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. Before using machinery or tools employes must see that they are in a safe condition to perform the services required.

2. Every employe of this company whose duties are in any way prescribed by these rules, must always have a copy of them in his possession when on duty, and must make himself perfectly acquainted with every rule, and 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 by the Superintendent. The head of each department will see that his subordinates are supplied with current time tables.

3. The fact that any one enters or remains in the service of the company will be considered as an expression of willingness to obey these rules. He will not be excused for the violation of any of them, though they may not be included among those applicable to his department.

4. Special rules shall supersede general rules and be fully observed while in force. These rules are all deemed important, and a strict observance of each and all of them is absolutely required. In all cases of doubt take the safe course.

5. Employes must wear the prescribed badges or uniforms while on duty.

All agents, express messengers, parlor and sleeping car conductors and porters, news agents and persons in charge of individual cars, are subject, while on duty, to the rules governing the employes of the company.

6. Incivility to patrons of the road will not be tolerated, whatever the provocation may be. Boisterous, profane or vulgar language on trains, or on the premises of the company, is strictly forbidden.

7. Any employe knowing of the violation of the rules by another employe, and who fails to report the same to the Superintendent, becomes equally censurable.

8. The use of intoxicating drinks has proven a most fruitful source of trouble to railways as well as to individuals. The company will exercise the most rigid scrutiny in reference to the habits of employes in this respect, and any employe who has been dismissed on this account will not be re-employed. Drinking when on duty or frequenting saloons will not be tolerated, and preference will be given to those who do not drink at all.

9. If any one is in doubt as to the meaning of any rule or special instruction, application must be made at once to the Superintendent or other proper division officer, for an explanation. Ignorance of the rules will not be accepted as an excuse for neglect of duty.

10. All former rules that conflict with these rules are abolished, and all former time tables are to be destroyed.

STANDARD TIME.

11. Standard time will be telegraphed daily at 10 o'clock A. M. The clocks at stations indicated in special rules will be regulated to "Standard time."

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

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

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

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

TIME TABLES.

13. Each time table, at the moment it takes effect, supersedes the preceding time table. All regular trains on the road running according to the preceding time table shall, unless otherwise directed, assume the time and rights of trains of corresponding numbers on the new time table.

14. When new time tables are issued, blank receipts will be sent with them, which receipts must be signed by all Conductors, Enginemen, Round House Foremen, Yard Masters, Road Masters, and Chief Carpenters, and promptly forwarded to the Train Dispatcher. If there is not sufficient time to get these receipts in the ordinary way before the taking effect of the time table, the acknowledgment must be secured by telegraph.

15. Where but one time is shown, it shall be regarded as leaving time. Where two times are shown, the earlier will be the arriving time and the later the departing time. Trains will not leave stations before the time specified unless so directed.

16. Full faced figures denote regular meeting and passing points of trains.

STANDARD SIGNALS.

17. All employes whose duties require them to give signals must provide themselves with the proper appliances, and keep them in good order and always ready for immediate use.

Flags of the proper color must be used by day and lamps by night, or whenever from fog or other cause the day signals cannot be clearly seen.

18. Red signifies danger, and is a signal to stop. Green signifies caution, and is a signal to go slow. It is also a signal to stop trains at Flag Stations. White signifies safety.

19. "A torpedo placed on the rail is a signal to be used in addition to the regular danger signals. The explosion of one or more torpedoes is a signal to stop immediately. Torpedoes must not be placed near stations or road crossings, where persons are liable to be injured by them.

A fussee is an extra danger signal to be lighted and placed on the track, and to be freely used in case of accident, or when a train stops or reduces speed, so as to endanger its rear from trains that may be following, or when there is a condition endangering a train on an adjacent track. When fuses are used they must not be deposited on bridges or any place where there is danger from fire.

20. A flag or lamp swung across the track, a hat or any object waved violently signifies danger, and is a signal to stop.

LAMP SIGNALS.

21. A lamp swung across the track is the signal to stop. A lamp raised and lowered perpendicularly is the signal to move ahead.

A lamp swung in a half circle over the head, when the train is standing, is the signal to back.

A lamp swung in a circle at arms length, when the train is running, is the signal that the train has parted.

A flag or the hand moved in any of the directions given above will indicate the same signal as given by a lamp.

If signal is given quick, move quick; if slow, move slow.

FIXED SIGNALS.

22. Fixed signals are placed at Junctions, Railroad Crossings, Draw Bridges, Stations and other points that require special protection. Special instructions will be issued indicating their position and use.

23. A signal imperfectly displayed or the absence of a signal at a place where usually shown, must be regarded as a danger signal and the fact reported to the Superintendent.

24. Switch lights and train order signal lights must be kept burning all night.

AIR WHISTLE SIGNALS

25. One blast of the air whistle when the train is standing, is the signal to call the engineer's attention to the rear and to test the air-brake.

Two blasts of the air whistle when train is running, is the signal to stop at once. When given after the whistle signal

for approaching a station, it will signify that the train is to stop at the station.

Three blasts of the air whistle is the signal to back up.

When one blast of the air whistle is heard while a train is running the engineer must immediately ascertain if the train has parted, and be governed accordingly.

Six blasts of the air whistle will be used when it is required to notify the engineer that more steam is needed to operate the dynamo or heat the train.

WHISTLE SIGNALS

26. One short blast of the whistle, thus, —, is the signal to apply the brakes.

One long blast of the whistle, of five seconds' duration, thus, ———, is the signal for approaching stations, railroad crossings, junctions and draw bridges.

Two short blasts of the whistle, thus, — —, is the signal to release brakes, and must also be given before starting, after stop has been made for railroad crossings.

One long and one short blast of the whistle, thus, — — —, must be given in answer to all signals to stop.

Three short blasts of the whistle, thus, — — —, when train is standing, to be repeated until answered by trainmen, is the signal that the train will back.

One long and two short blasts of the whistle, thus, — — — —, is the signal for highway crossings.

Three long blasts of the whistle, thus, — — — — —, when train is running, to be repeated until answered by signal from trainmen, is the signal that train has parted.

Four short blasts of the whistle, thus, — — — —, is the engineer's call for signals from switch tenders, watchmen, trainmen and others.

One long and three short blasts of the whistle, thus, — — — — —, is the signal that train is carrying signals for a following train, and is to call attention of trains they meet or pass to that fact. Trains thus notified must answer by giving the same signal, — — — — —.

One long, two short and one long blast of the whistle, thus, — — — — —, will be given by engineers when they find it necessary to stop between stations and to notify conductor, thus enabling him to drop off and send back a flagman.

Four (4) long blasts of the whistle, thus: — — — — —, is the signal for flagmen to return from the West.

Five (5) long blasts of the whistle, thus: — — — — —, is the signal for flagmen to return from the East.

TRAIN SIGNALS

27. All trains must display one marker lamp by day and one light at night showing red to the rear and green to the front and side on each side of the rear car as markers. All trains running after sunset or when obscured by fog or other cause must display the headlight in front and two or more red lights in the rear. Engines running without cars when backing must carry the markers on the rear of the tender.

28. Signal cords shall be used on all passenger and mixed trains, and shall extend from the rear car to the air whistle on the engine, and shall not be detached while the train is in motion.

29. Two green flags by day and in addition two green lights by night, displayed on the front of the engine, denote that the train is followed by another train.

30. When two or more engines are coupled together, the leading engine only shall display the signals as provided by rules governing the carrying of signals and shall answer all signals.

31. Two white flags by day and in addition two white lights by night, displayed on the front of an engine, denote that the train is an irregular one. These signals must be displayed by all irregular trains.

32. One flag or light displayed as a classification signal will be regarded the same as if two were displayed. Conductors and Engineers will be held responsible for the proper display of all signals.

33. When freight trains are standing on side tracks, all red lights on rear of train must be removed and green side lights displayed as soon as main track is clear. The red lights must again be displayed before returning to main track.

34. White signals must be used by watchmen on public and street crossings to prevent persons and teams from crossing when trains are approaching. Danger signals must be used only when necessary to stop trains.

35. A red flag by day or a red light by night placed on the end of a car denotes that car inspectors are at work under or about the car or train. The car or train so protected must not be coupled to or moved until the red signal is removed by the car inspectors. When a car or train standing on a siding is protected by a red signal, other cars must not be placed in front of it so that the red signal will be obscured, without first notifying the car inspector that he may protect himself.

36. All signals must be used in accordance with the rules, and trainmen and enginemen must keep a constant lookout for signals.

CLASSIFICATION OF TRAINS.

37. All trains shall be designated as regular or irregular. Regular trains are those represented on the time table, and may consist of one or more sections. Irregular trains are those not represented on the time table. An engine without cars, in service on the road, shall be considered a train.

38. Trains are classified on the time table as to their right to the track. Trains of the first class being superior to those of the second and all succeeding classes, and so on indefinitely. The terms Passenger, Freight, or Mixed are descriptive, and do not refer to class.

39. Irregular trains will be designated as follows: Irregular passenger trains shall be designated as Special Trains. Irregular freight trains shall be designated as Extra Trains. Working and construction trains shall be designated as Work Trains.

