

# Chicago, Milwaukee and St. Paul Railway.

## CHICAGO AND COUNCIL BLUFFS DIVISION IN IOWA.

No. 88.

# TIME TABLE.

No. 88.

TAKING EFFECT SUNDAY, DECEMBER 5, 1897, AT 12:01 O'CLOCK A. M.

Previous Issue Dated November 21, 1897.

### SPECIAL RULES

These rules shall govern the operation of the railroad from the time of taking effect of this issue to the time of the next issue, or to the time of the next change in the rules, whichever comes first. See General Rules No. 81.

### FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

J. F. GIBSON,  
Superintendent,

C. A. GOODNOW,  
Ass't Gen'l Superintendent.

W. G. COLLINS,  
General Superintendent.

A. J. EARLING,  
2d Vice-President and Gen'l Manager.

# EASTERN DIVISION—Between Savanna and Marion Yard.

## TRAINS GOING WEST.

THIRD CLASS No. 73. FREIGHT Except Sundays	THIRD CLASS No. 69. TIME FREIGHT. Daily.	THIRD CLASS No. 95. FREIGHT Except Sundays	THIRD CLASS. No. 75. FREIGHT Except Sundays	THIRD CLASS No. 65. TIME FREIGHT Daily	THIRD CLASS No. 91. WAY FREIGHT Except Sundays	THIRD CLASS No. 97. FREIGHT Except Sundays	THIRD CLASS No. 63. TIME FREIGHT Daily	SECOND CLASS No. 61. TIME FREIGHT Daily	Distance from Savanna	STATIONS.	FIRST CLASS No. 1. PASSENGER Daily	FIRST CLASS No. 5. PASSENGER Except Sundays	FIRST CLASS No. 33. PASSENGER Except Sundays	FIRST CLASS No. 23. PASSENGER Except Sundays	FIRST CLASS No. 31. PASSENGER Except Sundays	FIRST CLASS No. 3. PASSENGER Daily	
7.15 PM				10.15 AM	10.00 AM	7.00 AM	6.10 AM			SAVANNA 0-2 0.2 C. B. & N. CROSSING 2.8 2.5 MISS. RIVER DRAW BRIDGE 0.1 2.6 SABULA 0-4	10.05 PM	6.35 PM					2.10 AM
																	* 2.19
7.45 PM Mt 64				10.30 AM	10.15 AM	7.30 AM	6.30 AM	6.00 AM	1.00 AM	3.0 Depart. SABULA JUNCTION N 6-0	10.15 PM	6.50 PM PMM 34&78	7.00 PM PMM 34&78			9.45 AM Mt 32	2.20 AM Mt 2
8.15				11.00	10.35	7.55	6.50 AM	6.15	1.12	9.0 ELK RIVER JUNCTION N 4-9	10.24	7.00	7.10 PM Mt 64		9.55 AM	2.33	
8.35				11.20	10.50	8.20		6.30	1.27	13.9 TEED'S GROVE N 4-5	10.32	7.10 PM Mt 64				2.45	
9.05 Mt 78				11.45	11.05	8.47 Mt 6		6.45	1.45 Mt 2	18.4 MILES 4-3	10.39	7.20				* 2.55	
9.25				12.05 PM	11.20	9.20		6.57	2.00	22.7 PRESTON 5-4	10.45	7.30				* 3.05	
9.45				12.30 Mt 92	11.35	9.35		7.11	2.10	28.1 BROWNS 2-8	10.52	7.39				3.20 Mt 4	
9.50				12.40	11.42	9.45		7.16	2.15	30.9 RIGGS 4-5	10.55	* 7.44				3.23	
10.15				1.15 Mt 62	12.05 PM Mt 92	10.40		7.35	2.35	35.4 DELMAR JUNCTION N 6-9 (C. & N. W. C. M. & St. P. Crossings)	11.04	7.58				3.31	
10.40				1.40	12.25	11.10 Mt 92		8.02 Mt 6	2.58 Mt 4	42.3 ELWOOD 4-7	11.14	8.10 Mt 78				* 3.42	
10.55				2.00	12.40 Mt 62	11.35		8.20	3.10	47.0 LOST NATION 7-6	11.20	8.19				* 3.50	
{ 11.15 1 Ps Mt 2 { 11.50				2.30 PM Mt 72&76	1.00 Ps 91	{ 12.15 PM Mt 62 65 Ps 1.30		9.11 Mt 92	3.30	54.6 OXFORD JUNCTION N 5-7 (C. M. & St. P. Crossing)	11.32 Mt 2 Ps 73	8.35				4.02	
12.15 AM					1.20	2.00 Mt 72		9.26	3.45	60.3 HALE 4-6	11.41	8.47				4.12	
12.35					1.37 Mt 72	2.25		9.40	3.55	64.9 OLIN 6-0	11.48	8.57				* 4.20	
1.00					2.05	3.00		9.58	4.10	70.9 MORLEY 5-6	11.56	9.09				* 4.30	
1.25					2.30	3.37 Mt 64		10.13	4.25	76.5 MARTELLE 4-9	12.05 AM	9.20				* 4.39	
1.57 Mt 4	2.25 PM	2.10 PM		2.50	4.00			10.27	{ 4.35 3 Ps 4.55	81.4 PARALTA 3-7	12.12	9.30	8.20 PM	9.55 AM	4.47 Ps 61		
2.10	2.40	2.25		3.08 Mt 64	4.15			10.40 Mt 62	5.05	85.1 ALGER 4-5	12.17	* 9.37	8.27	10.02		* 4.52	
2.30 AM	2.55 PM Mt 64	2.40 PM Mt 64		3.30 PM	4.30 PM			11.00 AM Mt 68	5.15 AM	89.6 MARION YARD Arrive.	12.24 AM	* 9.45 PM Mt 2	8.34 PM	10.10 AM Mt 62		4.59 AM	
No. 73.	No. 69.	No. 95.	No. 75.	No. 65.	No. 91.	No. 97.	No. 63.	No. 61.		No. 1.	No. 5.			No. 23.	No. 31.	No. 3.	

### SPECIAL RULES.

Trains going East and North have the right to track over trains of the same or inferior class going in the opposite direction. See General Rule No. 41.

Nos. 1 and 4 will have the absolute right to the track over all other first class trains, and all other first class trains must clear the time of Nos. 1 and 4 five (5) minutes at all stations.

This Time Table conveys no right to the track between Sabula Junction and Savanna. No train or engine will run between these stations unless the Engineer has in his possession a Train Staff or Permissive Tablet delivered him by the Conductor of his train in accordance with special instructions governing the operation of the Train Staff System between Savanna and Sabula Junction, issued April 15, 1894.

