

# CHICAGO AND NORTH-WESTERN RAILWAY.

## IOWA DIVISION.

No. 68. TIME TABLE. No. 68.

TAKES EFFECT

**Sunday, May 29th, 1881,**

**At Twelve o'clock Noon.**

For the Government and Information of Employes Only.

**Between Clinton and Boone, only Freight Trains designated below will be allowed to carry Passengers:**

**GOING WEST.**

No. 7, Clinton to Cedar Rapids.  
No. 9, Belle Plaine to Boone.  
No. 11, Clinton to Cedar Rapids.  
No. 13, Clinton to Cedar Rapids.  
No. 15, Cedar Rapids to Belle Plaine.  
No. 17, Clinton to Stanwood.  
No. 17, Marshalltown to Boone.  
No. 19, Belle Plaine to Boone.  
No. 21, Lisbon to Belle Plaine.

**GOING EAST.**

No. 8, Boone to Cedar Rapids.  
No. 10, Marshalltown to Belle Plaine.  
No. 12, DeWitt to Clinton.  
No. 14, Belle Plaine to Clinton.  
No. 16, Cedar Rapids to Clinton.  
No. 18, Boone to Marshalltown.  
No. 20, Cedar Rapids to Clinton.

BETWEEN CLINTON AND BOONE—Going West.

PASSENGER TRAINS.						FREIGHT TRAINS.			NAMES OF STATIONS.							FREIGHT TRAINS.						
1	3	5	7	9	11				13	15	17	19	21	23								
Mail	Pacific Exp.	Mrsh'l Pass.	C.R.Acc'm'n	Pac.Fast Frt	C. R. Frt.				C. Bluffs Frt	W-Side Frt	Boone Fr't	C. Bluffs Fr't	Belle P. Fr't	Marsh'l Frt								
Daily exc'pt	Daily exc'pt	Daily exc'pt	Daily exc'pt	Daily exc'pt	Daily exc'pt				Daily exc'pt	Daily exc'pt	Daily exc'pt	Daily exc'pt	Daily exc'pt	Daily exc'pt								
Sundays.	\$Sundays.	Sundays.	Sundays.	Sundays.	Sundays.				Sundays.	Sundays.	Sundays.	Sundays.	Sundays.	Sundays.								
9.15 P. M.	12.30 P. M.	8.15 A. M.	.....	7.00 P. M.	3.00 P. M.	138.1	.....	Chicago.....	7.00 P. M.	6.20 P. M.	2.30 A. M.	8.30 A. M.	.....	.....								
3.15 }	5.15 }	2.15 }	6.10 }	3.00 }	.....	.....	.....	Clinton.....	6.10 }	6.00 }	3.05 }	8.15 }	.....	.....								
3.20 } A. M.	5.20 } P. M.	2.20 } P. M.	6.45 } A. M.	6.30 } A. M.	.....	.....	.....	.....	9.30 } A. M.	8.30 } A. M.	5.25 }	9.00 }	.....	.....								
.....	.....	.....	*7.40	6.50	*6.85	.....	.....	Stock Yards.....	1.5	*9.35	8.35	*5.30	.....	.....								
13.31	*5.30	2.31	7.52	7.05	6.55	.....	.....	.....	3.0	9.52	8.50 }	5.48	9.20	12.53 }	.....							
13.45	*5.42	2.43	8.10	7.28	7.20	.....	.....	.....	5.0	8.55 }	5.48	6.15	9.45	12.58 }	.....							
13.55	*5.52	2.54	8.25 }	8.30 }	7.48	.....	.....	.....	4.5	10.20	9.20	6.15	10.05	1.23	.....							
4.08	6.04	3.07	8.47	8.12 }	8.07 }	.....	.....	.....	5.0	10.45	9.40	6.36	10.45	1.42	.....							
14.22	*6.16	3.21	9.06	8.40	8.50	.....	.....	.....	5.8	11.46 }	10.33	7.35 }	10.56	2.40	.....							
14.36	*6.28	3.35	9.25	9.03	9.20 }	.....	.....	.....	5.8	11.51 }	10.40	7.40 }	11.42 }	3.32	.....							
4.46	6.38	3.45	9.40	9.18	9.45	.....	.....	.....	4.1	12.22 P. M.	11.01	8.07	11.22	3.10	.....							
5.00	6.52	3.58	9.58	9.42	10.15	.....	.....	.....	5.0	12.45	11.27 }	8.27	11.47 }	3.32	.....							
5.18	*7.10	4.15	10.25	10.15	10.53 }	.....	.....	.....	7.0	1.20	12.05 P. M.	9.00	12.18 A. M.	4.18	.....							
5.33	7.25	4.27	10.42 }	10.37 }	11.50 A. M.	.....	.....	.....	5.0	1.54	12.45	9.40	12.52	5.00	.....							
5.46	*7.40	4.40	11.06	11.12	12.25 P. M.	56.9	Mechanicsville	6.9	2.47	1.45	10.37 }	1.45	6.27 }	6.32	.....							