40. Irregular trains are of inferior class to regular trains.

TRAIN RIGHTS.

41. Trains in a specified direction will have the absolute right to track over trains of similar or inferior class, moving in the opposite direction. This will be indicated on the different divisions by special rule on face of time card.

42. Trains of inferior class must keep out of the way of trains of a superior class.

43. Regular trains, twenty-four hours or more behind their time-table time, lose all their rights.

44. No train shall assume the rights of any other train without orders. Should a train be delayed so that another train of the same class overtakes it, the train overtaking the delayed train shall not have the right to pass it without orders.

45. No train having the right to the road must leave any station where, by the time table, it should meet a train of the same class until five (5) minutes after its time, and this must be observed at every succeeding station until it shall have met the expected train. The five (5) minutes are allowed for the variation of watches and must not be used by either train.

46. When there is more than one train running on the time of a regular train, the leading section or sections will carry Green Signals and the following section or sections will have precisely the same Time Table rights as the leading section and no more.

47. Conductors of trains carrying signals for following sections must note in each train register that they are carrying signals, and state from, and to what points, and will not leave the station where the signals are to be taken in, without orders, unless the following train has arrived.

48. At meeting points, the train having the right of the road shall occupy the main track, when practicable. Trains taking siding must enter from nearest end and not run by to back in, except in cases of emergency, and then only under cover of signals. Great care must be used approaching all stations. Special caution must be observed when the view is obscure. Main track must be kept clear for passenger trains, especially for those which do not stop.

49. No train shall leave a station preceding a station where it is to meet or be passed by a train of a superior class, unless it shall be able to reach such station and take siding five (5) minutes before such train is due.

INSTRUCTIONS TO TRAIN AND ENGINEMEN.

50. Train and enginemen will be held equally responsible for the violation of any of the rules governing the safety of trains, and they must take every precaution for the protection of trains even if not provided for by the rules.

51. The conductor will have charge and control of the train and of all persons employed on it, and is responsible for its movements while on the road, except when his directions conflict with these rules or involve risk or hazard, in either of which cases the engineer will be held alike accountable.

52. No train will leave the station commencing its run without a clearance card. If a train receives an order before starting on its run, it must, in addition, procure a clearance card from the operator, reading: "I have no further orders for your train."

In addition to this conductor must inquire personally for train orders and not accept a clearance until satisfied that no orders have been received for his train.

53. No train will pass other stations where the order signal is displayed without receiving an order or a clearance card.

54. If a train receives orders, and the signal still remains displayed for other trains, said train must, before leaving, procure a clearance card reading: "I have no further orders for your train."

55. Clearance cards must be signed, dated and timed by the operator on duty. Conductors will see that the correct number of their trains is written on clearance cards.

56. Engineers will not start their trains unless clearance cards, in accordance with the above instructions, have been shown them.

57. No train shall leave a station commencing its run, nor after making a station stop, without a signal from the conductor. No freight train shall pass a station where it does not stop, unless the engineer receives a "go ahead" signal from the rear end.

58. No train shall leave a station to follow a passenger train until ten (10) minutes after its departure.

59. Freight trains following each other must keep not less than ten (10) minutes apart, except in closing up at stations or at meeting and passing points.

60. When a train is being pushed by an engine, except when switching and making up trains in yards, a trainman must be stationed on the front of the leading car with proper signals so as to perceive the first sign of danger, and immediately signal the engineman.

61. Conductors of trains of the same class must register with each other at all meeting points. When meeting points are made by telegraph orders, conductors of trains, of all classes, must register with each other.

62. When a train stops between stations, a flagman must immediately go back with proper signals to stop any train that may be following. Not a moment must be lost in inquiry as to the cause of stoppage or its probable duration. The flagman must go back instantly and shall take no less than three (3) torpedoes, and three (3) fuses, also a red flag by day, and a red and white light by night, and shall place one torpedo on the rail on the engineer's side when three-quarters (¾) of a mile (22 telegraph poles) distant from the rear of the train, and at a further distance of one-quarter (¼) of a mile (8 telegraph poles), he shall place two torpedoes on the rail on the engineer's side. He will then, selecting a place where the view is long and clear, remain until a train is stopped or he is recalled. Returning he will leave two (2) torpedoes at the most distant point from his train and take up the rest. If at night or during stormy or foggy weather, he will light and place fuses on the track. Whenever it becomes necessary the forward end of the train shall be protected in the same manner.

63. If it is necessary for an engineer to stop his train between stations, he must, if possible, select a place where the view is clear in the rear of train for at least one-half mile and give the proper whistle signal as per Rule 26. This shall be the signal that the engineer wants to stop and the rear brakeman must instantly go back and protect the train as per Rule 62. If the conductor finds it necessary to stop, he shall take the same precaution and protect the train in the same manner.

64. If for any cause speed is reduced or a stop is made so as to endanger the rear of train, conductors will be held responsible for its proper protection from trains that may be following by the free use of fuses or other danger signals, as per Rules 19 and 62. A train finding a fuse burning upon the track must come to a stop, then proceed with great caution.

65. When a flagman is sent out to protect the front of a train, he must not be recalled by whistle signals, but must remain out until he is called in by another flagman or until he has stopped the opposing train.

66. Trains of all classes, except regular passenger trains, must approach all stations under control so that it shall not be possible for them to strike any train that may be inside the yard limits. The entire responsibility in such cases rests with the approaching train. When at stations trains carrying passengers must be protected against approaching trains at all times and under all circumstances,

even if they are inside of yard limits. It will be understood that yard limits extend to the outside switches unless otherwise designated by yard limit signs or special rules.

67. Enginemen must look back frequently to see that all is right.

If a train should part while in motion, trainmen must use great care to prevent the detached parts from colliding. Engineers must give the signal for train parted, and keep the forward part of the train in motion until they know the detached portion is stopped. The forward portion will have the right to go back, regardless of following trains, to recover the detached portion, first ascertaining if the draft iron of the rear car is in proper condition, and then sending a flagman with danger signals a sufficient distance back to insure absolute safety against collision. Engineers will be held responsible for the movement of the forward portion of the train. The detached portion must not be moved until the forward portion comes back.

68. Before crossing the track of another railway or entering thereon, and before crossing any draw bridge during the season of navigation, every engine shall be brought to a stop, not nearer than two hundred feet nor further than eight hundred feet from the crossing, switch, or draw bridge, and will not proceed until the engineer has given the necessary crossing whistle and is satisfied that the track is clear. When two trains are approaching a railroad crossing at the same time, neither train must attempt to cross until certain that the other has come to a stop.

69. When a train is standing on double track for passengers, trains from the opposite direction will come to a stop with the engines opposite each other, and proceed slowly until trains are passed.

69½. On double track all trains will approach stations where a passenger train is due, or past due, under control, prepared to stop, and if an opposing passenger train is approaching or standing at the station stop, as per Rule 69.

When the platform is located between the main tracks and such tracks are close together, passenger trainmen must not let passengers off until they know that no train is coming on the opposite track, and must look out for and warn passengers.

Freight trains must not pass a passenger train standing on opposite track, receiving or discharging passengers except when for any reason the passenger train is delayed after discharging passengers, and not then until a flagman has been sent ahead to prevent passengers or others crossing the track.

70. Conductors will be held responsible for the proper adjustment of the switches used by them and their trainmen, except where switch tenders are stationed. Whoever opens a switch will remain until it is closed, unless relieved by some other competent trainman.

71. Accidents, detention of trains, failure in the supply of water or fuel, or defects in the track or bridges, must be promptly reported by telegraph to the Superintendent.

72. Passenger train conductors are required to be in attendance on their trains, in regulation uniform, half an hour before leaving time, and to remain in attendance in full uniform until they reach the end of their runs, discharge their passengers and turn their trains over in proper condition to their successors or to the yardmen. They will be held responsible for the cleanliness and proper condition of cars in their trains, and for the prompt action and general good conduct of their baggage men, brakemen and porters, requiring them to be on duty in regulation uniform half an hour before leaving time, and to remain so until the end of their runs and all their duties have been performed. As soon as a passenger train leaves a station a trainman must go through each coach and announce distinctly near each end of the coach what the next station will be at which the train stops. And when the train arrives at the station the name must again be distinctly called in each coach.

Passenger trainmen must not smoke while on duty.

73. Freight trainmen must be in attendance at their trains at least thirty minutes in advance of their leaving time. Conductors will be held responsible for the faithful performance of duty required on the part of their brakemen.

74. Enginemen and trainmen, when passing trackmen, must watch them until the train has passed, as they have instructions to watch and signal trains in case anything is wrong. Engineers will be particular to have their ash pans closed while crossing all bridges and trestles and in passing wood yards, and must use all possible precaution to prevent damage by fire from their engines. They will not draw their fire in front of station buildings nor on frogs and switches.

75. There must be a sufficient number of good brake cars in each freight train to insure safety. Conductors will be held responsible for the observance of this rule.

In switching, trainmen must know that brakes are in good order before cutting off cars.