Trains on Eastern Division will take their dates from Sabula Junction and Marion Yard. Clocks at the following stations are regulated to Standard Time: Savanna, Oxford Junction, Marion Yard, Marion and Clinton.

Trains Nos. 1 and 4 will register by card at Paralta.

Trains Nos. 1, 2, 3 and 4 will register by card at Elk River Junction.

All Passenger Trains will register by Card at Marion Yard.

Passenger Trains must not exceed twenty miles per hour passing over the reverse curves between Hale and Oxford Junction.

Trains cannot meet or pass at Riggs or Sabula.

\* Refreshments. † Trains do not stop for passengers. \* Trains stop only on signal. (D) Day Telegraph Office. (N) Day and Night Telegraph Office.

CLINTON

THIRD CLASS No. 97. FREIGHT Except Sundays	Distance from SAVANNA	STATIONS.	FIRST CLASS No. 33. PASSENGER Except Sundays	FIRST CLASS No. 31. PASSENGER Except Sundays
		Depart. ELK RIVER JUNCTION N 9.0 2.4	7.10 PM	9.55 AM
		7.05 11.4 MIDLAND JUNCTION 4.4	* 7.15	* 10.00
		15.8 C. & N. W. CROSSING 7.40 16.9 LYONS 1.1 2.1		
		8.00 AM Mt 32 19.0 CLINTON Arrive. Arrive.	7.27 10.12	10.20 AM
			7.35 PM	

# EASTERN DIVISION—Between Marion Yard and Savanna.

## TRAINS GOING EAST.

FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		STATIONS.		Distances from Co. Bluffs	THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS									
No. 2.		No. 4.		No. 6.		No. 22.		No. 32.		No. 34.		Distances from Co. Bluffs	No. 96.		No. 92.		No. 62.		No. 98.		No. 72.		No. 76.		No. 64.		No. 78.		No. 74.					
PASSENGER		PASSENGER		PASSENGER		PASSENGER		PASSENGER		PASSENGER			FREIGHT		WAY FREIGHT		TIME FREIGHT		FREIGHT		STOCK FREIGHT		STOCK FREIGHT		TIME FREIGHT		FAST STOCK FREIGHT							
2.35	AM	4.10	AM	9.30	AM								SAVANNA	350.4			2.45	PM	3.10	PM	5.35	PM	6.05	PM	7.15	PM	8.00	PM	10.00	PM				
													C. B. & N. CROSSING	2.3	350.2																			
2.21		4.01		9.16									MISS. RIVER DRAWBRIDGE	347.9																				
													SABULA	0.4	347.8																			
<b>2.20</b>	AM Mt 3	4.00	AM	9.15	AM								<b>Arrive.</b>	<b>Arrive.</b>																				
2.02		3.51		9.04									<b>9.30</b>	AM Mt 31	<b>6.20</b>	PM Mt 5&33	<b>347.4</b>		<b>00.8</b>		<b>2.25</b>	PM	<b>2.55</b>	PM	<b>5.20</b>	PM	<b>5.50</b>	PM	<b>6.10</b>	PM Mt 5&33	<b>7.45</b>	PM Mt 73	9.45	PM
* 1.53		3.44		8.55									<b>9.15</b>	AM	<b>6.10</b>	PM	<b>341.4</b>		<b>05.9</b>		<b>2.05</b>		<b>2.33</b>		<b>5.00</b>	PM	<b>5.80</b>		<b>5.50</b>		<b>7.25</b>	Mt 33	9.25	
<b>1.45</b>	Mt 61	3.37		<b>8.47</b>	Mt 91								Except Sundays	Except Sundays																				
1.30		3.29		8.38									TEED'S GROVE	4.5	336.5																			
* 1.18		3.20	Mt 3	8.29									MILES	4.3	332.0																			
+ 1.10		3.16		* 8.23									PRESTON	5.4	327.7																			
1.00		3.09		8.15									BROWNS	2.8	322.3																			
12.45		2.58	Mt 61	<b>8.02</b>	Mt 63								RIGGS	4.5	319.5																			
12.32		2.51		7.53									DELMAR JUNCTION	6-9 (C. & N.-W.—C.M. & St. P. Crossings)	315.0																			
<b>12.15</b>	AM Mt 673	2.39		7.40									ELWOOD	4.7	308.1																			
		2.27		7.10									LOST NATION	7.6	303.4																			
		* 2.21		7.02									OXFORD JUNCTION	5-7 (C. M. & St. P. Crossing)	295.8																			
		2.13		6.53									HALE	4.6	290.1																			
		2.05		6.44									OLIN	6.0	285.5																			
10.00	PM	1.57	Mt 73	6.35									MORLEY	5.6	279.5																			
† 9.53		1.52		6.28									MARTELLE	4.9	273.9																			
† 9.46	PM Mt 5	1.46	AM	6.21	AM								PARALTA	3.7	269.0	6.50	AM	7.05		10.52		11.25	AM	12.45		3.20		6.20						
Daily													ALGER	4.5	265.3	6.40	AM	6.50		10.40	Mt 63	11.14		12.32		3.08	Mt 65	6.10						
No. 2.	No. 4.	No. 6.	No. 22.	No. 32.									MARION YARD	2.1	260.8	6.30	AM	6.40	AM	10.25	AM Mt 23	11.00	AM Mt 63	12.15	PM	Daily		2.55	PM Mt 95 & 69	6.00	PM			
		Except Sundays	Except Sundays										Depart.	Depart.	Depart.	Depart.	Depart.	Depart.	Except Sundays	Daily	Except Sundays	Daily	Except Sundays	Daily	Except Sundays	Daily	Except Sundays	Daily	Except Sundays	Daily	Except Sundays			
													No. 96.		No. 92.	No. 62.		No. 72.	No. 76.	No. 64.	No. 78.	No. 74.												

## LINE.

## TRAINS GOING EAST.

FIRST CLASS		FIRST CLASS		STATIONS.		Distance from Clinton.	THIRD CLASS		THIRD CLASS		A. E. MORRISON,		SPECIAL RULES.	
No. 32.		No. 34.												

## MIDDLE DIVISION—Between Marion Yard and Perry Yard.

## TRAINS GOING WEST.

## SPECIAL RULES.

**Trains going East and North have the right to track over trains of the same or inferior class going in the opposite direction. See General Rule No. 41.**

Trains on Middle Division will take their dates from Perry Yard and Marion Yard.

**The Clocks in Telegraph Offices at Perry Yard, Marion and Marion Yard are regulated to Standard time.**

† Refreshments. ‡ Trains do not stop for passengers. \* Trains stop only on signal. D—Day Telegraph Offices. N—Night and Day Telegraph Offices.