6.04	*7.55	4.57	11.32	11.45	1.10	.....	.....	.....	6.8	3.40	2.28	11.25 P. M.	2.35	7.25	.....							
6.10	*7.58	5.01	11.40 A. M.	11.50 A. M.	1.20	.....	.....	.....	6.8	4.22 }	3.00	12.20 A. M.	3.05	8.10	.....							
6.26	*8.12	5.18	12.01 P. M.	12.20 P. M.	1.55	.....	.....	.....	9.3	4.27 }	3.50 }	1.10	4.00 }	8.55 }	.....							
6.50 }	B. 8.30 }	5.40 }	S. 12.30 P. M.	1.10	2.35 P. M.	81.3	Cedar Rapids.....	1.0	5.20	4.00 }	1.10	4.20 }	4.00 }	9.35 }	.....							
7.10 }	S. 8.45 }	6.00 }	.....	1.15	.....	82.3	West Rapids.....	7.2	5.25	4.10	1.15	4.25	9.40	.....								
7.30	*9.10	6.20	.....	1.46	.....	89.6	Fairfax.....	6.7	6.00	4.50	1.48	5.03 }	5.08 }	10.15	.....							
7.46	9.28	6.38	.....	2.17	.....	96.3	Norway.....	4.1	6.38 }	5.22	2.22	5.47	10.50	.....	.....							
7.56	*9.38	6.49	.....	2.34	.....	100.4	Watkins.....	5.3	7.00	5.42	2.40	6.15	11.10	.....	.....							
8.09	9.52	7.03	.....	2.56	.....	105.7	Blairstown.....	5.1	7.35	6.10	3.05	6.50	11.35 A. M.	.....	.....							
8.22	*10.04	7.15	.....	3.20	.....	110.8	Iuzerne.....	5.1	8.10 }	8.15 }	6.35	7.25	12.01 P. M.	.....	.....							
8.33 A. M.	10.18 P. M.	7.28 P. M.	.....	3.45 P. M.	.....	115.9	Belle Plaine.....	5.1	8.45 P. M.	7.00 P. M.	4.00 A. M.	8.00 A. M.	12.30 P. M.	.....	.....							
8.35 A. M.	10.20 P. M.	7.30 P. M.	.....	4.05 P. M.	.....	Dep	Dep	6.4	9.20 P. M.	8.00 P. M.	4.15 A. M.	9.10 A. M.	.....	6.50 A. M.	.....							
8.50	*10.35	7.45	.....	4.30	.....	122.3	Chelsea.....	9.50	8.25	4.42	9.45	.....	7.15	.....	.....							
*9.02	*10.47	*8.00	.....	*4.52	.....	128.0	Long Pt.Siding.....	5.7	10.15	8.48	5.05	10.08	.....	7.38 }	7.43 }	.....						
9.13	10.58	8.15	.....	5.18	.....	132.2	Tama.....	4.2	10.53 }	9.10	5.25	10.35	.....	8.10	.....	.....						
9.30	*11.15	8.35	.....	*5.43	.....	139.4	Montour.....	7.2	11.33	9.45	5.56	11.15	.....	8.45	.....	.....						
9.38	*11.22	8.43	.....	5.55	.....	142.2	Le Grand.....	2.8	11.50 P. M.	10.05	6.08	11.33 A. M.	9.00	.....	.....							
9.45	*11.28	8.50	.....	6.07	.....	145.0	Quarry.....	2.8	12.04 A. M.	10.23	6.20	12.05 P. M.	9.15 }	9.45 }	.....							
10.00	11.43 P. M.	9.05 P. M.	.....	6.30	.....	150.6	Marshalltown.....	5.6	12.45	11.00	6.45 }	12.30 }	10.25 A. M.	.....	.....							
10.20	12.05 A. M.	.....	.....	7.10	.....	157.9	Lamoille.....	7.3	1.25	11.45 }	12.50 }	1.30	.....	.....								
10.38	12.24	.....	.....	7.45	.....	164.9	State Center.....	7.0	2.07 }	12.47	8.00	2.10	.....	.....	.....							
10.56	*12.41	.....	.....	8.20	.....	172.7	Colo.....	7.8	2.48	1.30 }	8.35	2.50	.....	.....	.....							
11.13	12.58	.....	.....	8.52	.....	179.7	Nevada.....	7.0	3.20	2.27	9.25 }	3.32	.....	.....	.....							
11.35	1.20	.....	.....	9.30	.....	188.1	Ames.....	8.4	4.00	3.05	10.15	4.22 }	4.50 }	.....	.....							
11.45	*1.30	.....	.....	*9.50	.....	192.1	Ontario.....	4.0	4.20	3.25	10.37	5.10	.....	.....	.....							
11.57 A. M.	*1.42	.....	.....	*10.15	.....	197.2	Midway.....	5.1	4.45	3.50	11.07	5.35	.....	.....	.....							
12.10 P. M.	1.55 A. M.	.....	.....	10 45 P. M.	.....	202.3	Boone.....	5.1	5.10 A. M.	4.15 A. M.	11.35 A. M.	6.00 P. M.	.....	.....	.....							
7.25 P. M.	9.15 A. M.	.....	.....	12.45 P. M.	.....	.....	Council Bluffs.....	8.30 P. M.	.....	.....	10.30 A. M.	.....	.....	.....	.....							