In setting brakes, both by air and hand, care must be taken not to slide the wheels. In setting brakes, by hand, they should not be applied continuously on the same wheels, but changed frequently to avoid heating.

The rear car of every train must be a brake car.

76. Flying switches are forbidden except at spur sidings.

Know that the switches and brakes are in working order before making a switch.

76. At places where turn-tables are located and where there is not a regular roundhouse force employed, such tables will be provided with switch locks. Train and enginemen using such tables must see that they are properly locked after using them.

77. In case freight trains on which passengers are carried are run in sections, the passengers shall be carried on the first (or schedule) section of the train, except persons in charge of live stock and freight, who may be carried on the section hauling their cars. Unless otherwise ordered, the last section will do the local work.

78. No train must be run from one station to another with the engine behind it when it can be avoided.

79. Brakemen of freight trains approaching stations must be out and on their trains at least one mile from every station. Approaching meeting points and junctions, conductors must be out and on top of cars in the train. At other stations conductors must be in position to see that brakemen are observing the rule.

80. Freight train conductors must see that doors of all empty cars in their trains are closed and fastened.

81. When on the road, engineers and conductors become subordinate to the roadmaster so far as relates to the safety of the track and bridges.

82. When trains are running in heavy rain storms or immediately after such storms, engineers will run very cautiously.

83. No one except the roadmasters, track foremen on their own section, conductor or brakeman of the train, will be allowed to ride on the engine without permission from the Superintendent or Master Mechanic.

84. In case of accident, conductors of trains may command the services of work trains, and trackmen and every person in the vicinity in the employ of the company is required to assist if called upon.

85. Conductors will be particular to see that no part of their train is left standing on railway crossings. This is very important in regard to trains carrying passengers.

Conductors will not permit cars or engines to stand on public crossing to exceed five (5) minutes. When passenger trains are to pass care must be taken to leave free passageway for all persons going to or from them.

In leaving cars at stations, conductors will see that the highway crossings are not obstructed.

Conductors leaving cars on sidings, will see that they are properly secured against their running, or the possibility of their being blown out on the main track, and that they are far enough from the main track to clear passing trains, and will leave loaded cars at the most convenient place for unloading, and will advise and act in harmony with the agent.

86. Great care should be used in coupling and uncoupling cars. Extra care is required when coupling foreign cars.

87. Conductors will make a detailed report to the Superintendent of all accidents or injuries to persons or property that may occur on their trains, also the names of the witnesses if any, to the same. Reports of injury to persons will also be made to Special Agent.

Killing or injuring stock must be reported to the Superintendent by the engineer, on proper blanks. Particular care must be taken to avoid running over stock, and frequent occurrence will be regarded as incompetency on the part of the engineer.

88. Enginemen must see that the engine is provided with the necessary day and night signals, including not less than six (6) fuses and six (6) torpedoes. A red and white lantern must be kept burning between sunset and sunrise, upon locomotives in service upon the road, and enginemen must see that the lights are kept in good condition.

89. When a passenger train loses ten or more minutes, the conductor will report the cause of the detention to the Train Dispatcher from the next telegraph station at which the train stops.

90. Freight trains will not exceed 10 miles an hour passing stations.

91. Engineers will be held responsible for running off switches, they must not start the engine to enter or leave sidings until the switch is in proper position and they have received signal from the person attending the switch.

Train and yard men must not give signal to move until the switch is fully thrown to position.

92. All persons are cautioned against standing upright on top of covered cars while passing under bridges or through

tunnels. All persons are forbidden to board engines or cars while they are in too rapid motion. Under no circumstances must they stand on the track and board engines or cars when same are approaching them.

93. Engines of irregular and delayed trains during daylight shall sound the highway crossing signal at obscure places.

94. The whistle shall be sounded in accordance with the rules, one-half mile from stations, railway crossings, draw-bridges and junctions, also eighty rods from highway crossings; the bell shall be rung and kept ringing until the crossing is passed.

95. Conductors and engineers, when they see the telegraph line down, must report the fact at the first telegraph station they pass, giving the locality as near as possible. Should a train be held over thirty minutes at a telegraph station where there is no night operator, the conductor will call the day operator into the office to get orders for him.

MOVEMENT OF TRAINS BY TELEGRAPH.

96. Superintendents and train dispatchers are the only persons authorized to give orders for the movement of trains.

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

98. All special orders for the movement of trains must be addressed to the conductor and engineer, of which three copies shall be made upon manifold paper. All orders must be written in full, and no abbreviations used in the body of the order, except the figures "12" and "13." (These abbreviations are explained as follows: 12—"Answer how you understand and get my answer before starting." 13—"I understand"). And the words "Condr." and "Engr."

99. The operator, after receiving an order, will have the conductor read the order aloud in his hearing, sign his understanding for himself and engineer, and after the order is endorsed "O. K." and timed the operator will sign it, file one copy and give two copies to the conductor, who will retain one, and personally deliver one to the engineer who must read the order aloud to the conductor, who must compare his copy with the Engineer's reading. The Engineer must refuse to accept a train order from any person other than the Conductor, and must read such order aloud to the Conductor; and both must know, before starting the train, that their reading and understanding of the order is the same.

100. A train must not leave a station when directed to run by special order, unless the conductor and engineer have a copy of the same in their possession.

101. Conductors must in all cases show telegraphic orders pertaining to the movement of trains to the rear brakeman, and when practicable to the forward brakeman. Engineers must in all cases show the same to the fireman, and when practicable to the forward brakeman. Brakemen and firemen must report every instance, when conductors and engineers fail to comply with this rule.

102. A special order for the movement of trains, sent by telegraph, has no force or value until the understanding of the conductor and engineer has been repeated to the person giving the order, and has been approved by him as "O. K." and not then until the approval is endorsed upon the order and the operator has signed his own name thereon. The "O. K." will be given by the order number, and the time the "O. K." is given will be endorsed on bottom of order as follows:

Order 1, "O. K.," 5:10 P. M.

.....Dispatcher.

103. When an operator receives an order which is not to be immediately repeated, he will acknowledge receipt of same in the following manner: Repeat the No. of the order, the address, the signal X (which is equivalent to "the signal is out") his private initial, and office call. For example: No. 91 to C. and E. No. 17, X. H. D. GO. When an order is sent to two or more places at the same time, the responses will be given in the order in which it is addressed. For example:

Order No. 97.
Conductor and engineer No. one hundred and thirteen (113), Milwaukee.
Operator, Wauwatosa.
Conductor and engineer No. four (4) Brookfield.
No. one hundred and thirteen (113) and No. four (4) will meet at Wauwatosa 12.

G. H. A.
No. 97 to C. & E. No. 113, X. M. C. A.
" 97, X. L. B. O. S.
" 97 to C. & E. No. 4, X. A. B.

104. When by reason of the telegraph line failing or other cause, the understanding cannot be sent or "O. K." returned, the order is void and will be so considered by all concerned.

but the order must be shown to the conductor and engineer of any train affected by it, who will take such precautions as will insure safety.

105. When an operator receives an order to hold a train, or an order for an expected train, he will at once display the red signal, reply to the train dispatcher, "Signal is out," and proceed with the 13. As soon as the orders are completed and perfect, and have been delivered to the conductor of the proper train, and *not before*, the red signal shall be taken in. While signals are displayed, if trains should arrive for which there are no orders, the operator must give the conductor a "clearance" on the proper form.

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

106. Train and enginemen in passing a station must specially observe whether signals are displayed for train orders. They will not pass a telegraph station until they are certain that such signals are not displayed. No train must leave a station where a train order signal is displayed without receiving an order or "clearance" from the operator. See Rule No. 54.

107. "No train will leave a registering station without the conductor reporting at the telegraph office in person. This rule does not excuse the operator from showing signals to stop trains, or from neglect in the prompt delivery of all orders, but is intended only as an additional safeguard.

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

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

110. In moving trains by special orders each section shall be taken and considered as a separate and distinct train, and shall receive and run only under special orders addressed to its own conductor and engineer. This will apply to the ruling as well as the non-ruling trains. The order must specify the number of sections that are affected by the movement, and each section of both trains shall receive a separate order; for example: First and second sections No. fourteen (14), and first, second and third sections No. seventeen (17), will meet at Delhi, but if a ruling train receives an order to meet a non-ruling train, and the non-ruling train is carrying signals, the ruling train shall in that case consider that the order has been incorrectly sent, and must wait for all sections of the non-ruling train.

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

112. In making meeting points by special order, when practicable, one telegraph station should intervene between the places where the orders are given, and if this station be the meeting point, the operator there should receive a copy of the order as sent to the trains affected, and his "13" received before starting the trains.

113. All copies of a train order must be taken on manifold paper, at the same time when it is possible; when the number of copies required cannot be made at one impression subsequent copies must be traced from the original copy.

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

115. All orders shall be numbered consecutively for each day, commencing with number *one* at midnight but they shall not be referred to by number alone for the purpose of making them void.