## MIDDLE DIVISION—Between Perry Yard and Marion Yard.

## TRAINS GOING EAST.

FIRST CLASS		FIRST CLASS		PROXIMATE STATIONS.	Dis. From COUNCIL BLUFFS.	THIRD CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS												
No. 2.		No. 4.				No. 62.		No. 64.		No. 92.		No. 78.		No. 74.										
PASSENGER		PASSENGER				TIME FREIGHT		TIME FREIGHT		WAY FREIGHT		FAST STOCK FREIGHT		LOCAL STOCK FREIGHT										
† 9.46	PM	† 1.46	AM	Arrive.	Arrive.																			
9.45		1.45		MARION YARD	N	260.8	9.40	AM	8	2.15	PM	6.15	PM	5.30	PM	5.30	AM Mt 91							
9.25		1.40		0.8						6.10		5.25		5.28										
*9.17		1.34		MARION	N	260.5	9.35			2.10		6.00		5.13	Mt 65	5.18	Mt 311							
8.59		1.21		LOUISA	D	256.8	9.25	Mt	73	1.58		5.40	Mt 65	4.52		4.35								
8.48		1.14		COVINGTON	N	250.9	9.00			1.38		5.15		4.40		4.15								
8.36		1.07		ATKINS	D	245.7	8.40			1.23	Mt 63													
8.23		1.259		NEWHALL	N	240.4	8.25	Mt	61	12.58		4.55		4.28		3.57								
8.11		12.52		VAN HORNE	D	233.9	8.05	Mt	91	12.38		4.30		4.15	Ps 92	3.40								
7.56		12.43		KEYSTONE	N	228.3	7.48			12.22	PM	3.40		4.02		3.20								
7.46	Mt 65	12.37		ELBERON	D	222.2	7.28			11.57		3.10		3.45		2.57								
7.32		12.26		WINING	N	218.2	7.20			11.45	Mt 73	2.50	Mt 63	3.35		2.45								
7.22		12.20		GLADSTONE	D	211.5	7.02			11.22		2.10		3.17	Mt 63	2.20								
				TAMA	N	206.9	6.47	Mt	3	11.05		1.50		3.05		1.56	Mt 1							
				C. & N. W. CROSSINGS	N	206.6																		
7.08		12.08		POTTER	D	201.2	6.28			10.42	Mt 91	1.15		2.46		1.20								
6.59		12.02	AM	DUNBAR	D	196.3	6.18			10.27	Mt 61	12.55	Mt 73	2.35		1.05								
6.54		11.59		PICKERING	N	194.3	6.14			10.00		12.45		2.30		12.53								
6.47		11.53		FERGUSON	N	191.7	6.06			9.50		12.35		2.12		12.45								
6.36		11.46		HAVERHILL	D	186.7	5.46			9.27		12.01	PM Mt 91	1.53	Mt 73	12.23								
6.25		11.39		STATE CENTER JUNCT.	D	181.9	5.35			9.12		11.36		1.40		12.07	AM							
6.20		11.35		2-5 (Iowa Central Crossing)																				
6.10		11.27	Ps 74	MELBOURNE	N	179.4	5.29			9.05		11.26	Mt 61	1.33		11.59								
5.57		11.17		RHODES	D	174.5	5.15			8.50		11.00		1.20		11.40								
5.45	Mt 63	11.09	Mt 65	COLLINS	D	167.8	4.57			8.30		10.30		1.00	Mt 91	10.42	Mt 65							
				MAXWELL	N	162.8	4.45			8.09	Mt 3	10.00		12.40		10.30								
5.36		11.04		ELWELL	D	159.2	4.33			7.35		9.35		12.20	PM Mt 61	10.17								
5.26		10.56		CAMBRIDGE	N	155.0	4.25			7.18		9.20		11.57		10.00								
5.14		10.48		HUXLEY	D	151.	4.10			7.03		8.57		11.40		9.42								
5.05		10.42		SLATER	N	147.4	3.58			6.50		8.41	Mt 3	11.29		9.30								
4.50	Mt 73	10.31		6-8 (C. & N. W. Crossing)																				
4.30	Mt 91	10.14		MADRID	N	140.6	3.39	Mt 1		6.30		8.10		11.15		9.15								
4.21		10.07		WOODWARD	N	133.0	2.50			6.00		7.15		10.35		8.35								
I 4.12	PM	10.00	PM	BOUTON	D	128.4	2.37			5.43		6.50		10.15		8.15								
Daily		Daily		PERRY YARD	N	123.8	2.25	AM Mt 65		5.25	AM	6.30	AM	10.00	AM Mt 3	8.00	PM Mt 63							
No. 2.		No. 4.		AHAMO		Depart.		Depart.		No. 62.		No. 64.		No. 92.		No. 78.		No. 74.						
						Daily		Daily		Except Sundays		Daily		Daily		Except Sundays								

## SPECIAL RULES.

All trains will reduce speed to ten miles per hour while crossing Des Moines River and Cedar River Bridges. Trains Nos. 65, 73, 74, 91, and 92 will carry passengers with tickets.

Trains Nos. 65, 73, 74, 91 and 92 will carry passengers with ticket  
Gardiners Falls Train will run on the 11th.

Conductors of all Trains will register at Marion Yard and Perry Yard.

Conductors of First-class Trains will register at Perry and Marion and will register by card at Perry Yard and Marion Yard.

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. 59.

**P. H. O'CONNOR,**  
Train Dispatcher.

# **C. R. MORRISON,** Train Master.

## WESTERN DIVISION—Between Perry Yard and Council Bluffs.

## TRAINS GOING WEST.

## SPECIAL RULES.

**SPECIAL RULES.**  
**Trains going East and North have the right to track over trains of the same or inferior class going in the opposite direction. See General Rule No. 41.**  
Trains on Western Division will take their dates from Perry Yard and Council Bluffs.  
The Clocks in Telegraph Offices at Perry Yard, Perry, Manilla and Council Bluffs Yard are regulated to Standard time.

The Clocks in Telegraph Offices at Perry Yard, Perry, Manilla and Council Bluffs Yard are regulated to Standard time.

\* Trains stop only on signal.

## Refreshments.

# Trains do not stop for passengers.

\* Trains stop only on signal.

### D-Day Telegraph Offices.

## N—Night and Day Telegraph Offices.

B—No. 1 will stop on signal for passengers for Council Bluffs and west.

## WESTERN DIVISION—Between Council Bluffs and Perry Yard.

## TRAINS GOING EAST.

## SPECIAL RULES.

Train Nos. 64, 65, 72, 91 and 92 will carry passengers with tickets.