§ Trains 3 and 4 run every Third Sunday, beginning June 12, 1881.  
Trains 7 and 20 will have passenger train rights over all freight trains, but will have no rights against passenger trains.

No. 17 remains at Belle Plaine from 4.00 A. M. Sundays until 4.15 A. M. Mondays.

\*Trains do not stop.

† Stop only on Signal or to leave passengers.

B—Breakfast.

D—Dinner.

S—Supper.

‡ Stop only to leave passengers.

BETWEEN CLINTON AND BOONE—Going East.

PASSENGER TRAINS.			FREIGHT TRAINS.			Distance from Clinton.	NAMES OF STATIONS.	FREIGHT TRAINS.						
2	4	6	8	10	12			14	16	18	20	22	24	
Mail.	Atlantic Ex	Mrsh 1 Pass	Atl. Fast Frt.	C. Bluffs Frt	Stock Exp.			Boone Fr't.	C. R. Fr't.	Dunlap Frt	C.R. Acc'm'n	Marsh'l Frt	LeGrand Ft.	
Daily exc'pt	Daily exc'pt	Daily exc'pt	Daily exc'pt	Daily exc'pt	Daily exc'pt			Daily exc'pt	Daily exc'pt	Daily exc'pt	Daily exc'pt	Daily exc'pt	Daily exc'pt	
Sundays.	Sundays.	Sundays.	Sundays.	Sundays.	Sundays.			Sundays.	Sundays.	Sundays.	Sundays.	Sundays.	Sundays.	
7.15 A. M.	2.15 P. M.	6.45 P. M.	12.45 P. M.	6.45 P. M.	4.50 A. M.		Chicago.....	7.00 A. M.	4.50 A. M.	4.50 A. M.	.....	.....	.....	
1.15 }	9.15 }	12.55 }	12.40 A. M.	6.45 }	4.30 P. M.		Clinton.....	7.15 }	4.30 }	4.30 }	.....	.....	.....	
1.10 } A. M.	9.10 } A. M.	12.50 } P. M.	11.55 } P. M.	3.55 } A. M.	7.30 } A. M.		Stock Yards .....	7.00 } P. M.	4.10 } P. M.	4.25 } P. M.	9.00 P. M.	6.30 A. M.	.....	
.....	.....	.....	.....	3.45	7.25	1.5	.....	.....	4.00	4.20	.....	6.20	.....	
*12.58	*8.55	12.38	11.35	3.31 }	7.05 }	4.5	.....	.....	.....	.....	.....	.....	.....	
+12.47	*8.42	12.27	11.12	3.00	6.34	9.5	.....	.....	.....	.....	.....	.....	.....	
*12.37	*8.30	12.16	10.52	2.38	6.16	14.0	.....	.....	.....	.....	.....	.....	.....	
12.27	8.17	12.05 P. M.	10.30	2.10	5.54	19.0	.....	.....	.....	.....	.....	.....	.....	
*12.12 A. M.	*8.00	11.51 A. M.	10.03	1.35	5.28	24.8	.....	.....	.....	.....	.....	.....	.....	
11.58 P. M.	*7.45	11.37	9.38	1.05	5.04	30.6	.....	.....	.....	.....	.....	.....	.....	
11.47	7.34	11.27	9.22	12.45	4.48 }	34.7	.....	.....	.....	.....	.....	.....	.....	
11.33	7.20	11.15	9.00	12.18 A. M.	4.18	39.7	.....	.....	.....	.....	.....	.....	.....	
+11.14	+7.00	10.58	8.25	11.38 P. M.	3.45	46.7	.....	.....	.....	.....	.....	.....	.....	
11.00	6.47	10.47	8.04	11.15	3.24	51.7	.....	.....	.....	.....	.....	.....	.....	
+10.42	+6.32	10.35	7.40 }	10.42 }	3.00	56.9	.....	.....	.....	.....	.....	.....	.....	
10.24	*6.15	10.19	7.00	10.03	2.28	63.8	.....	.....	.....	.....	.....	.....	.....	
10.18	6.10	10.15	6.48	9.53	2.18	65.2	.....	.....	.....	.....	.....	.....	.....	
+10.00	*5.52	9.58	6.15	9.22	1.48	72.0	.....	.....	.....	.....	.....	.....	.....	
9.35	5.30	9.35	5.40	8.40	1.10	81.3	.....	.....	.....	.....	.....	.....	.....	
*9.26	*5.23	9.28	5.25	8.28	1.00	82.3	.....	.....	.....	.....	.....	.....	.....	
9.10	*5.08	9.14	4.50	7.53	12.33	89.6	.....	.....	.....	.....	.....	.....	.....	
8.53	+4.52	8.57	4.20	7.20	12.05 A. M.	96.3	.....	.....	.....	.....	.....	.....	.....	
8.42	*4.42	8.46	4.03	7.00 }	11.48 P. M.	100.4	.....	.....	.....	.....	.....	.....	.....	
8.28	4.32	8.35	3.42	6.10	11.27	105.7	.....	.....	.....	.....	.....	.....	.....	
8.15	*4.19	8.22	3.20	5.35	11.05	110.8	.....	.....	.....	.....	.....	.....	.....	
8.02 P. M.	4.07 A. M.	8.10 A. M.	2.45 P. M.	5.00 P. M.	10.40 P. M.	Dep	Dep	5.1	6.50 A. M.	.....	5.50 A. M.	.....	8.45 P. M.	
8.00 P. M.	4.05 A. M.	8.08 A. M.	2.15 P. M.	3.40 P. M.	10.15 P. M.	Belle Plaine	Arr	115.9	6.00 A. M.	.....	4.00 A. M.	.....	7.25 P. M.	
7.45	*3.51	7.55	1.45	3.10	9.50	122.3	.....	.....	6.4	5.30	.....	3.20	.....	6.58
*7.30	*3.40	7.43	1.20	2.40	9.27	128.0	Long Pt. Siding	5.7	5.05	.....	2.50	.....	6.33	.....
7.20	3.30	7.33	1.03	2.20	9.10	132.2	.....	.....	4.2	4.45	.....	2.30	.....	6.15
7.02	*3.12	7.16	12.30	1.33	8.35 }	139.4	.....	.....	7.2	4.10	.....	1.50	.....	5.43
6.55	*3.06	7.10	12.18	1.17	8.17	142.2	.....	.....	2.8	3.58	.....	1.33	.....	5.28
6.48	*2.59	7.03	12.05 P. M.	1.00	8.05	145.0	.....	.....	2.8	3.45	.....	1.15	.....	5.15
6.35	2.48	6.50 A. M.	11.42 A. M.	12.30 }	7.43	150.6	.....	.....	5.6	3.20	.....	12.45	.....	4.50 P. M.
6.15 } S	5.55	2.30	.....	11.10	11.20 A. M.	7.10	.....	.....	7.3	2.45	.....	12.05 } AM	.....	2.45
5.32	2.12	.....	10.38 }	10.40 }	6.37	157.9	.....	.....	7.0	2.12 }	.....	11.25	.....	2.10
5.10	*1.55	.....	10.33 }	10.28 }	.....	164.9	.....	.....	7.8	2.07 }	.....	.....	.....	1.30
4.50	1.40	.....	*9.57	9.50	5.58	172.7	.....	.....	1.30	.....	10.45	.....	.....	12.50
4.27	1.20	.....	8.42	8.00	4.50	179.7	.....	.....	7.0	12.58 }	.....	10.10	.....	12.05 P. M.
4.13	*1.08	.....	8.23	7.20	4.30	188.1	.....	.....	8.4	12.53 }	.....	.....	.....	11.45 } AM
+3.59	*12.54	.....	*7.59	6.55	4.08	192.1	.....	.....	4.0	11.35 P. M.	.....	8.55	.....	11.40 }
3.45 P. M.	12.40 A. M.	.....	7.35 A. M.	6.30 A. M.	3.45 P. M.	202.3	.....	.....	5.1	11.10	.....	*8.28	.....	11.07
7.50 A. M.	5.20 P. M.	.....	6.25 P. M.	8.10 A. M.	.....	Council Bluffs.	.....	.....	10.45 P. M.	.....	8.00 P. M.	.....	.....	10.40 A. M.

Trains 14 and 18 leave Boone on Sundays, and not Saturdays.

PHILIP HELMER, Train Dispatcher, Clinton.