116. When a train is abandoned, an order to that effect shall be sent to all trains on the road affected by its movement. A copy of the order shall be posted on bulletin boards at points from whence trains start upon their runs. At such points the order shall be addressed to "All Concerned," as per form H. This shall be repeated to the dispatcher, and after it is made "O. K." the operator shall trace a sufficient number of copies and deliver two to the conductor of each

W. M. WEIDENHAMER,
General Superintendent.

train that is affected by the movement of the train abandoned, for twenty-four hours after its leaving time.

FORM OF ORDERS.

For a definite meeting point:

FORM A.

No. and No. will meet at
OR
..... will meet No. at and No.
at and pass No. at

OR
First and second sections No. will meet first section No.
at and second sections No. at

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

For moving a train against or ahead of a train having the right to the road:

FORM B.

No. will run late from to
Upon receiving an order of this form, the train mentioned in the order will run not less than five minutes more behind time-table time, than the time specified. Other trains receiving this order can use the time of the train mentioned as specified between the points named, ahead of or against it.

When an order is to be given to any train to pass or run ahead of a passenger train, form "B" must always be used. The train which is to be passed must also receive an order to run a sufficient length of time behind its time-table time to some station in advance, where it can reasonably be presumed that the train passing has cleared the time of the passenger train. If it is not done so, the order must be re-issued and kept in force until the train passing has entirely cleared the time of the train so passed.

For a time order:

FORM C.

No. has until to run to
against No.

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

For a "Holding" order:

FORM D.

"Hold No. for orders."
The operator receiving this order must not give his understanding to such order, until he has displayed proper signal and is assured beyond a doubt that he can hold the train as directed in the order. An order to an operator to hold a train for orders, or an order for a train to hold at a station for orders, remains in force until made void by the Train Dispatcher.

For signal order:

FORM E.

..... and Engineer:
"Run first section No. and carry signals from
to"

..... and Engineer:
"Run second No. from to"

The leading train shall be considered the first section of the number of train named in the order, the second train the second section and so on.

When trains are moving in sections and it becomes necessary to abandon one or more of them, the orders directing such trains to move in sections must be made void, and such new orders issued as will cover the case. When there are only two sections, one of which is to be abandoned, and the other is to run as a scheduled train, the following order will be given:

"Run No. from to"

For irregular trains:

FORM F.

..... and Engineer:
"Run extra to
The character of the train, special, extra, work train, etc., must be designated in the address.

Upon receipt of this order the train will run to the station named in the order, keeping out of the way of regular trains. When it is necessary to give a round-trip order form "G" is preferable, but when it is not practicable to use this form, the following form shall be used:

"Run extra to and return to"
For a work train:

FORM G.

"Work extra between and
Month Day of month
until M."
Upon this order a work train will have a right to the track between the points specified, keeping out of the way of regular trains.

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

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

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

Abandoning trains:

FORM H.

"No. of is abandoned between and"

For reinstating a train that has been abandoned indefinitely:

FORM I.

"On and after Train No. will run as per time table No.

When this order is issued all conductors and enginemen must acknowledge receipt of the order to the Train Dispatcher, and the Train Dispatcher must have the understanding of all persons interested previous to the date mentioned in the order.

For changing meeting point:

FORM J.

..... and Engineer:
"No. and No. will meet at instead of"

For countermanding an order:

FORM K.

..... and Engineer:
"Order No. reading is void."

Order for work train for protection of an irregular train passing through its limits:

FORM L.

"After 3:00 p. m. work train, Brown conductor, will protect against Extra East, Smith conductor, between and"

Upon this form of order the work train may work under proper protection, but must not move in the direction from which the extra is coming, unless the flagman has been instructed in writing to hold the expected train at a definite place for the work train. The extra train receiving this order must not use the track between the stations named until five (5) minutes after the time mentioned and then may proceed with caution expecting to find the work train on main track.

FORM La.

"After 3:00 p. m. work train, Brown conductor, will keep out of the way of Extra East, Smith conductor, between and"

Upon an order of this form the work train must be out of the way at the time named in the order and the extra must not use the track between the stations named until five (5) minutes after the time mentioned.

FORM M.

"No. will run to regardless of No.
This order will be addressed to the trains interested in the movement, and to the operator at the point named who will hold the last mentioned train or trains until the first named train or trains have arrived.

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

For passing freight trains:

FORM N.

"..... will pass at and run ahead to
When it is desired to start an extra train from a terminal

or division point upon the time of a regular freight train, the form of order will be as follows:

"..... will leave at or after M., and run ahead of No. to"

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

FORM O

"Work train Conductor will work extra between and until M., regardless of
Train Direction Conductor"

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

INSTRUCTIONS TO TRACK AND BRIDGEMEN.

117. No notice will be given of the passage of irregular trains. Track and bridgemen will govern themselves accordingly. They must use the utmost caution at all times. When any work is to be done which will render the track unsafe or impassable, a flagman or a red flag must be stationed in each direction three-fourths of a mile—or 23 telegraph poles—and two torpedoes placed on the rail two rail lengths apart on the engineer's side. If it is in the vicinity of descending grades or obscure places, the distance must be doubled, and the foreman in charge will be held responsible for knowing that this is properly done. On portions of the road where a sufficient force is employed, the flagman must remain with the signals until the train is stopped or the track is repaired. When the force is too small to admit of this, the danger signals must be placed on the track as provided above, except during snow storms, foggy weather or in the night, when the flagman must in all cases remain with signals. After the track has been repaired and rendered passable for trains, the flags and torpedoes must be removed. If work is being done which will render the track unsafe for trains to pass at their usual rate of speed, a stationary green signal must be placed at least three-fourths of a mile—or 23 telegraph poles—from the spot in each direction on engineer's side of the track.

118. Trackmen must keep a close watch of passing trains, and when anything wrong is discovered immediately signal the enginemen or trainmen and use every effort to stop the train.

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

120. Trackmen must not allow wood, ties or anything else piled on the right of way near highway crossings, so as to obstruct the view from trains or of persons on the highway. Hand-cars must not be allowed to remain standing on public or private road crossings.

121. When the telegraph wires are broken or crossed, trackmen are expected to have wire and connect them temporarily, and report the fact at the first telegraph station, giving the locality and other particulars.

INSTRUCTIONS TO STATION AGENTS.

122. Station agents will be held responsible for the safety of switches, which must be kept locked on the main track, except when trains are using them. The main track must be kept clear and unobstructed for the passage of trains. They will see that doors of cars are securely closed and fastened, and that cars on sidings are out of the way of passing trains, brakes set, or wheels blocked.

123. Station agents are required to report all accidents occurring to trains at or near their stations, and to communicate such matters of interest or importance as may be useful in protecting the interests of the company. They must report to the Superintendent all violations of the time table rules.

124. Ticket agents must open their ticket offices for the sale of tickets at least thirty minutes before the arrival of trains that stop at their stations, and keep them open until trains have passed.

Tickets must not be sold for stations at which trains do not stop.

125. As trains at night must stop when switch lights or train order signals are not found burning, agents (and operators in charge at night) must personally see that they are kept in good condition and burning from sunset to sunrise.

Agents will be held strictly accountable for this.

J. T. GILLICK
General Manager.

MACY NICHOLSON
Assistant General Manager

SPECIAL INSTRUCTIONS.

1. Conductors and Engineers must examine bulletin boards before commencing their runs.

"Conductors must examine all train registers and know that all trains having the right of track over their trains, have arrived and departed, and will fill out train register check (Form 255) and personally deliver to Engineers before leaving register station.

"Engineers will not leave any register station without it, and must satisfy himself that no train affecting his train is omitted."

2. Conductors and Engineers of trains laid up, or commencing their runs at non-registering stations, must, before starting, procure an order stating whether all trains due have arrived or not in the following form:

To.....and Engineer.

All trains due at....., up to.....(A. M. or P. M.)..... (Date) have arrived. 11.

Signed by the Dispatcher, to be answered and made O. K. in the usual form.

If any regular train due has not arrived the order should read, "Except No....."

3. When orders are issued per form "B," only the trains moving between the points named in the order will have the right to avail themselves of it.

4. Air brakes must be tested from the engine before starting from terminal stations, and at all points where air couplings have been separated. Trainmen must watch such tests and know that brakes work properly, and must notify the Engineer of the number of air brake cars in service and keep him fully advised from time to time as cars are set out or taken in the train.

When trains are run with double headers, the air-brakes of the leading engine must be connected through the second engine with the train, and the train controlled by engineer of leading engine.

5. Approaching stations, railroad crossings, draw-bridges, and summits of heavy grades, Engineers must know, by making light application, that air brakes are in working order in time to enable trainmen to hold train by hand brakes, if called for by whistle.

6. When passenger trains find switch lamps not burning, they must come to a full stop before reaching the switch, and know that the switch is in proper condition, before proceeding. All other trains must stop and relight them. Engineers must report switch lamps not burning to the Superintendent by telegraph, at the first telegraph office at which their trains stop.

7. During prevalence of severe storms, fog, smoke or forest fires, trains will run with reference to safety and without regard to making schedule time.

When any of the above conditions are encountered, Conductors must report the fact to the Train Dispatcher from first telegraph station.

8. When flag signals are not answered, as called for in General Rule, No. 36, the train sounding flag signals must be brought to an immediate stop and cause of failure to answer ascertained and reported to the Superintendent.