All trains will reduce speed to eight miles per hour while crossing trestle at Manning.

Conductors of First-class Trains will register at Perry and Lonsdale Stations.

Conductors of First-class Trains will register at Perry and local depot at Council Bluffs, and will register by card at Perry Yard and Council Bluff's Yard. Trains using track between U. P. Transfer and South Omaha will go over road to Perry Field.

Transusing track between U. P. Transfer and South Omaha will be governed by Time Table and Rules of U. P. Railway.

No. 2 will take siding for No. 3.  
No. 63 will carry passengers between

NO 63 will carry passengers between Perry and Manilla.

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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. 59.

**C. R. MORRISON** Train Master.

# Marion and Calmar Line.

## TRAINS GOING SOUTH.

		THIRD CLASS	THIRD CLASS	THIRD CLASS	FIRST CLASS	FIRST CLASS	Distance from Jackson Jct.
		No. 95.	No. 69.	No. 93.	No. 21.	No. 23.	
		FREIGHT Except Sundays	TIME FREIGHT Daily	WAY FREIGHT Except Sundays	PASSENGER Except Sundays	PASSENGER Except Sundays	
		6.30 AM	5.05 AM	3.20 PM			

		7.20 AM	5.55 AM	3.50 PM			
		7.35	6.10	4.00			
		8.05	6.50	4.20 <small>Mt 68</small>			
		8.20	7.05	4.30			
		8.45	7.35	4.45			
		9.20	8.20	5.05 <small>Mt 94</small>			
		9.52 <small>Mt 22</small>	8.55	5.24			
		10.25	9.35 <small>Mt 22</small>	5.40			
		10.45	9.55	5.50			
				5.57			
		11.10	10.20	6.07			
		11.40	11.00	6.17			
		12.20 PM	11.40	6.36			
		11.30 AM	12.35	6.45	8.47 AM <small>Mt 22</small>		
		{ 11.40 <small>Mt 94</small>	12.45 <small>Mt 68 &amp; 94</small>	12.05 <small>PM Mt 94 &amp; 68</small>	{ 6.55 <small>Mt 24</small>	8.55 <small>Mt 96</small>	
		{ 12.10 PM		{ 7.15 <small>Mt 24</small>			
		12.25 <small>Mt 68</small>	1.08	7.25	9.05		
		12.45	1.35	7.40	9.22		
		1.20	1.50	7.58	9.32		
		1.35	2.00	8.01	9.39		
		1.57	2.15	8.11	9.48		
		2.10 PM	2.25 PM	8.20 PM	9.55 AM		

No. 95. No. 69. No. 93. No. 21. No. 23.

**Trains going East and North have the right to track over trains of the same or inferior class going in the opposite direction. See General Rule No. 41.**

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.

Conductors of all trains will register at Paraitea, Monticello, Junction Switch and Jackson Junction.

All regular freight trains except 68 and 69 will carry passengers.

Trains cannot meet or pass at Donnan Junction or Oneida Junction.

## TRAINS GOING NORTH.

		STATIONS.	Distance from Paraitea.	FIRST CLASS	FIRST CLASS	FIRST CLASS	THIRD CLASS	THIRD CLASS	THIRD CLASS
				No. 22.	No. 24.	No. 2.	No. 96.	No. 68.	No. 94.
				PASSENGER	PASSENGER	PASSENGER	FREIGHT	TIME FREIGHT	WAY FREIGHT
		Depart. CALMAR	Arrive. 120.0	11.55 AM				5.50 PM	8.30 PM
		JACKSON JUNCTION	108.0	11.30 AM				5.15 PM	7.40 PM
		3.9	3.9						
		WAUCOMA	104.1	11.17				4.45	7.20
		9.7	9.7						
		HAWKEYE	94.4	10.58				4.20 <small>Mt 21</small>	6.40
		4.8	4.8						
		DONNAN JUNCTION	89.6	10.48				3.56	6.15
		6-7 (B. C. R. & N. Crossing)							
		FAYETTE	82.9	10.35				3.40	5.50
		9.9	9.9						
		ARLINGTON	73.0	10.12				3.10	5.05 <small>Mt 21</small>
		8.6	8.6						
		STRAWBERRY POINT	64.4	9.52 <small>Mt 69</small>				2.46	4.17
		7.3	7.3						
		EDGEWOOD	57.1	9.35 <small>Mt 93</small>				2.25	3.45
		5.3	5.3						
		GREELEY	51.8	9.22				2.07	3.15
		3.0	3.0						
		ONEIDA JUNCTION	48.8	9.14				1.45	2.35
		4-8 (C. G. W. Crossing)							
		DELAWARE	44.0	9.03					
		4.2	4.2						
		DELHI	39.8	8.53				1.32	2.15
		8.0	8.0						
		HOPKINTON	31.8	8.33				1.07	1.37
		4.9	4.9						
		JUNCTION SWITCH	26.9	8.21 <small>Mt 23</small>	7.45 PM		9.05 AM	12.54	1.10
		3.0	3.0						
		MONTICELLO	23.9	8.15	{ 7.35 <small>Mt 21</small>	11.05 PM	8.55 <small>Mt 23</small>	12.45 <small>Mt 69 &amp; 93</small>	1.00 <small>PM Mt 93, 69 &amp; 95 Except Sundays</small>
		4.2	4.2		{ 7.15 <small>Mt 21</small>	10.53	8.30	12.25 <small>Mt 95</small>	
		LANGWORTHY	19.7	8.02	7.03	10.53	8.10	12.05 PM	
		6.7	6.7						
		ANAMOSA	13.0	7.47	6.45	10.37			
		0.1	0.1						
		C. & N. W. CROSSING	12.9						
		4.2	4.2						
		STONE CITY	8.7	7.36	6.33	10.25	7.55	11.52	
		2.5	2.5						
		VIOLA	6.2	7.30	6.26	10.17	7.45	11.44	
		3.9	3.9						
		SPRINGVILLE	2.3	7.21 <small>Ps 96</small>	6.17	10.08	{ 7.30 <small>7-15 22 Ps</small>	11.32	
		2.3	2.3						
		PARALTA	7.15 AM	6.10 PM	10.00 PM	7.00 AM	11.25 AM		
				Except Sundays	Except Sundays	Daily	Except Sundays	Daily	
		CEDAR RAPIDS							

No. 22. No. 24. No. 2. No. 96. No. 68. No. 94.

## SPECIAL RULES.

Conductors and Engineers running into Calmar must provide themselves with time tables of the I. and D.

Division, and run by that time table between Jackson Junction and Calmar.