H. M. HUGHES, Train Master,  
W. A. GARDNER, Train Dispatcher, Belle Plaine.

**BETWEEN BOONE AND COUNCIL BLUFFS—Going West.**

PASSENGER TRAINS.			FREIGHT TRAINS.			NAMES OF STATIONS.	FREIGHT TRAINS.			
1	3	5	9	13	15		17	19	25	27
Mail	Pacific Exp.		Pac Fast Frt	C. Bluffs Frt	W. Side Frt.	Maple R. Frt.	C. Bluffs Frt.	W. Side Frt.	Dunlap Frt.	
Daily exc'pt	Daily exc'pt		Daily exc'pt	Daily exc'pt	Daily exc'pt	Daily exc'pt	Daily exc'pt	Daily exc'pt	Daily exc'pt	
Sundays.	\$ Mondays.		Saturdays.	Sundays.	Sundays.	Sundays.	Sundays.	Sundays.	Sundays.	
9 15 P. M.	12.30 P. M.		7 00 P. M.	7.00 P. M.	6.20 P. M.	Chicago	2 30 A. M.	8.30 A. M.		
3.20 A. M.	5.20 P. M.		6 45 A. M.	9.30 A. M.	8.30 A. M.	Clinton	5.25 P. M.	9.00 P. M.		
12.30 P. M.	2.00 A. M.		11.30 P. M.	6.00 A. M.	4.45 A. M.	Boone	12.05 P. M.	8.15 P. M.	9.00 P. M.	7.05 A. M.
12.45	2.18		12.05	6.30	5.25	Moingona	5.5 12.40	8.45	9.35	7.35
1.01	*2.40		12.10	7.10	6.00	Ogden	5.8 12.45			
†1.16	*2.56		1.04	7.35	6.30	Beaver	6.2 1.55	9.47	10.45	8.98
1.30	3 12		1.25	8.03	7.00	Grand Junction	4.9 2.22	10.17	11.15	
1 48	3 32		1.53	8.40	7.40	New Jefferson	6.8 2.53	10.55	11.20	9.10
*2.02	*3.47		2.17	9.07	8.10	Coon Siding	5.0 11.00	12.01 A. M.	9.50	
2.13	*4.00		2.35	9.30	8.35	Scranton	4.0 3.35	11.55 P. M.	12.55	10.40
2.40	4.25		3.15	10.20	9.30	Glidden	9.9 4.15	12.55 A. M.	1.45	11.32 A. M.
2.58	4.45		3.45	11.00	10.15	Carroll	7.2 5.00	1.35	2.30	12.15 P. M.
3.10	4.57		4.10	11.22	10.45	Maple R. Junct.	4.2 5.30 P. M.	2.00	2.52	1.25
3.26	*5.14		4.38	11.52	11.20	Arcadia	5.9 3.2	2.30	3.25	2.00
3.35	15.24		4.55	11.57	11.40 A. M.	West Side	6.0 2.48	3.45 A. M.	2 17	
3.51	†6.41		5.20	1.00		Vail	8.7 3.18		2.58	
4.15	6.05		6.00	1.55		Denison	9.4 4.05		3.45	
4.39	6.31		6.45	2.55		Dow City	7.9 4.50		4.34	
4.58 P. M.	6.58 A. M.		7.30 A. M.	3.30 P. M.		Arr.	Arr.	5.30 A. M.	5 20 P. M.	
5.00 P. M.	6.55 A. M.		8.40 A. M.	4.10 P. M.		Dunlap	302.9 Dep.	6.15 A. M.		
5.25	7.22		9.33	5.00		Woodbine	8.0 7.00			
5.45	7.45		10.15	5.40		Logan	8.4 7.40			
6.05 S	8.10		10.55	5.45		Mo. Val. Junct.	8.4 7.45			
6.25	8.20		10.55	6.20			4.1 8.25			
†6.37	*8.33		11.15	7.05		Loveland	5.1 8.47			
†6.51	*8.46		11.40 A. M.	7.30		Honey Creek	5.3 9.05			
†7.05	*8.58		12.05 P. M.	7.55		Crescent	6.2 9.30			
			12.35	8.25		Freight Yard	0.7 9.55			
7.25	9.15		12.45 P. M.	8.30 P. M.		Council Bluffs	1.4 10.23			
7.35 P. M.	9.30 A. M.					Transfer Gr'ds.	351.8			

**Notice Important Change in Rule No. 7, of Special Regulations.**

§ Train No. 3 runs every third Monday beginning June 18, 1881.

**Freight Trains will Carry Passengers only as designated below:**

**GOING WEST.**

No. 15 between Boone and Westside.  
No. 19 between Boone and New Jefferson.  
No. 27 between Boone and Dunlap.  
No. 19 between Dunlap and C. Bluffs.

**GOING EAST.**

No. 8 between New Jefferson and Boone.  
No. 10 between C. Bluffs and Boone.  
No. 12 between West Side and Boone.  
No. 18 between Dunlap and Boone.  
No. 24 between C. Bluffs and Dunlap.

No. 9, on Mondays when No. 3 does not run, may carry passengers between Boone and Dunlap.

BETWEEN BOONE AND COUNCIL BLUFFS—Going East.

PASSENGER TRAINS.			FREIGHT TRAINS.			Distance from Boone,	NAMES OF STATIONS.	FREIGHT TRAINS.		
2	4	6	8	10	12			14	18	24
Mail	Atlanti Ex.		Atl. Fast Frt.	C. Bluffs Frt.	W. Side Frt.					
Daily exc'pt Sundays.	Daily exc'pt \$Saturdays.		Daily exc'pt Sundays.	Daily exc'pt Sundays.	Daily exc'pt Sundays.					
7.15 A. M.	2.15 P. M.		12.45 P. M.	6.45 P. M.	4.50 A. M.		Chicago	W Side Frt.	Dunlap Frt.	C. Bluffs Frt.
1.10 A. M.	9.10 A. M.		11.45 P. M.	3.55 A. M.	7.30 A. M.		Clinton	Daily exc'pt Sundays.	Daily exc'pt Sundays.	Daily exc'pt Sundays.
3.35 P. M.	12.35 A. M.		7.05 A. M.	11.30 P. M.	3.25 P. M.		Boone	8.15 P. M.	7.00 P. M.	6.00 A. M.
3.16	12.10 A. M.		6.30	10.52	2.50	5.5	Moingona	5.5	7.40	6.30
2.57	*11.52 P. M.		6.00	10.18	2.20	11.3	Ogden	5.8	7.10	6.00
12.41	*11.34		*5.34	9.47	1.55	17.5	Beaver	6.2	6.40	5.25
2.27 D	11.20		5.13	9.25	1.30	22.4	Grand Junction	4.9	6.16	5.00
2.07				1.25				6.8		4.05
1.48	11.00		4.43	8.50	12.55	29.2	New Jefferson	5.0	5.45	4.22
*1.33	*10.47		4.18	8.23	12.30	34.2	Coon Siding	4.0	5.18	3.55
1.22	+10.35		4.00	8.05	12.15 P. M.	38.2	Scranton	9.9	5.00	3.35
12.53	10.07		3.15	7.17	11.32 A. M.	48.1	Glidden	4.15	2.40	1.45
12.32	9.48		2.30	6.42	11.00	55.3	Carroll	7.2	2.35	12.55
12.15 P. M.	9.35		2.00	6.20	10.00		Maple Riv. Junc	4.2	2.53	1.00
11.57 A. M.	*9.18		1.33	5.45	9.00	59.5		2.35	12.35 P. M.	12.01 A. M.
11.45	9.09		1.18	5.30	8.40 A. M.	68.6	West Side	5.9	2.00	11.57
11.27	8.52		12.46	4.58		74.6	Vail	3.2	11.20	11.35 P. M.
11.00	8.27		12.06 A. M.	4 15		88.3	Denison	6.0	1.40	10.55
10.32	+7.58		11.24 P. M.	2.55		92.7	Dow City		8.20	10.10
10.08 A. M.	7.38 P. M.		10.50 P. M.	2.15 P. M.		Dep.	Dep.	7.9	7 30 A. M.	9.00 P. M.
10.06 A. M.	7.36 P. M.		10.20 P. M.	1.10 P. M.		100.6	Dunlap			8.30 P. M.
9.38	7.08		9.35	12.20 P. M.		110.3	Woodbine			7.45
9.18	6.47		8.58	11.40 A. M.		118.3	Logan	8.0		7.10
8.47	6.25		8.20	10.55		126.7	Mo. Val. Junct.	8.4		6.30
8.33	+6.10		7.53	9.55		130.8	Loveland	4.1		9.45
8.20	+5.55		7.30	9.30		135.9	Honey Creek	5.1		3.25
8.07	+5.40		7.05	8.58		141.2	Crescent	5.3		3.00
			7.00	8.53		147.4	Freight Yard	6.2		2.35
7.50	5.20		6.25 P. M.	8.10 A. M.		148.1	Council Bluffs	0.7		2.05
7.40 A. M.	5.05 P. M.					149.5	Transfer Gr'ds.	1.4		2.00 P. M.