9. A brakeman must be stationed on the rear of all trains when moving or while standing at stations, or at other places where the track is such that by letting off brakes the cars would run back. Conductors must know that a competent man is so stationed and remains there while the train is in such position.

No train must be left at any station without at least one man on the engine and one competent man in charge of the rear of the train.

10. After a passenger train has made a stop at any station, train must not be moved to take coal, water, or do other work until the passengers have alighted and the Conductor signifies by the usual signal that the train may be moved.

10½. Freight trains that carry passengers must be handled very carefully. When passengers have permits to ride on freight trains that are not scheduled to carry passengers, the conductor must notify the engineer

11. In cases where trains part, engineers must side-track their head end before starting back for rear portion, except in cases where they can see the hind end and know positively that it has been stopped.

12. In cases where ruling trains are directed by special rule to take siding for non-ruling trains, and the meeting point is changed by telegraph order, or by failure of non-ruling train to make the meeting point, the non-ruling train must take siding at such meeting point.

13. In approaching stations, engines or cars must not be cut off train before rear end is stopped, and in no case must rear portion be allowed to run into a station with engine detached therefrom.

14. During the season of snow, trainmen must carefully examine and, if necessary, thoroughly clean all main line split switches before and after using. Brooms and shovels will be provided for this purpose. Engineers will allow sufficient time for this rule to be complied with.

When handling snow flangers or snow spreaders the speed when going over switches and frogs should be reduced to ten (10) miles per hour.

15. Work trains must not work on the time of delayed passenger trains without orders.

When necessary to work on the time of other trains under the protection of a Flagman, it must be done under the protection of torpedoes in addition to flags or other stop signals. The instructions to Flagman must be in writing signed by the Conductor and Engineer and shown to the Conductor and Engineer of all trains affected by them. The Conductor and Engineer of trains flagged must require the work train Flagman's instructions to be shown them and not move on his verbal instructions. Unless positive meeting point has been made by written instructions to the Flagman for delivery to the expected train, the work train must not be moved against an opposing over-due train.

16. Conductors and Engineers handling work trains must note on the back of time slips the nature of the work done.

17. Explanation of Signs:

• Trains stop only on signal. : Trains do not stop for passengers
† Refreshments. D Day Telegraph Offices.

N Day and Night Telegraph Offices.

17½. Trains that are not required to stop at registering stations will be governed by the following rules:

Ruling trains will register by card (Form 51).

Non-ruling trains must receive an order from Train Dispatcher at some station before reaching registering station in following form:

O. E. Train No

"All trains due at.....up to.....M.....(date) have arrived or passed.

If this order is not received and made "O. K." in the prescribed form, non-ruling trains must stop, and their Conductors must examine the register, and register in person.

18. First-class trains must slow up to 15 miles an hour between switches at meeting points with trains of same class.

19. Stock and time freight trains will be permitted to run fast enough to make schedule time, and to make up time when necessary and safe to do so. All other freight trains must not exceed twenty miles per hour.

20. When necessary, in order to make schedule time, stock and time freight trains may exceed ten miles per hour, through stations, where the view is clear and it is safe to do so.

21. During high winds, when cars are liable to be blown out on the main track, trains must approach side tracks carefully, especially where there are no agents or operators.

22. To prevent accidents caused by breakage of wheels and run-away trains, trainmen must before going onto heavy descending grades, set the brakes on alternate cars sufficient in number to counteract the effect of the grade as far as possible. With brakes so set the Engineer must control the speed of the train by the use of the power brake and be prepared for any emergency. On such long descending grades, to prevent heating of wheels and consequent breakage of same, the brakes originally set by hand must be released and brakes set on alternate cars.

23. Train and Engine men must register their residence at Yard Office at Division points, so that call boys will know where they can be found.

24. Trains carrying signals arriving at registering points will not be required to wait at these stations for following sections to arrive, after they have registered and noted in train register that they are carrying signals for following trains.

25. In cases of heavy rain storms or high water, trains must be brought to a stop, and a man sent out to examine bridges, trestles, culverts and other points liable to damage, before passing over. If found safe for trains to pass, but in danger of becoming unsafe for following trains, flagmen must be left for the protection of such trains, and Train Dispatcher notified by wire from the next telegraph station.

26. The speed of trains hauling dead locomotives with side rods disconnected, must not exceed 15 miles per hour; if side rods are in position, speed must not exceed 25 miles per hour, and there must be at least eight cars between each dead locomotive.

Engines working steam light or in trains, with side rods off and main rods connected, must not exceed 15 miles per hour.

27. When a train takes siding to be met or passed by another train, the train taking siding will pull in to clear the main track before stopping. Trainmen must not signal the Engineer to stop until the train clears the main track. Trains must not exceed 15 miles per hour passing over switches and frogs when moving to and from side tracks.

28. Conductors must collect fare from any employee who boards the train or engine without transportation and make a special report to the superintendent of each case. Engineers must not allow any person to ride on engines except those duly authorized.

29. General Rule No. 67, relating to trains parting while in motion, is modified as follows:

On trains on any part of which the air brake is in use, should the Engineer feel the brakes apply suddenly, indicating that the train has parted, he must immediately shut off steam to allow the detached portion to close in against the front portion, placing brake valve handle in "lap" position to prevent loss of main reservoir pressure.

In any other case of a train parting, the signals prescribed in Rules Nos. 31 and 36 must be given, and the front portion of the train kept in motion until the detached portion is stopped.

30. Conductors of passenger trains when approaching stations where they are to meet a train of the same class or when meeting point is made by train order with a train of any class must pull the air whistle signal immediately after engineer has whistled for the station and engineer must answer this signal as per fourth paragraph of general time table rule No. 26. Conductors and brakemen must give their attention to the matter when approaching the station that in case the engineer fails to sound the whistle his attention will be called to the meeting point by trainmen pulling the air signal.

31. To comply with the law, 85 per cent of all cars in trains must be air brake cars in air service.

32. East bound trains before crossing over or fouling west bound main track at west Marion Yard will ascertain whether all passenger trains due have arrived and will not open cross-over switches or foul west bound track except under protection of flagman.

101. When trainmen are at a switch, waiting for a train to pass, they will station themselves on the opposite side of the track from the switch stand and remain there until the expected train has passed.

102. The rear brakeman on every train carrying passengers will be known as flagman, and must wear a badge while in service. His first duty will be to protect the rear of his train from following trains. Such employees must pass an examination as to their knowledge of General Rules 61, 63, 64 and 66, concerning the protection of the rear of trains, and must act under the rules without instructions from the Conductor. Conductor must see that the flagman performs his duty as per the rules. When it becomes necessary for the flagman to go back to protect the rear of his train, the next brakeman will immediately take the flagman's position on the train and remain there until relieved by the flagman, and on passenger trains the baggage-man must take the place of the forward brakeman when necessary.

103. Conductors and brakemen must examine their trains whenever there is an opportunity to do so, looking particularly for hot boxes and defective draft and brake rigging.

104. Accident reports on proper forms, 142 and 171, must be made promptly, no matter how insignificant the accident may appear. In case of accident to persons, care must be exercised to secure names and addresses of all witnesses, particularly those not employees of the Company.

105. Passenger conductors will wire Train Dispatcher when coaches are crowded and wire Train master when cars in your train are not properly cleaned, short of equipment, or in bad order.

106. Conductors will see that wheel blocks and derailing switches are replaced after using sidings, whether there are cars on siding or not.

107. When draft gear is broken or pulled out, the broken or pulled out parts must when practicable, be loaded on the car to which they belong or on engine and taken to point where car is to be repaired. If not practicable to load the broken parts, a report must be made to the train dispatcher by wire with full information, showing car number and location, to enable him to arrange for missing parts to be forwarded without delay to the point where car is under repairs.

In case of foreign cars, the responsibility for the cost of repairs, as between the car owner and the company depends on the missing parts being returned to the car while receiving repairs.

108. When couplers pull out or coupler heads break off and drop on to track, a man must immediately go back until he finds the pulled out or broken coupler, and remove it from the track. In case he reaches a telegraph station before finding the coupler, he must immediately notify the Train Dispatcher, reporting all the facts.

109. In case of wrecks caused by defective rolling stock, broken parts causing them must be preserved by Conductor and sent to Train Master with explanation. In case of injury to persons in coupling or otherwise, Conductors will carefully inspect such cars, make memorandum of condition of same and report full particulars to the Train Master. Conductors will also have such cars examined by car repairmen at the first opportunity.

110. In case a split switch is run through, Conductors will notify the Train Dispatcher, Station Agent and Section men, and will not leave said switch, except in case of Section men or by order from Train Dispatcher.

111. Conductors must keep way-bills locked in desk in cabooses unless they carry them on their persons. Unauthorized persons must not be allowed to examine them, nor must notations or alterations be made on bills by Conductors at request of shippers.

112. Minors will not be employed as brakemen or switchmen without first having executed a minor's release. Conductors and Yardmasters will see that this rule is observed.