Trains going south may run from Junction Switch to Monticello ahead of delayed trains, of the same class,

without orders, but will note on register at Junction Switch that they have done so.

The clock in the Telegraph Office at Monticello will be regulated to Standard Time.

\* Trains stop only on Signal. † Refreshments. ‡ Trains do not stop for passengers.

**A. E. MORRISON,**  
Train Dispatcher.

**J. B. SMALLEY,**  
Train Master.

## DAVENPORT LINE.

## TRAINS GOING SOUTH.

TRAINS GOING SOUTH.										
MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	THIRD CLASS	THIRD CLASS	FIRST CLASS	FIRST CLASS.	FIRST CLASS
						No. 101.	No. 93.	No. 35.	No. 41.	No. 27.
						FREIGHT Except Sundays	FREIGHT Except Sundays	PASSENGER Daily	MIXED Except Sundays.	PASSENGER Except Sundays
						1.00 PM	11.05 PM			6.40 AM
						1.30	11.28			6.55
						1.50	11.40			7.05
						2.20	11.55			7.20
						2.45 } 3.15 }	12.10 AM			7.35 } 7.45 }
						3.17				* 7.47
						3.35				7.59
						3.50				8.07
						4.10				8.20 M 94
						4.30				8.33
						4.45				8.41
						5.05				8.57
						5.55 AM	5.30 M 28			9.07
						6.05	5.45			9.14
						6.20	6.05			9.30
						6.30 AM M 94	6.15 PM			9.40 AM
										69.2
										Arrive.
						No. 101.	No. 93.	No. 35.	No. 41.	No. 27.

STATIONS.	Dist. from Davenport.	TRAINS GOING NORTH.					
		FIRST CLASS		FIRST CLASS		THIRD CLASS	
		No. 40.	No. 28.	No. 94.	No. 102.		
Arrive.		MIXED	MIXED	FREIGHT	FREIGHT		
MONTICELLO	69.2		9.30 PM	11.20 AM			
6.5							
COTCH GROVE	62.7		9.15	10.50			
4.2							
ENTRE JUNCTION	58.5		9.05	10.30			
6.4							
WYOMING	52.1		8.50	10.00			
6.1							
FORD JUNCTION	46.0		{ 8.35	{ 9.15			
C. M. & St. P. Crossing)			{ 7.15	{ 9.10			
XFORD MILLS	45.1		7.10	9.05			
4.8							
MASSILLON	40.3		6.58	8.52			
3.3							
TORONTO	37.0		6.46	8.38			
5.6							
WHEATLAND	31.4		6.30	8.20 Mt 27			
0.2							
N. W. CROSSING	31.2						
4.8							
BIG ROCK	26.4		6.15	8.00			
3.3							
DIXON	23.1		6.05	7.48			
1.3							
R. & N. CROSSING	21.8						
5.2							
DONAHUE	16.6		5.45	7.25			
5.7							
RIDGE JUNCTION	10.9	4.30 PM	5.30 Mt 93	7.05	1.05 PM		
3.1							
MT. JOY	7.8	* 4.22	* 5.22	6.55	12.55		
5.1							
OAKTON	2.7	* 4.10	* 5.10	6.40	12.40		
2.7							
DAVENPORT		4.00 PM Except Sundays	5.00 PM Except Sundays	6.30 AM Mt 101 Except Sundays	12.30 PM Except Sundays		
Depart.		No. 40	No. 28	No. 94	No. 102		

# MAQUOKETA LINE.

## TRAINS GOING SOUTH.

THIRD CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		Distance from Davenport.	STATIONS.		FIRST CLASS		FIRST CLASS	
No. 101.		No. 43.		No. 41.		No. 39.			MAQUOKETA		No. 88.		No. 44.	
FREIGHT Except Sundays		PASSENGER Except Sundays		MIXED Except Sundays		PASSENGER Except Sundays		Distance from Maquoketa.	Depart.	Arrive.	MIXED	MIXED	MIXED	MIXED
3.30	A M	7.30	P M	9.20	A M Mt 38	7.45	A M		43.2	MAQUOKETA 6.0	8.40	A M Mt 41	6.00	P M
4.00	-----	<u>7.45</u>	<u>P M Mt 42</u>	9.35	-----	<u>8.05</u>	<u>A M Mt 38</u>	37.2	DELMAR JUNCTION 6-3 (C. & N.-W.-C. M. & St. P. Crossings)	8.20	A M Mt 39 Except Sundays	5.40	-----	-----
4.25	-----	-----	-----	9.50	-----	-----	-----	30.9	WELTON 7.3	12.3	-----	-----	5.25	-----
4.55	-----	-----	-----	10.08	-----	-----	-----	23.6	DEWITT 0.5	19.6	-----	-----	5.10	-----
5.30	-----	-----	-----	10.23	-----	-----	-----	23.1	C. & N. W. CROSSING 5.2	20.1	-----	-----	-----	-----
5.45	-----	-----	-----	10.33	-----	-----	-----	17.9	NOEL STATION 4-0 (B. C. R. & N. Crossing)	25.3	-----	-----	4.55	-----
5.55	A M	-----	-----	10.40	A M	-----	-----	13.9	LONG GROVE 3.0	29.3	-----	-----	4.40	-----
								10.9	ELDRIDGE JUNCTION Arrive.	32.3	-----	-----	4.30	P M
									Depart.	-----	-----	-----	-----	Except Sun

SS	FIRST CLASS	THIRD CLASS
O.	No. 42.	No. 102.
	PASSENGER	
8.15	P M	3.30 P M
<b>8.00</b>	PM M <del>43</del>	3.10
Except	Sundays	2.35
		2.10
		1.40
		1.25
days		1.10 P M
		Except Sundays

## DUBUQUE LINE.

## SPECIAL RULES.

**SPECIAL RULES.**  
Trains going East and North have the right to track over trains of the same or inferior class going in the opposite direction. See General Rule No. 41.

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.

Conductors of all trains will register at Oxford  
Dayanport Yard on and after Saturday, May 1.

Davenport Yard extends to Cable's Mill two miles. The clocks in the Telegraph Office are 150 feet apart.

The clocks in the Telegraph Offices at Oxford and Trains cannot meet or pass at Oakton.

\* Trains stop only on sign.

#### † Refreshments

\* Training do not stop for more than 10 minutes.

**A. E. MORRISON**, Train Dispatcher.

**J. B. SMALLEY**, Train Master.

## GENERAL RULES.

TO be observed by all employees 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 employees must see that they are in a safe condition to perform the services required.

2. Every employee 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 employee 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. Employees must wear the prescribed badges or uniforms while on duty.