§ No. 4 runs every third Saturday beginning June 11, 1881.

W. P. WARD, Train Dispatcher, Boone.

No. 3 will leave Clinton every third Sunday in 1881, as follows:

June, . . . . .	12	. . . . .
July . . . . .	3	. . . . .
August, . . . . .	14	. . . . .
September, . . . . .	4	. . . . .
October, . . . . .	16	. . . . .
November, . . . . .	6	. . . . .
December, . . . . .	18	. . . . .

No. 4 will leave Council Bluffs every third Saturday in 1881, as follows:

June, . . . . .	11	. . . . .
July, . . . . .	2	. . . . .
August, . . . . .	13	. . . . .
September, . . . . .	3	. . . . .
October, . . . . .	15	. . . . .
November, . . . . .	5	. . . . .
December, . . . . .	17	. . . . .

# TOLEDO & NORTHWESTERN RAILWAY.

GOING NORTH AND WEST.					STATIONS.	GOING SOUTH AND EAST.			
47	45	43	41	Distance from Tama.		Mail & Exp.	Passenger.	Freight.	Freight.
Freight.	Freight	Passenger.			Chicago	7.15 A. M.	4.50 A. M.	4.50 A. M.	
	7.00 P. M.	9.15 P. M.	270.3		Clinton	1.10 A. M.	7.30 A. M.	4.25 P. M.	
	9.30 A. M.	3.20 A. M.	132.2		Tama	7.10 P. M.	9.00 A. M.	8.45 P. M.	2.00 A. M.
<b>8.45 P. M.</b>	<b>9.30 A. M.</b>	<b>7.25 P. M.</b>	<b>9.20 A. M.</b>		Toledo	2.7	7.00	8.45 A. M.	1.45
9.00	9.50	7.35 P. M.	9.30	.2.7	Garwin	8.7	6.36	7.45	1.00
9.50	10.40		9.52	11.4	Gladbrook	7.3	6.18	7.05	12.20 A. M.
10.33	11.25 A. M.		10.10	18.7	Beaman	6.4	6.02	6.30	11.40 P. M.
11.10	12.01 P. M.		10.26	25.1	Conrad	2.6	5.54	6.15	11.25
<b>11.25 P. M.</b>	<b>12.20</b>		<b>10.33</b>	<b>27.7</b>	Whitten	7.3	5.35	5.35	10.49
12.05 A. M.	1.00		10.50	35.0	Gifford	5.3	5.20	5.00	10.10
12.30	1.30		11.04	40.3	Lawn Hill	4.3	5.08	4.35	9.45
12.52	1.55		11.16	44.6	Hubbard	6.6	4.50	4.00	9.10
1.27	2.35		11.32	51.2	Radcliffe	7.3	4.31	3.20	8.27
2.04	<b>3.20</b>	=	11.51 A. M.	58.4	Ellsworth	7.2	<b>4.12</b>	<b>No. 50</b>	2.40
2.40	<b>4.07</b>	<b>No. 49</b>	12.10 P. M.	65.6	Jewell Junct.	3.2	4.02	3.55 P. M.	7.45
3.00	<b>4.35</b>	12.25 P. M.	12.20	68.8	Stratford	15.0		2.20	7.25
			1.40 P. M.	88.8	Webster City	14.6	3.25	1.00	6.00
4.15	<b>6.00</b>		<b>1.00</b>	88.4	Woolstock	7.2	3.02	12.30 P. M.	
4.55	6.40		1.20	90.6	Eagle Grove	7.6	2.40 P. M.	11.40	5.10
5.35 A. M.	7.30 P. M.		1.40 P. M.	98.2				11.00 A. M.	4.30 P. M.

Trains run daily except Sundays.

No. 45 and 46 are the only Freight Trains permitted to carry passengers.