113. Cars must not be left on passing tracks without permission from Train Dispatcher.

114. Blanks for telegraphic reports of accidents, Form 236, are kept in all telegraph offices. In case of accident, Conductors must promptly fill out one of these blanks, being particular to make a full statement. It is of the greatest importance that this is fully and exactly complied with, as a hasty and imperfect report may seriously delay the clearing of the track. Conductors will, therefore, take sufficient time to make report properly.

115. Conductors will examine way-bills carefully and see that all notations thereon are complied with so far as they are concerned.

116. Conductors will keep a complete seal record of cars in their train, and cars not properly sealed should be sealed at the first opportunity, and a report sent to the Train Master.

117. When cars containing freight are damaged in wrecks, Conductors will protect same against pilfering until relieved therefrom by Trainmaster, Roadmaster, or party in charge of clearing track. It is not intended that this provision should interfere in any way with the work of clearing track before arrival of wrecking outfit.

118. Conductors of freight trains must see that their head brakeman, on trains which have five or less cars equipped with air in use, goes back of the air-brake cars when approaching stations, railroad crossings or draw bridges, in order to be ready to use hand brakes if necessary.

119. For the protection of baggage and express in transit, Conductors will not permit any except authorized persons to ride in the baggage or express cars.

120. When cars are set out in bad order, the fact must be plainly noted on way-bill and report sent to the Train Dispatcher from first telegraph station. When loads on cars, in your judgment, are improperly secured, they should be treated as bad order cars.

121. Yard and trainmen must not adjust the air-brake leverage, if they notice cars on which brakes are not working properly, they must report such cars to the car inspector at the end of their run.

122. Conductors must not allow oil stoves of any kind to be used in cabooses cars. On account of the danger from fire, parties in charge of cars loaded with emigrant movables and stock, must not be permitted to smoke therein.

123. In case of accident to a train, Conductors and Collectors will send to the President's office direct all passes collected on such train.

124. Yardmasters and Conductors must not allow boys, or any outsiders, to assist in doing switching at stations, and must make every effort to keep such persons off their train.

125. Conductors will see that News Agent's boxes are carried in the baggage cars when it is necessary on account of crowded condition of coaches.

126. Conductors are charged with the responsibility of seeing that General Notice No. 31 is displayed conspicuously in each caboose and in each baggage car under their charge, and to call the attention of all employees under their charge to this notice, and see that they read and understand it. They will take a record of the name of each employee, and the date upon which his attention was called to the same. Yardmasters will be charged with the responsibility of seeing that this notice is displayed in all switchmen's houses, or places where it is customary for switchmen to receive their instructions. They will be required to call the attention of switchmen and other employees under their charge to this notice, and take a record of the name, and the date upon which all employees are so instructed.

127. Conductors of trains setting out or picking up cars at Junction points, where car inspectors are not employed, or are not on duty, will make a record in their train book of any defects in the car or shortage of air brake attachments, etc.

128. During cold weather, conductors will see that brakemen open steam trap and feed valve on arrival at terminal stations, to prevent water freezing therein. When steam hose are uncoupled to set out cars they must be hung in place provided therefor in car from which removed.

129. Conductors of trains carrying live stock will consult the wishes of the stockmen in matters pertaining to the care and comfort of the stock. Special attention must be given to stock in-

accompanied by drovers. In warm weather trainmen will water hogs as often as may be necessary.

130. Conductors having cars in their train that have not been weighed as provided for by way-bill, will see that they are weighed at the first track scale and report the fact to the Train Dispatcher.

131. Conductors must not make slip bills for empty cars without authority from the Train Dispatcher, and such authority must be attached to the bills.

132. When handling special trains, such as circus trains, etc., or special cars for which a charge is made, make a report on Form 8 and send in promptly.

133. Conductors must fill out the movement blank on back of way bills, and when movement record blank is attached to the bill, care must be used to fill it out completely.

In case of way-bills from foreign lines without movement blank, movement should be noted on back of way-bill in the same manner as on local way-bill.

134. When cars are to be set out or put in a passenger train, the bell cord, air brake hose, or safety chains must not be uncoupled until the train has been stopped at the point where the change is to be made.

135. Whenever it becomes necessary to take brake wheels off, in order to couple cars to vestibule cars, Conductors must see that washers and nuts are securely placed on brake staff, and brake wheel placed inside the car. When the wheels are replaced, Conductors must know that they are securely fastened.

136. Switching must not be done with caboose between engine and cars.

137. Conductors running freight trains which are scheduled to carry passengers, must send an envelope, Form E, to Return Ticket Agent, Chicago, whether any tickets are collected or not. Tickets collected must be sent, as above, by express, and a receipt taken from the express company's agent.

138. When it is necessary to thaw out pipes in buildings or cars, the proper appliances must be at hand to prevent fire.

139. Conductors of all time and stock freights will report delays of over ten minutes to Train Dispatcher.

140. Trainmen will be expected to be at their homes or in their way-car, and the caller will not be expected to look anywhere else for them. Extra men will be furnished if the regular men cannot be found where they belong, and no one will be called a second time if he is not found when wanted, or refuses to go out when called, and will be considered suspended until he has made satisfactory explanation to the Train Master. When trainmen want to lay off they must make application to the Train Master.

141. When using switches, the lock must be placed in staple, and in the case of Whittemore Switch Stands, lock 4, before engines or trains pass over them.

142. The following cars, whether loaded or empty, should be handled next to the caboose, giving preference in the order here shown, with the exception that at least one car must be handled between a flat car loaded with rails and the caboose.

- (1) Bad order cars.
- (2) Emigrant movables.
- (3) All wood flat cars.
- (4) Coal cars with temporary sides.
- (5) Oil tanks, except all steel or steel underframe.

Tank Cars may be handled in any part of the train except that they must not be nearer than ten (10) cars from the engine, unless at the end of the train ahead of the caboose, provided such cars have the steel underframing, or heavy bottomed, heavy steel tank; or are provided, in case of wood construction, with full center sills and draft timbers attached to same that will warrant handling them in any part of the train. Tank cars, the construction of which shows the draft timbers only bolted to the cross blocks or end sills must be hauled in the rear of the train.

143. When it is necessary to haul a car behind caboose, for any reason, it must be chained thereto, in addition to coupling.

144. When a car is chained up and it is necessary to leave the chain on the car, wire the Train Dispatcher, giving number and initial of car and where left.

145. When switching at a point where another train or yard engine is switching at the same time, a man must be sent to the

rear to notify the other train or yard crew before making any back-up movements.

146. Flat cars loaded with ties must not be hauled on night trains, and when hauled on day trains, trainmen must watch the ties closely to prevent damage.

147. Conductors will make report on Form 173 to the Train Master of hot boxes on cars in their train and show what attention was given them. If bearings are applied, show number of bearings, and give same information to Car Inspector at end of run.

148. Conductors will carefully examine ice boxes on loaded refrigerator cars, and notify Yardmasters and Train Dispatcher, if they need re-icing.

149. Conductors will make report on Form 32 in duplicate of all cases where train parts and deliver one copy in person to Car Inspector at first Division point ahead, and mail one to the Train Master.

150. Brakemen will see that closets in Passenger Coaches are locked before coaches are placed at Terminal Stations to take on passengers. Same rule will be followed at all intermediate stations where train is to stop any length of time. Conductors will see that the above is complied with.

Brakemen must not use the lavatories in sleeping cars or occupy the smoking rooms.

151. Tonnage rating of Empty Cars to be used when weight is not marked on the car:

Box Cars (28 to 31 ft.)	11	Tons
Box Cars (33 ft. and L. L.)	13	"
Box Cars (33 to 34 ft.)	15	"
Box Cars (Std. 36 ft.)	15	"
Box Cars (40 ft.)	18	"
Furniture Cars (36 to 38 ft.)	15	"
Furniture Cars (40 ft.)	17	"
Carriage Cars (50 ft.)	18	"
Beer and Vegetable Cars	18	"
Refrigerator Cars	20	"
Stock Cars (double deck, 36 ft.)	(29,500 lbs.) 14 3/4	"
Stock Cars (30 ft.)	(24,500 lbs.) 12 3/4	"
Stock Cars (33 ft.)	(27,500 lbs.) 13 3/4	"
Stock Cars (36 ft.)	(29-500 lbs.) 14 3/4	"
Coal Cars (all steel)	20	"
Coal Cars (100,000 lbs. Capacity)	21	"
Coal Cars (60,000 lbs. Capacity)	15	"
Coal Cars (40,000 lbs. Capacity)	11	"
Ore Cars (100,000 lbs. Capacity)	15	"
Flat Cars (short plain)	10	"
Flat Cars (long plain)	12	"
Roger Ballast Cars	15	"
U. T. L. Cars	20	"
Caboose (4 Wheel)	10	"
Caboose (31 ft. Common)	15	"
Caboose (36 ft. Drovers)	18	"
Milk Express (44 to 45 ft.)	25	"
Milk Express (35 to 40 ft.)	22	"
Baggage Cars (40 ft.)	23	"
Baggage Cars (50 ft.)	30	"
Baggage Cars (60 ft.)	35	"
Postal Car (60 ft.)	46	"
Postal Car (50 ft.)	35	"
Coaches (50 ft.)	28	"
Coaches (60 ft.)	45	"
Coaches (70 ft.)	48	"
Chair Cars (50 ft.)	38	"
Buffet Cars (70 ft.)	50	"
Dining Cars (60 ft.)	48	"
Dining Cars (70 ft.)	60	"
Parlor Cars (60 ft.)	37	"
Parlor Cars (70 ft.)	56	"
Sleeping Cars (60 ft.)	36	"
Sleeping Cars (70 ft.)	55	"

152. When taking or leaving cars at stations where there is no one on duty, Conductor will leave a note in bill box showing what cars he has taken or left, number of train and time of arrival and departure.