Mail 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 employees 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 employee knowing of the violation of the rules by another employee, 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 employees in this respect, and any employee 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 employees 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 fusee is an extra danger signal to be lighted and placed on the track in case of accident, or when a train reduces speed so as to endanger its rear from trains that may be following.

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.

### BELL-CORD SIGNALS.

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

Two taps of the signal bell 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 taps of the signal bell is the signal to back up.

When one tap of the signal bell is heard while a train is running the engineer must immediately ascertain if the train has parted, and be governed accordingly.

### 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.

Release brakes signal repeated three times, thus, — — — — —, is the signal to call in flagman.

### TRAIN SIGNALS.

27. Freight trains must display two red flags by day, and two red lights by night, one on each side of the rear car of the train. 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.

28. Signal cords shall be used on all passenger and mixed trains, and shall extend from the rear car to the whistle or signal bell 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 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 have 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 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."

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 not less than three torpedoes, 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 of a mile (23 telegraph poles) distant from the rear of train and at a further distance of one-quarter 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. 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 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 use of fuses or other danger signals as per Rules 19 and 62. A train finding a fusee 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 one hundred feet nor further than four 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.

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 baggagemen, 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.

77. In case freight trains on which passengers are carried are run in sections, the last section of the train only will carry them, except persons in charge of live stock and freight, and 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. Conductors and brakemen of freight trains approaching stations must be out on their trains at least one mile from every station.

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 of freight trains will open their trains to allow at least one public crossing when they are to remain at stations more than 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. Both side links or the center link in Potter Draft Irons must be coupled.

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

In coupling the Miller hook with other styles of draw bars, first insert the link in the hook, using pin chained to the Miller platform.

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 or live stock on track will also be made to Special Agent.

Killing or injuring stock must be reported to the Superintendent and Special Agent 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 a pair of screw jacks, extra spring hangers, six flue plugs, and the necessary day and night signals. 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, drawbridges 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 "Cond'r," 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 Delphi, 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 man-fold 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

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 section 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 has 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 section 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.

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

#### FORM L.

..... and Engineer (Work Train):

"After ..... M., keep out of the way  
Train. Direction. Conductor.

of .....

For running trains against each other at Junction, Terminal or Division points:

#### 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 ..... 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.

## SPECIAL RULES, Governing the Operation of Block Signals.

1. Trains between Sabula Junction and Council Bluffs will be governed in their movements by a BLOCK SYSTEM.

2. The form of Signal to be used is the double arm semaphore, which consists of a mast with two arms near the top, one on each side. A horizontal position of the arm or a red light displayed, signifies DANGER, "Stop." A nearly vertical position of the arm, or a white light, signifies CLEAR, "go ahead." The right hand arm to a train approaching, governs a train moving in that direction. The normal position of these signals will be at DANGER, where they will always remain except when held at CLEAR by the hand of the operator. A block signal at DANGER must never be passed without the proper authority in the form of a "Permissive Block Card" or a clearance as per Rule No. 11, having been obtained from the operator.

3. The Block Signals will be used for Train Orders, and all rules applying to Train Order Signals will apply to the Block Signals.

4. The signal post at Marion Yard Office has Two West-bound and One East-bound arms, and will be operated as follows: WEST-BOUND—UPPER arm governs C. & C. B Division Trains. LOWER arm governs Kansas City Division Trains. EAST-BOUND—SINGLE arm governs C. & C. B. Division Trains ONLY.

5. A "Permissive" Block is used when trains are permitted to enter a block under notice that the preceding train has not cleared the same block. This is to be used only by direction of the Train Dispatcher.

6. The signal post at Preston has a "Permissive" arm painted green, for the government of East-bound trains, immediately under the Block arm.

The signal post at Dedham has permissive arms for both East and West-bound trains.

A HORIZONTAL position of the "Permissive" arm or a GREEN light displayed, signifies CAUTION, and indicates that a preceding train is in the block.

When a train is in the block, and the Train Dispatcher directs that a following train may proceed under "Permissive" block, the upper arm will be lowered. The lower or "Permissive" arm will indicate CAUTION. The following train may proceed without a "Permissive" card, but must be governed by all Rules relating to the use of "Permissive" Block.

Both arms vertical or two white lights displayed signifies that the Block is CLEAR.

7. The authority for using Permissive Block Cards by Operators, as per Rule No. 8, will be given in the following form by the Train Dispatcher:

CARD TRAIN-----

"Card A. O. K. (9:05 A. M. J. B. S.)"

The designating letter, O. K.; time made O. K.; and the Train Dispatcher's initials, must be endorsed on the face of the Permissive Card before it becomes of value or force.

J. F. GIBSON,  
Superintendent.

8. When a "Permissive" Block is ordered, the operator will give each conductor and engineer a card of the following form with the blanks properly filled:

Chicago, Milwaukee & St. Paul Railway Co.	
----- DIVISION. -----	
C. & E.	189
USE PERMISSIVE BLOCK.	
From-----	to-----
Train-----	, entered at ----- M.
----- Operator. -----	

Engineers and Conductors running under Permissive Block will run with great caution. Where view is obscured they must reduce speed to insure against collision with a train that may be running ahead of them.

9. Trains of an inferior class must not occupy the main line in any block when a train of a superior class is due to leave the first station ahead or in the rear.

10. When a train approaches a Block Signal and it is changed to "Clear," it will indicate that the block is clear to the outer switches of the station ahead. See general rule No. 66. If the signal is at "Danger," it will indicate that the block is held for other trains, or that there are Train Orders, and the Conductor must hasten to the Telegraph Office.

11. When the signal stands at Danger, and the operator issues a clearance which states that the Block is clear and that he has "no orders" or "no further orders," for the train named, the train receiving the clearance may proceed if its Time Table rights or Special Orders permit it to do so. If the Block is not clear, a Permissive Card in addition to the clearance is necessary.

12. The rear of each train will be indicated in the day time by a red flag carried on either side of the last car, and at night by two or more red tail lights as markers. If no markers are displayed on the rear of the train, the operator at the next block station ahead must be notified to give the approaching train a signal that train is broken apart, as per time table rule No. 21, and trains receiving such signal must be governed accordingly. The block station in the rear must also be notified that the track is blocked until information is received from the conductor at the block station ahead that he has all the cars in his train.

13. Operators will be provided with Train Register Sheets upon which they will register the leaving time of all trains in both directions at their own stations and at the next station east and west of them. Immediately after a train has entered a block, operators will report to the station to the east and west of them the departure of such train. They will not report a train clear of the block until the rear car of the train, carrying the markers, has passed their signal at least 300 feet.