H. C. MAHANNA, Train Master, }  
F. A. BURGESS, Train Dispatcher, } Tama.

## DES MOINES DIVISION.

TRAIN GOING NORTH.					STATIONS.	TRAIN GOING SOUTH.			
57	55	53	51	Distance from Moines		Express	Accommodation.	Night Express.	Freight.
Freight.	Night Express.	Express.	Accommodation.		Des Moines	1.15 P. M.	7.00 P. M.	3.15 A. M.	9.45 A. M.
12.20 P. M.	11.15 P. M.	2.45 P. M.	8.45 A. M.		Saylor	6.5	<b>12.59</b>	6.39	*2.56 9.10
<b>12.54</b>	*11.34	3.02	<b>9.10</b>	6.5	Oralabor	2.5	12.52	6.30	*2.48 8.52
<b>12.59</b>					Ankeney	2.0	12.47	6.24	2.43 8.40
1.10	*11.42	3.09	9.18	9.0	Crocker	4.7	12.35	6.08	2.28 8.15
1.25	11.48 P. M.	3.15	9.25	11.0	Polk City Junc.	2.5	12.27	6.00	2.20 8.00
1.50	12.02 A. M.	3.27	9.40	15.7		4.3			
2.05	12.10	3.33	9.48	18.2	Polk City		5.50		7.45
			10.00	18.4					
2.20					Sheldahl	6.0	12.17	5.25	2.07 7.05
3.10	12.23	3.45	10.27	25.0	Kelley	6.0	12.01 P. M.	5.05	1.48 6.30
<b>3.55</b>	<b>4.00</b>		10.48	31.0	Ames	6.0	11.45	<b>4.45</b>	1.30 A. M. 6.00 A. M.
<b>4.00</b>	12.41	<b>4.00</b>			Gilbert	7.0	11.20 P. M.	4.20 P. M.	
<b>4.30 P. M.</b>	<b>7.00 A. M.</b>	<b>4.15 P. M.</b>	11.45 A. M.	37.0	Story	6.0	10.50	3.55	
7.40			12.10 P. M.	44.0	Randall	3.5	10.20	3.30	
8.20			12.32	50.0	Callanan	4.5	10.00	3.13	
8.35			12.42	53.5			9.40 A. M.	3.00 P. M.	
9.00 A. M.			1.00 P. M.	58.0					

Nos. 55 and 56 run daily—All other trains daily except Sundays.

J. J. DICKSON, Train Dispatcher, Des Moines.

## IOWA MIDLAND RAILWAY.

TRAIN GOING WEST.				TRAIN GOING EAST.			
31	29	30	32	31	29	30	32
Freight	Mail & Exp.	Dist. from C. I. F. rate	Dist. from C. I. F. rate	STATIONS.	STATIONS.	Mail & Exp.	Freight
7.00 P. M.	12.30 P. M.	138.1.	138.1.	.....Chicago.....	.....Clinton.....	2.15 P. M.	7.00 A. M.
6.10 A. M.	5.15 { 5.20 } P. M.	9.15 { 9.10 } A. M.	7.15 { 6.15 } P. M.	.....Lyons.....	.....Stockwell Swch.....	2.6...	5.50
8.45	5.30	2.6...	5.33	.....Almont.....	.....Bryant.....	0.5...	4.56
8.51 { 8.56 }	5.33	3.1...	5.28	.....Goose Lake.....	.....Charlotte.....	10.4...	8.36
9.27	5.53	17.2...	4.20	.....Nashville.....	.....Delmar Junct.....	19.8...	8.18
10.02	6.12	19.8...	3.55	.....Baldwin.....	.....Maquoketa.....	24.6...	7.01
10.17	6.20	24.6...	3.32	.....Monmouth.....	.....N. 2...	32.7...	7.35
10.45	6.34	24.6...	3.32	.....Onslow.....	.....2.7...	38.1...	7.18
11.25	6.56	32.7...	2.50	.....Center Junct.....	.....2.6...	45.1...	6.2...
11.58 A. M.	7.11	38.1...	2.15	.....Baldwin.....	.....2.6...	52.4...	6.53
12.30 P. M.	7.28	44.3...	1.15	.....Monmouth.....	.....2.6...	58.1...	6.45
12.45	7.36	47.0...	1.00	.....Onslow.....	.....2.6...	63.8...	6.25
1.00	7.44	49.6...	12.20 { 12.01 } P. M.	.....Center Junct.....	.....2.6...	69.1...	6.00
1.40	8.04	56.8...	11.40 A. M.	.....Amber.....	.....2.6...	74.0...	5.6...
1.55	8.15	60.8...	11.40 A. M.	.....Anamosa.....	.....2.6...	79.6...	5.45 A. M.
2.45	8.29	65.8...	11.10				
2.40	8.45 P. M.	8.45 P. M.	10.40 A. M.				
3.10 P. M.							

Trains run daily except Sundays.

## MAPLE RIVER RAILROAD.

COINC WEST				COINC EAST.			
30	32	31	33	61	63	62	64
Dist. from C. I. F. rate	STATIONS.	STATIONS.	STATIONS.	STATIONS.			
Mail & Exp.	Mail & Exp.	Mail & Exp.	Mail & Exp.	Accon.	Accon.	Accon.	Accon.
7.00 P. M.	12.30 P. M.	9.15 P. M.	8.15 P. M.	.....Chicago.....	.....Clinton.....	.....Chicago.....	.....Clinton.....
6.30 A. M.	5.30 P. M.	3.20 A. M.	51.7...	.....Stockwell Swch.....	.....Bryant.....	12.30 P. M.	12.30 P. M.
11.55 A. M.	7.30 P. M.	7.00 A. M.	180.8...	.....Almont.....	.....Goose Lake.....	10.55	10.55
12.15 P. M.	7.45	7.18	4.0...	.....Nashville.....	.....Charlotte.....	11.1	11.1
12.35 P. M.	8.00 P. M.	7.35 A. M.	5.85...	.....Baldwin.....	.....2.6...	11.55	11.55
				.....Monmouth.....	.....2.6...	13.5...	13.5...
				.....Onslow.....	.....2.6...	14.0...	14.0...
				.....Center Junct.....	.....2.6...	14.4...	14.4...
				.....Amber.....	.....2.6...	14.8...	14.8...
				.....Anamosa.....	.....2.6...	15.2...	15.2...

Trains run daily except Sundays.  
No. 62 will not leave Mapleton until No. 61 arrives.

## SAC CITY BRANCH.

COINC NORTH.				COINC SOUTH.			
67	65	66	68	STATIONS.	STATIONS.	STATIONS.	STATIONS.
5.00 P. M.	10.50 A. M.	10.50 A. M.	10.50 P. M.	.....Wall Lake.....	.....Wall Lake.....	.....Wall Lake.....	.....Wall Lake.....
5.05	10.55	11.0...	11.0...	.....Sac City Y.....	.....Sac City Y.....	.....Sac City Y.....	.....Sac City Y.....
5.20	11.1	12.4...	12.4...	.....Fletcher.....	.....Fletcher.....	.....Fletcher.....	.....Fletcher.....
6.05 P. M.	11.55 A. M.	13.5...	13.5...	.....Sac City.....	.....Sac City.....	.....Sac City.....	.....Sac City.....

Trains run daily except Sundays.