153. Articles found in coaches or cabooses for which no owner immediately appears, must be handed to the Ticket Agent at end of the run, and a receipt taken.

154. Conductors will make a record of all flat wheels, giving number and initials of car, where hauled from and to, and mail their report to the Train Master from the first station after the flat wheels are discovered.

155. When coupling onto cars standing at or near street, road or foot crossings, train and yardmen will flag such crossings to prevent injuries to persons and damage to property as a result of cars being shoved onto or over crossings or on account of cars failing to couple.

156. The speed of all trains passing over Railroad crossings at grade must be controlled and not exceed 25 miles per hour.

The speed of all trains passing through crossovers entering upon or leaving ends of double track, passing tracks, or other side tracks, must be controlled and not exceed 10 miles per hour, except at designated turn outs laid with long frogs, where speed may be increased to, but not in excess of 20 miles per hour.

DOUBLE TRACK

157. Where two or more adjacent main tracks are in use, engine-men and trainmen will, when meeting or passing a train, observe carefully trains on adjacent tracks that they may detect anything wrong in the condition of such trains, and be in a position to receive and act promptly on any signal that may be given.

When a moving train is suddenly or unexpectedly stopped, separates or a derailment occurs, engine-men and trainmen will use every means possible to bring trains on adjacent tracks to a stop. Trains receiving stop or danger signals of any character must stop and proceed under control until the detached parts of the separated trains or obstructions have been passed.

158. When trains on double track are moving on the wrong track against the normal current of traffic, during thick, foggy or stormy weather and approaching curves where the view is obscured, one long blast of the whistle of four seconds duration must be given that section men with hand cars moving on that track may be properly warned of the approaching train.

159. When trains are moving against the current of traffic on double track they must approach all cross overs under full control, prepared to stop if necessary.

160. On double track dwarf signals are used to control train movements against the normal current of traffic through interlocking plants. These signals are low, near the ground, and have a short arm for day indication with a green light indicating caution and a purple light indicating danger, STOP, for night indication. The indication of these signals can be seen at a distance of approximately 600 feet in clear weather; trains moving against the normal current of traffic must reduce speed to not more than 10 miles per hour and run under control when approaching and passing through interlocking limits, prepared to stop at a dwarf signal giving a stop indication. On side tracks adjacent to main tracks where dwarf signals are operated in connection with interlocking plants, purple lights are used to indicate danger, STOP.

161. In automatic signal territory, both switches of a crossover between two main tracks or between a main track and a side track, must not be closed while a train, an engine or a car, occupies the connection between the switches of such crossover. One of the switches must be kept open until the movement through a crossover is completed.

FOR ENGINEMEN

200. Engine-men should avoid, as far as possible, the blowing off of steam when standing opposite, or passing, passenger trains; and will not sound whistle, under such circumstances, unless to prevent accident.

201. Engineers will not drop sand on split switches, derailing points or detector bars at interlocking switches.

202. When necessary to call for interlocked crossings, Engineers will give four (4) short blasts of the whistle. On freight trains give release brake signal when you have the crossing.

203. Boilers must not be blown out on the road, except when necessary, and never on frogs, switches or in the vicinity of high-ways, where liable to frighten teams.

204. As far as possible, ash pans and front ends must be cleaned at cinder pits. When necessary to clean at other points, the train must be stopped, the cleaning done on side track, and all fire in the cinders extinguished with water. Front end cinders must not be allowed to run out while engine is moving, and must be leveled off flush with rail.

205. Engineers must be particular to see that fireman do not pull down water spouts until train is stopped in proper position, and will see that the spouts are pushed back as far as they will go and stand pipes locked when through using them.

Engines on freight trains must be detached from train before being spotted to take water.

EASTERN DIVISION.

a1. Conductors of west-bound freight trains will wire the Train Dispatcher and Yardmaster at Marion from Browns, a list of their train and from Oxford Jct., a list showing additional cars picked up west of Browns.

a2. East bound trains will leave a list of their train at Martelle addressed to the Train Dispatcher at Marion and Yard Master at Savanna. No. 92 will leave an additional list at Delmar Jct. addressed to the Yard Master at Savanna.

a3. Conductors of freight trains arriving at Savanna with persons in charge of live stock in their trains, will stop cabooses at passenger depot and notify them to get off and wait there until notified by Conductor taking their stock forward what cabooses they are to get into.

a4. Sabula and Sabula Junction are connected by telephone. Waybills must be left in bill box on inside of office at Sabula Junction and office kept securely locked when not in use. Conductors must phone the agent at Sabula giving numbers and initials of all cars taken from or left at Samoa or Sabula Junction and any other information that is necessary regarding movement of cars. Conductors of trains moving to and from main line and Elk River Line via Samoa and Sabula Junction will register by telephone with the operator at Sabula, and when moving through crossover from Elk River Line to west bound main line at Samoa will confer with operator at Sabula regarding movement of trains on the main line, as an additional precaution before fouling Main Line, but it must be understood that this does not relieve the train and engine-men from a full observance of all Special and Automatic Block Signal rules governing the movement of trains at this point.

a5. Freight trains will fill up as follows without orders unless otherwise instructed:

All freight trains except merchandise time freight sections of 61, 63 and 91 will fill to full tonnage at Delmar Junction and Oxford Junction.

First—71 will take from Green Island the Dubuque merchandise for Oxford Junction and points north. Fill at Oxford Junction, taking preference and short cars.

All south bound trains will fill at Green Island, Samoa, Sabula Junction, Lyons and Clinton; north bound trains at Clinton, Lyons, Sabula Junction and Samoa.

Trains out of Marion except way-freights will not pick up without orders.

Trains starting from Oxford Junction will take what there is at Oxford Junction for east in addition to connection they may be held for.

When west bound trains turn at Oxford Junction and Martelle the train must be switched in the following order and trains filling up will consider the cars in this order as preference cars:

Time and perishable freight first out followed by important freight, especially for strong competitive points, such as: Des Moines, Boone, Omaha, Council Bluffs and west and Sioux City and Sioux Falls.

Empty beef refrigerators or tank cars next.

Other loads next.

Other empty cars next.

Trains that fill up at Oxford Junction must reduce less important cars if necessary in order to pick up preference loads.

a6. East Bound trains which are to cross the West Bound Main track to go forward on East Bound Main track at East Marion yard must not do so unless they can be clear of the West Bound track by the time West Bound passenger trains are due to leave Paralta. Should trains be delayed after starting to cross over, a flagman must be sent ahead to flag West Bound passenger trains until the West Bound track is clear. This does not excuse West Bound trains from full observance of all rules which govern trains approaching and entering Marion yard.

a7. Main Line trains when using Davenport Line and Maquoketa Line tracks must flag themselves over Main Line crossings at Oxford Junction and Delmar Junction.

a8. Entering and passing through Savanna Yard, engine-men will be governed by signals from switch tenders and must know that switches are properly set for them.

MIDDLE DIVISION.

b1. The speed of trains through Marion and Tama must not exceed 6 miles per hour.

b2. East-bound Freight Conductors will wire Yardmaster Marion Yard from Tama, a list of their trains, giving the numbers of cars to be released at Marion.

b3. Conductors of first-class trains each bound will deliver to Eastern Division Conductors at Marion a register card, showing arrival at Marion Yard; Eastern Division Conductors will leave such card at Marion Yard.

b4. The speed of trains through Perry from Yard Office to Seventh Street must not exceed 6 miles per hour.

WESTERN DIVISION.

c1. Conductors of west-bound freight trains will wire Yardmaster at Council Bluffs list of their train from Earlting. When they have live stock for west of Omaha routed via any line, except the Union Pacific, so state in report.

c2. Engines or trains of this Division must not use the loop at Manilla outside the yard without orders from the Train Dispatcher of the S. C. & D. Division.

c3. All trains will stop for the C. B. & Q. and O. & St. L. Ry. crossings at Council Bluffs, with engine between the 400 ft. board and red post.

c4. In case of accident on Union Pacific Ry. tracks between South Omaha and Council Bluffs, in which the main track is blocked, Conductors should notify the U. P. Train Dispatcher at Omaha. The Union Pacific Ry. will clear the track.

c5. Conductors of east-bound freight trains will wire Yardmaster at Perry from Coon Rapids list of their trains and list from Herndon showing additional cars picked up east of Coon Rapids.

c6. The following is assignment of tracks at Manilla:

Track No. 1 to be kept clear for trains having work at House or Transfer platform.