C. A. GOODNOW,  
Ass't Gen'l Superintendent.

14. They will not permit a train to enter a block when a train is reported into the block from the opposite direction, except by order of the Train Dispatcher. To prevent opposing trains from entering a block simultaneously, they will not permit West-bound trains to enter until they have notified the operator at the next block station west to block East-bound trains using signal 47. See rule 18. They will not permit a train to enter a block following a train in the same direction until the preceding train has been reported as passing the block station ahead, except by order of the Train Dispatcher.

15. If a train is to turn out at their station to be passed by another train, they will not clear the latter train at the next station back until the first named train has cleared the main line.

16. When trains are to meet at a block station, operators will block all trains until they are certain that the train or trains that are to turn out, have cleared the main line, when they will permit the other train or trains to proceed.

17. When there are no train orders, and the block ahead is clear for an approaching train, the signal should be changed to "clear" as soon but not before the engineer is in sight of it, that the train may enter without reducing speed.

18. When it is desired to block trains at stations ahead, or back, for any purpose, the following signals must be used:

"47" block east-bound trains.  
"58" block west-bound trains.

When this signal is transmitted the operator receiving it will respond, "I. 13 B. 47," or "B. 58," as the case may be, and sign his initial and office call, and will block such trains until the block is reported clear.

19. The Block Signal must never be fastened at the "clear" position, except when the office is closed for the night, but must always be held at that position when it is desired to clear a train, until the rear car of the train has passed.

20. Day Block Signal Offices, which will be indicated on the Time Table, or by Bulletin, must not be closed for the night until the Block on either side is clear and "G. N." has been given and acknowledged by the offices on either side and by the Train Dispatcher.

When the office is closed the Signals should be placed at "safety" and lamp left burning.

A—When the office is re-opened the signals should be placed at Danger immediately, and offices on either side and the Train Dispatcher notified. The position of trains should be ascertained and a record of any train in the Block made on the Train Register Sheet.

B—The first train arriving after the office is open must not be allowed to pass except by authority of the Train Dispatcher, who will instruct whether a Clear Block or a Permissive Card is to be given.

C—When Day Block Signal Offices are closed the Block wire will be arranged to work through the closed office and Operators on either side will consider the Block as extended

with no change in the rules governing the operation of the signals.

D—Trains must not go to a closed Block Signal station to be met or passed by other trains without special orders from the Train Dispatcher, which will be given at the Block Signal station nearest the closed station. When such orders are given Operators will keep their signal at Danger and issue a Clearance, reading:

"Signal is out for No. .... and No. .... to meet (or pass) as per Special Order No. .... Except as above, Block is clear."

21. When freight trains are inside the outer switches at Marion Yard, Oxford Junction and Sabula Junction the Block may be cleared, *provided* the Operator has seen the markers or has been notified by the Conductor that his train is inside the switches. Following trains will be given a clear Block, except that if a passenger train is to enter the Block it must have a Permissive Card. If a Passenger train is in the Block no train will be permitted to follow until the Passenger train has cleared the Block.

22. When a train is on a siding clear of the main line and the markers have been seen, the Block may be cleared.

23. There is nothing in these rules which relieves train and enginemen from the fullest observance of all the general and special rules governing the movement of trains.

### SPECIAL NOTICE.

Conductors are charged with the responsibility of seeing that General Notice No. 21 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.

Yard Masters 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.

W. G. COLLINS,  
General Superintendent.

A. J. EARLING,  
2nd Vice-President and Gen'l Manager.

## SPECIAL INSTRUCTIONS.

Covering all Special Numbered Bulletins Issued Prior to 12:01 A. M., April 15, 1894, which are in force on C. & C. B. Division in Iowa.

### ALL DIVISIONS AND BRANCH LINES.

#### INSTRUCTIONS TO TRAIN AND ENGINEMEN, RELATING TO SAFETY OF TRAINS.

1. Engineers must examine Bulletin Boards and Train Registers before commencing their runs and know that all trains having the right of track over their trains have arrived and departed.

2. Engineers must keep lighted on their engines during the night one red and one white light, for emergencies.

3. 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 re-light them. Engineers must report switch lamps not burning to the Superintendent by telegraph from the first telegraph office at which their train stops.

4. When fuses are used they must not be deposited on bridges or in any place where there is danger from fire.

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

6. When using switches the lock must be placed in staple and in the case of Whittemore Switch Stands locked, before engines or trains pass over them. The person throwing the switch must stand five feet away from the switch stand until the train or cars have cleared the switch.

7. Damaged cars must always be hauled ahead of caboose.

8. Passenger trains must reduce speed and run cautiously through Division Yards.

9. Conductors will see that brakes are set on all cars moved or left at stations by them before their train leaves the station, and that wheel blocks are re-placed after using sidings, whether there are cars on siding or not. See General Rule No. 85.

10. During winter months Trainmen must examine, and if necessary, thoroughly clean point switches before using them. A small amount of ice or snow at the points is liable to cause a derailment.

11. Engine or cars must not be detached from a train while the train is moving.

12. Switching must not be done with caboose attached to engine or cars which are being handled.

13. Flagmen who go out to protect trains should remember that when they are returning to their train is the time of the greatest danger; therefore, it is of the utmost importance that torpedoes should be placed strictly in accordance with the rules, regardless of the weather or any other consideration, and that fusee signals should be used whenever safety demands.

14. 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 carefully watch such tests and know that the brakes work properly.

15. Trains must not be left standing alone at any time. One man must always remain on the engine and one on the rear car of the train.

16. 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.

17. Conductors and Engineers of trains commencing their runs at a non-registering station, must have in addition to all ordinary orders an order stating whether all trains due have arrived or not, and the same must be answered and made "O. K." in the regular manner.

18. 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.

19. When approaching railroad crossings, Conductors of passenger trains must see that their Brakemen are out and in readiness to apply the brakes to stop the train, in case the air brake should fail to do so.

20. The rear Brakeman of every train that carries passengers will be known as a flagman. His first duty will be to protect the rear of his train from following trains. Such employee must pass an examination as to their knowledge of General Rules 62, 63, 64 and 66, concerning the protection of the rear of trains and must act under the rules without instructions from the Conductor. The Conductor must see that the flagman performs his duty as per rules 62, 63, 64 and 66.

21. When trains are standing on side tracks during daylight, all red flags on rear of train must be removed as soon as main track is clear. The flags must again be displayed before returning to main track.

#### INSTRUCTIONS TO CONDUCTORS AND ENGINES.

22. Accident reports on proper form (142 and 171) must be made promptly, no matter how insignificant the accident may appear.

23. In case of accident to persons be particular to get the names and addresses of all witnesses, particularly those who are not employees of the Company.

24. A full report of accidents or unusual occurrences should be sent

to the Superintendent by telegraph promptly. See General Rule No. 87.