## TIPTON BRANCH.

TRAIN GOING SOUTH.				TRAIN GOING NORTH.			
37	35	33	34	36	38	34	38
Freight.	Passenger.	Accon.	Passenger.	Accon.	Passenger.	Freight.	Accon.
7.00 P. M.	12.30 P. M.	9.15 P. M.	180.8...	.....Chicago.....	.....Clinton.....	4.0...	4.0...
6.30 A. M.	5.30 P. M.	3.20 A. M.	51.7...	.....Stockwell Swch.....	.....Bryant.....	6.25	6.25
11.55 A. M.	7.30 P. M.	7.00 A. M.	12.20 { 12.01 } P. M.	.....Almont.....	.....Goose Lake.....	8.50 A. M.	8.50 A. M.
12.15 P. M.	7.45	7.18	4.0...	.....Nashville.....	.....Charlotte.....	8.40	8.40
12.35 P. M.	8.00 P. M.	7.35 A. M.	5.85...	.....Baldwin.....	.....2.6...	9.1...	9.1...
				.....Monmouth.....	.....2.6...	10.40	10.40
				.....Onslow.....	.....2.6...	10.40	10.40
				.....Center Junct.....	.....2.6...	10.40	10.40
				.....Amber.....	.....2.6...	10.40	10.40
				.....Anamosa.....	.....2.6...	10.40	10.40

Trains run daily, Sundays excepted.

## SPECIAL REGULATIONS.

**Double Track.** 1. The double track between B. C. R. & N. Junction, and Cedar Rapids will be used as follows:

Trains in either direction will use the right hand track—that is to say, Westward bound trains will run on north track; Eastward bound trains on the south track.

2. B. C. R. & N. trains will use the double track between Cedar Rapids and Junction, in common with the trains of this Railway Company.

**Signal Post.** 3. No train or engine must proceed over the crossing of the B. C. R. & N. Railway, east of Cedar Rapids, unless the signal board shows a *vertical* position. At night the position of the signal board will be indicated by two red lights.

4. Conductors of all trains will register the arrival and departure of their trains at Clinton, Belle Plaine, Boone, Tunlap, Council Bluffs, and all other terminal stations.

**Registry of Trains.** 5. No Train or Engine must exceed a speed of six miles per hour within the city limits of Clinton, Cedar Rapids and Council Bluffs, nor in crossing Cedar River bridge; and must not exceed a speed of ten miles per hour in crossing the Des Moines River and Coon River bridges.

6. All Freight Trains approaching Clinton must reduce speed before reaching the west switch at the Stock Yards, and not exceed a speed of eight miles per hour between that and the city limits—keeping a sharp look-out for switching engines that may be occupying the main track.

7. All trains or engines bound in either direction, except regular passenger trains, must not pass Moingona until the "pusher" arrives or they ascertain it is out of their way. The pusher will help trains from Moingona as required, without special orders from the Train Dispatcher, but the Conductor or Engineer of pusher, before leaving, will register departure, and on return, arrival for every trip.

8. All Eastward bound trains or engines, except regular **Belle Plaine.** passenger trains, must remain at Belle Plaine until the "pusher" arrives or they ascertain that it is out of their way. The pusher will not assist Westward bound trains except by special orders.

9. All main line trains approaching STANWOOD, MAPLE RIVER JUNCTION, AMES, TAMA AND JEWELL JUNCTION, will do so at such reduced speed, that a full stop may be made at such a distance from the switches as will prevent the possibility of accident; as trains from branch roads may be expected on main line, doing switching, at any time.

**Clinton Stock Yards.**

**Moingona.**

**Junction Stations.**

## GENERAL REGULATIONS.

**Rights to Road.** 1. Trains going *West or North* have the right to the Road for *thirty minutes beyond their time as per Time Table*, after which time they will keep out of the way of trains going *East or South*.

**Going West or North.** 2. Trains going *East or South* will wait for delayed trains going *West or North* until said trains going *West or North* are *forty minutes* behind time at any station, after which time trains going *East or South* have the right to the road over trains going *West or North*, but must not make up any of the time lost in waiting, until the delayed trains are met. It must be clearly understood that this Eastward or Southward Train which, by this rule, is entitled to the Road, has not acquired this right against any other train than the one which was the cause of the delay.

**Arriving and Leaving Time.** 3. When arriving and leaving time are both given for Westward or Northward bound trains at meeting points, Eastward or Southward bound trains acquire the right of road as per rule 2, when said Westward or Northward bound trains are forty minutes behind their *arriving* time. Regular meeting and passing points are indicated by **FULL FACED FIGURES**.

**Rules for Running.** 4. No train will, under any circumstances, leave a station before the time specified in time table, as regulated by the chronometer in the Superintendent's office at Chicago. Conductors and Engineers must compare their time daily with said chronometer. Conductors and Engineers will also compare time with each other before starting their trains.

**Compare time.**

**Variations in Watches.** 5. No train, having the right to the road, must leave any station or meeting-place where, by the time-table, it should meet a train of *the same class*, till five minutes after its time, per time table, and this five minutes, allowed for variation of watches, must be observed at every succeeding station, till it shall have met the expected train.

6. Where *trains are to meet each other*, the train having the right to the road shall occupy the *main track*, excepting when there are *special orders* to the contrary, or it shall be impracticable thus to pass; in which case sufficient precaution shall be used to prevent accident or unnecessary delay. The train going on the side track must take the switch at the nearest end, instead of running by and backing on.

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

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

9. Any train following a *Passenger* or other train, will proceed with great caution, keeping at least one mile in rear of it, and *must approach* all stations and fuel places with *great care*, expecting to find the preceding train taking fuel or water at such station, whether it may be a stopping-place, as per Table, for that train, or not; and the Conductor of the leading train will not deviate from Rule No. 33.

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

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

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

13. Whenever it shall be necessary to send an *extra* engine over the road, it must in all cases follow a regular Freight Train, unless otherwise directed by the Superintendent, and in all cases notice must be given as per Rule 8.

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

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

16. Conductors of Freight Trains will promptly report to the Superintendent any lack of attention on the part of Agents, or other persons whose duty it is to aid in the passage of trains. Promptness in doing work at stations is enjoined upon all, in order to enable Freight Trains to use as much of their time as possible in running between stations. Full loaded Freight Trains that have no work to do at stations must not arrive any longer ahead of time than necessary to get fuel and water, and at meeting-points to get out of the way of trains.

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

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

**Delayed Trains—Terminals and Junctions.**

**Limits of Construction and Wood Trains.**

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

**Trains under Order of Conductor.**

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

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

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

**Speed.**

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

**Passing Switches.**

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

**Irregular and Working Trains.**

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

**Brakes.**

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

**Descending Grades.**

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

**Use Time in Running.**

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

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

**Whistle and Bell.**

28. Engineers must sound the whistle continuously for three seconds, eighty rods before crossing a highway, and the bell must be rung eighty rods before crossing a highway, and until it is passed.