Track No. 2 for East-bound Iowa Division Loads.

Track No. 3 for East-bound Iowa Division Empties.

Track No. 4 for West-bound Iowa Division Loads and Empties.

Track No. 5 for S. C. & D. Empties

Track No. 6 for S. C. & D. Loads.

Track No. 7 for S. C. & D. to make up trains.

Empty stock cars and company coal for Manilla will be put on old main track.

Merchant coal billed to Manilla to await disposition will be placed on No. 6 track.

Loads for Manilla proper will be placed on Business track.

Conductors having cars not hilled or not provided for in above assignment must get disposition from the Agent.

c7. All Bad Order cars must be placed on Repair track and all layover Cabooses on Caboose track.

BRANCH LINES

d1. Following is assignment of tracks at Monticello: Track No. 1 (Passing Track) First track east of coal shed, and must be kept clear of cars.

Track No. 2 West-bound cars.

Track No. 3 to be used by way-freights to get to platform. Keep clear of cars north of crossover, leading from track No. 2.

Track No. 4 for North-bound cars.

Put Company coal for Monticello on north end of house track.

All switches must be left lined up as indicated by switch targets and cars left to clear all crossovers.

d2. The speed of Trains through Springville, Monticello, Hopkinton, Greeley, Strawberry Point and Waucoma, must not exceed 6 miles per hour.

d3. Davenport Line and Maquoketa Line trains will flag themselves over main line crossings at Oxford Junction and Delmar Junction.

EQUATED RATING FOR RULING GRADES

Following Automatic Signals will also be used as Train Order Signals and all rules relating to train order signals will apply to them. These signals have no number plates, but are distinguished by plate reading, Train Order Signal.

EASTERN DIVISION

Going West

Green Island	588 feet west of tower
Browns	345 feet west of tower
Paralta	245 feet west of tower

Going East

Paralta	600 feet east of tower
Browns	1020 feet east of tower
Green Island	273 feet east of tower
Elk River Line Signal at Browns.....	4383 feet east of tower

MIDDLE DIVISION

Going West

Elberon Tower	435 feet west of tower
Capron	447 feet west of tower
Slater	180 feet west of tower

Going East

Slater	340 feet east of tower
Capron	682 feet east of tower
Elberon Tower	350 feet east of tower

WESTERN DIVISION

Going West

Herndon	1150 feet west of tower
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Going East

Herndon	495 feet east of tower
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AVERAGE WEIGHT OF CARS	PERRY TO SAVANNA—EAST BOUND										AVERAGE WEIGHT OF CARS	COUNCIL BLUFFS TO PERRY AND PERRY TO MANILLA												
	SAVANNA TO PERRY—WEST BOUND					MANILLA TO CO. BLUFFS						L-2 POWER 33428 POUNDS					C-2 AND C-5 POWER 36916 POUNDS		F-5 POWER 34104 POUNDS		G-7 POWER 27881 POUNDS		B-4 COMPOUND POWER 24506 POUNDS	
	L-2 POWER 42672 POUNDS		C-2 AND C-5 POWER 36300 POUNDS		F-5 POWER 33416 POUNDS		G-7 POWER 27345 POUNDS		B-4 COMPOUND POWER 23958 POUNDS			L-2 POWER 33428 POUNDS		C-2 AND C-5 POWER 36916 POUNDS		F-5 POWER 34104 POUNDS		G-7 POWER 27881 POUNDS		B-4 COMPOUND POWER 24506 POUNDS				
Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons			
15	120	1800	102	1530	94	1410	77	1155	67	1005	15	147	2202	125	1875	115	1725	94	1410	83	1245			
16	115	1840	98	1568	90	1440	74	1184	64	1024	16	141	2256	120	1920	110	1760	90	1440	80	1280			
17	110	1870	94	1598	87	1479	70	1190	62	1054	17	136	2312	115	1955	106	1802	88	1496	77	1309			
20	98	1960	83	1660	77	1540	63	1260	55	1100	20	122	2440	103	2060	96	1920	78	1560	69	1380			
23	88	2024	75	1725	69	1587	57	1311	50	1150	23	111	2553	94	2162	87	2001	71	1633	63	1449			
25	83	2075	70	1750	65	1625	53	1325	47	1175	25	105	2625	89	2225	82	2050	67	1675	59	1475			
28	76	2128	65	1820	59	1652	49	1372	43	1204	28	97	2716	82	2296	76	2128	62	1736	54	1512			
30	72	2160	61	1830	56	1680	46	1380	41	1230	30	92	2760	78	2340	72	2160	59	1770	52	1560			
33	67	2211	57	1881	52	1716	43	1419	38	1254	33	85	2805	73	2409	67	2211	55	1815	48	1584			
36	62	2232	53	1908	49	1744	40	1440	35	1260	36	80	2880	68	2448	63	2268	51	1836	45	1620			
40	57	2280	49	1960	45	1800	37	1480	32	1280	40	74	2960	63	2520	58	2320	47	1880	41	1640			
43	54	2322	46	1978	42	1806	35	1505	30	1290	43	70	3010	59	2537	55	2365	44	1892	39	1677			
46	51	2346	43	1978	40	1840	33	1518	29	1334	46	66	3036	56	2576	52	2392	42	1932	37	1702			
50	47	2350	40	2000	37	1850	31	1550	27	1350	50	62	3100	53	2650	49	2450	40	2000	35	1750			
53	45	2385	39	2067	36	1908	30	1590	26	1378	53	59	3127	50	2650	47	2491	38	2014	34	1802			
56	43	2408	37	2072	35	1960	29	1624	25	1400	56	57	3192	48	2688	45	2520	36	2016	33	1848			
60	41	2460	35	2100	33	1980	28	1680	24	1440	60	54	3240	46	2760	42	2520	34	2040	31	1860			
65	38	2470	33	2145	31	2015	26	1690	23	1495	65	50	3250	43	2795	40	2600	32	2080	29	1885			
70	36	2520	31	2170	29	2030	25	1750	22	1540	70	47	3290	40	2800	38	2660	30	2100	27	1890			

The rating for engines not shown in the tables is as follows:

A1	31 per cent of L2 rating
A2	44 per cent of L2 rating
B1	36 per cent of L2 rating
B2	42 per cent of L2 rating
B3	44 per cent of L2 rating
C1	81 per cent of L2 rating
F3	63 per cent of L2 rating
F4	72 per cent of L2 rating
G4	39 per cent of L2 rating
G5	41 per cent of L2 rating
G6	50 per cent of L2 rating
H7	34 per cent of L2 rating
K1	66 per cent of L2 rating
L1	92 per cent of L2 rating
N2	150 per cent of L2 rating

ILLUSTRATION.—To find the rating for K1 between Marion and Melbourne for cars averaging 50 tons:

Rating for L2 is 2350 tons; 66 per cent of this is 1551 tons, or 31 cars.

Way freight rating will be 75 per cent of the tonnage rating for 40 ton cars; meat trains, 60 per cent; and time freights, 80 per cent.

When the average weight of cars in the train is not shown in the tables, use the rating for next lower average weight car.

Unless otherwise directed 80 cars will be the car limit.

TONNAGE REDUCTIONS FOR WEATHER CONDITION

10 to 20 above zero	reduce 10 per cent
Zero to 10 above zero	reduce 15 per cent
Zero to 10 below zero	reduce 20 per cent
10 to 20 below zero	reduce 30 per cent

SURGEONS

F. D. Ayers.....	Sabula
Hugh Jenkins.....	Preston
E. S. McCord.....	Delmar Junction
J. E. Davies.....	Oxford Junction
A. B. Poore, Chief.....	Cedar Rapids
R. B. Hasner, Assistant.....	Cedar Rapids
W. J. Morrison, Assistant.....	Cedar Rapids
F. Bailey, Oculist.....	Cedar Rapids
J. E. Guernsey.....	Olin
D. S. Fairchild, Sr.....	Clinton
D. S. Fairchild, Jr.....	Clinton
P. A. Bendixen.....	Davenport
D. N. Loose.....	Maquoketa
T. M. Redmond.....	Monticello
F. B. Sigworth.....	Anamosa
R. A. McLean.....	Fayette
F. A. Hennessy.....	Calmar
C. D. Horton.....	Calmar
H. M. Bradley.....	Delaware
F. Skinner.....	Marion
M. L. Allen.....	Tama
Frank W. Cowgill.....	Ferguson
W. M. Trotter.....	Maxwell
M. M. Shaw.....	Madrid
J. R. McKirihan.....	Perry
M. J. Donovan.....	Perry
S. P. Free, Oculist.....	Perry
W. A. Seidler.....	Jamaica
C. W. Henry.....	Coon Rapids
M. B. Wyatt.....	Manning
W. E. Draper.....	Manilla
Edw. C. Wier.....	Portsmouth
Donald Macrae, Jr.....	Council Bluffs
E. A. Merritt.....	Council Bluffs
W. E. Wolcott, Assistant.....	Council Bluffs
F. W. Dean, Oculist.....	Council Bluffs