25. When necessary, in order to make running time, Stock and Time Freight Trains may exceed 10 miles per hour through stations where the view is clear and it is safe to do so.

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

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.

#### INSTRUCTIONS TO CONDUCTORS.

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

30. Conductors must keep way-bills locked in desk in caboose unless they carry them on their person.

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

32. During summer months hogs should be showered every forty miles, at least, and as much oftener as is necessary, or less frequently if not necessary. Conductors should carefully comply with any request of party in charge of live stock.

33. 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.

34. Hot box reports, Form 173 must be sent to the Superintendent promptly.

35. 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.

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

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

38. When cars are set out in bad order, the fact must be plainly noted on the way-bill, to prevent the car going forward before repaired.

39. Conductors must leave a switch list at Yard Office at end of their runs, showing cars in their train, to what point billed, and whether loaded or empty, commencing at head end of their train as per Form 195.

40. Conductors of Freight Trains will report to Operator at stations where they stop number of loads and empties in their train.

41. When draft gear is pulled out take it to the point where car is left. As far as possible broken parts of a car should be placed in the car to which it belongs.

42. 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 or departure.

43. Cars must not be left on passing tracks without orders from the Train Dispatcher.

44. Blanks for telegraphic report of accidents, form 250, 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 be fully and exactly complied with as a hasty or imperfect report may seriously delay the clearing of the track. Conductors will therefore take sufficient time to make the report properly.

45. Conductors must handle slip bills for empty cars with as much care as regular bills.

46. Side tail lamps (markers) on trains should show red to the rear and green to the side and front.

47. When leaving cars at stations or junctions, see that cars have one link and two pins, unless cars are equipped with automatic couplers.

48. The following cars should be hauled next to the caboose, giving preference in the order here shown:

Bad Order Cars.

Miller Hook Cars.

Emigrant Movables.

Flat Cars.

Coal Cars.

Empty Oil Tanks.

Engine tanks to be hauled in trains must be loaded with coal or

water, and hauled five cars ahead of the caboose. Bad Order cars will not be hauled in same train.

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

50. The air must not be used to hold coaches or freight cars on sidings. The hand brakes must always be set.

51. Whenever it is 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 the brake staff, and the wheel placed inside the car. When the wheels are replaced, Conductors must know that they are securely fastened.

52. Conductors and Yard Masters must examine way-bills carefully and see that cars are weighed as noted on the bill. They must report any failure to do so to the Superintendent. Conductors will note on their train lists cars to be weighed.

53. Conductors will make a record of all flat wheels, giving number and initials of car, where hauled from and to, on the back of their daily time slip, and wire a report to the Superintendent from the first station after the flat wheels are discovered.

54. Sticks must not be used to set brakes on freight cars.

55. See Special Notice in regard to General Notice No. 21 on next to last page of Time Table.

56. Flagmen on passenger trains must wear a badge while on duty marked "Flagman."

57. A careful examination of Refrigerator Cars must be made by conductors to see if properly iced and Train Dispatcher advised when re-icing is required.

58. Conductors must keep a full record of seals and report to Train Masters cars found not sealed or improperly sealed, and have them properly sealed at the first opportunity, making a full record of the same.

59. 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.

60. Whenever the weather becomes foggy while on the road, Conductors will at once notify the Train Dispatcher of the fact.

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

#### INSTRUCTIONS TO ENGINES.

62. 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 and all fire in the cinders extinguished with water. Front end cinders must not be allowed to run out while engine is moving.

63. Engineers must be particular to see that firemen do not pull down water spouts until the train is stopped, and will see that the spouts are pushed back as far as they will go when through using them

#### EASTERN DIVISION.

65. Engineers must know, after taking coal at Oxford Junction, that the drop door of chute is locked in its proper position.

66. Conductors of west-bound freight trains will wire the Train Dispatcher and Yard Master at Marion, from Sabula Junction, a list of their trains, and to the Train Dispatcher from Paralta, a list showing additional cars picked up west of Elk River Junction.

67. The following is assignment of tracks at Marion:

Track No. 1. All cars for West. East end of this track will be used for Company coal to be unloaded at Oxford Junction.

Track No. 2. Local Business.

Track No. 3. All cars for East.

Track No. 4. All cars for North.

Track No. 5. All cars for South.

68. Cabooses of west-bound trains must not be cut off and allowed to follow the train past the telegraph office in Marion Yard, but must remain coupled to train until it has passed the office.

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

70. At Delmar Junction cars for the north will be left on west end of old passing track, and cars for the south on Davenport side-track.

#### MIDDLE DIVISION.

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

72. Conductors of freight trains, except 91, will wire the Agent at Pickering when they have freight to be unloaded at that station.

73. When the distant signal in connection with the west switches at Marion stands at danger, all east-bound trains will stop before passing the signal, and not proceed until the track is known to be clear.

74. East-bound passenger trains must use 7 minutes between Woodward and Des Moines River Siding.

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

76. Conductors having cars containing merchandise for points north and south on Iowa Central Railway via Pickering, will unload the merchandise going in one direction into transfer house and deliver balance in car on I. C. tracks.

77. Conductors of first-class trains east 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.

#### WESTERN DIVISION.

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

79. 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.

80. Conductor of No. 1 will have brakemen sweep vestibules and coaches after leaving Coon Rapids.

81. Engines of all west-bound trains except No. 1 must take a full tank of water at Underwood.

82. 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.

83. 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.

84. Conductors of east-bound freight trains will wire Yard Master at Perry from Coon Rapids list of their trains.

85. The following is assignment of tracks at Manilla:

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

“ “ 2 for East bound C. & C. B. Loads.

“ “ 3 “ “ “ Empties.

“ “ 4 “ West-bound “ Loads and Empties.

“ “ 5 “ S. C. & D. to make up trains on except that not to exceed ten cars of Company coal for Manilla may be placed on extreme west end of this track.

“ “ 6 “ S. C. & D. Loads.

“ “ 7 “ Empties.

Empty stock cars 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 billed or not provided for in above assignment must get disposition from the Agent.

86. The speed of trains through Perry from Yard Office to West First Street must not exceed 6 miles per hour.

87. Conductors of trains having dairy products from S. C. & D. Division will carefully inspect ice boxes and report to Train Dispatcher if re-icing is necessary before reaching Savanna.

#### BRANCH LINES.

88. The Junction Switch of the C. R. I. & P. Ry. at Davenport is protected in both directions by Distant Semaphore Signals. When these signals stand at Danger, trains must stop and must not proceed until the signal shows clear.

89. Except, in case of absolute necessity, engines of through trains should not take water at Monticello.

90.