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

**Railroad Crossings and Draw Bridges.**

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

**Headlights.**

30. Head lights upon Engines must be kept in good order, and always lighted when running after dark, *but when waiting on turnouts clear of the main track, must be covered*.

**Freights Meeting Passenger Trains.**

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

**Services of Employees.**

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

**Accident or Delay.**

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

**Stoppage on Main Track.**

**Torpedoes. Use of.**

**Keep Dry.**

**Train Men. Conductors.**

**Be Out at Stations.**

**Train Outfit.**

**Tail Lights and Flags.**

**Bell Cords.**

**Signals. Duties of Conductors and Engineers.**

**Cover Side Lights. Way Car.**

**Switching Blocking Crossings.**

**Coupling.**

**Flying Switches.**

**Badges.**

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

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

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

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

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

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

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

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

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

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

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

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

<b>Passengers.</b>	46. Conductors must prevent passengers <i>endangering themselves</i> by imprudent exposure. In the event of any passenger being <i>drunk or disorderly</i> , to the annoyance of others, he must use all gentle means to stop the nuisance, failing which, he must, for the safety and convenience of all, exercise his authority, and keep him in a separate place until he arrives at the next station, where the passenger must be left. Passengers must never be ejected from the cars, for any cause, except at a Station. Use no unnecessary force.	<b>Filing Material.</b>	63. No wood, ties or other articles must be piled within six feet of the track.
<b>Not carry Passengers Tickets.</b>	47. Wood or Construction trains must in no case carry passengers. Freight Trains must not carry passengers without tickets.	<b>Telegraph.</b>	Rails and other materials must NOT be left scattered about Depot grounds. PILE THEM up together OUTSIDE OF ALL TRACKS.
<b>Way Bills.</b>	48. Conductors of Freight Trains must not take loaded cars or freight without the Way-Bills, or take Way-Bills without the freight or cars.	<b>Fences.</b>	64. Track repairers will examine the telegraph line carefully, and in all cases where it is down, or obstructed in any way, repair it temporarily and report the same from first station to Train Dispatcher.
<b>Car Repairs.</b>	49. Conductors must call the attention of the repairer of cars, or of the Station Agent in his absence, to any <i>damage</i> which may have been done to the cars, or to any which may come to their knowledge, that it may be promptly repaired, and they must notice these in their reports.	<b>Railway Tools.</b>	65. Constant attention must be given to see that fences on each side of the road, and at crossings are in good order, and that cattle guards are kept in repair; close all gates and put up bars found down; a break in the fence must in <i>no case be passed by</i> without being repaired when it is possible to mend it.
<b>Engineers. Outfit.</b>	50. Engineers must see that their engines are provided with a pair of screw-jacks, extra spring hangers, large lantern in front for engine, two small white and one red lantern, red and white flags, and all tools necessary to meet casualties.	<b>Station Agents. Absence.</b>	66. Hand-cars or any other property belonging to the Railway Company must not be used for any purpose excepting Railway business.
<b>Switch Lights.</b>	51. Engineers of night trains will report all instances of the absence of lights at the switches where such lights are usually shown.	<b>Switches.</b>	67. Station Agents are not allowed to be absent without leave from the Superintendent, except from illness, in which case they must immediately inform the Superintendent, and take care that some competent person is entrusted with their duties.
<b>Killing Stock.</b>	52. Great care should be taken to prevent the killing of live stock. Trains must come to a <i>full stop</i> , if necessary, to avoid doing so. When a case occurs, the Conductor and Engineer must report to the Superintendent in writing, giving all particulars.	<b>Secure Cars.</b>	68. Station Agents will be held responsible for the position of their switches, and cars therein; in no case will they allow the switches from the main track, except when in use.
<b>Not change Engines.</b>	53. Engineers will not be allowed (except in case of accident or sudden illness) to <i>change their engines</i> on the journey, nor leave their stations without permission.	<b>Supplies.</b>	69. Station Agents must know, before leaving their stations at night, that all switches are in proper position for the passage of trains upon the main track, also that standing cars have the brakes set or otherwise secured so that they cannot be blown out upon the main track by wind, or position changed to interfere with the free and unobstructed passage of trains upon the main track.
<b>Responsibility.</b>	54. Engineers are subject to the order of the Conductor having charge of the train, but at the same time are held equally responsible with the Conductor in carrying out all prescribed rules which are necessary to perfect safety.	<b>Tickets.</b>	70. Station Agents must be careful that all stores supplied for the station are prudently and economically used, and that there is no waste of oil, fuel, or stationery.
<b>Whistling.</b>	55. Engineers will abstain from the use of the whistle as a signal for starting the train, or for applying the brakes when approaching a Station, unless on occasion of absolute necessity. Too much sounding of the whistle impairs its value as a signal of danger.	<b>Reporting Irregularities and Damage.</b>	71. Station Agents and ticket sellers must not sell tickets for stations at which trains do not stop.
<b>Riding on Engines.</b>	56. None except the Road Master, Foreman of Road Repairs on his own section, or the Conductor and Brakeman of the train, will be allowed to ride on the engine or tender, without permission from the Superintendent or Master Mechanic. Every Engineer will be held responsible for the strict enforcement of this Rule.	<b>Signals. Red Signals carried or Engines.</b>	72. Conductors, Engineers, Station Agents, and Foremen of Sections are required to report promptly to the Superintendent all irregularities which come within their notice, and will give full particulars in writing of all cases of damage to persons or property.
<b>Fire.</b>	57. Engineers must use all possible precautions to prevent damages by fire from their engines. They must see that the netting, &c., is in good order—use steam as little as possible on bridges, and not deposit burning cinders or wood where damage can be caused.	<b>White Signal.</b>	73. A <i>red flag</i> by day, or a <i>red light</i> by night, borne on an engine, shows that a train is following, which has <i>precisely the same rights</i> as the engine bearing the signal. An extra train following a regular train, and properly signaled, must always be considered as a <i>part of</i> and to <i>have all the rights of the leading train</i> , and no more.
<b>Trackmen. No Notice of Trains.</b>	58. <i>No notice whatever will in any case be given of the passage of extra trains.</i> Trackmen will govern themselves accordingly.	<b>Stop Train.</b>	74. A <i>white flag</i> by day, or a <i>white light</i> by night, borne on an engine, shows that a train is following, but will keep out of the way of all regular trains.
<b>Signals.</b>	59. <i>In all cases either by day or night</i> , when repairing the track, so as to obstruct or endanger the passing of a train, a red flag or lantern, as the case may be, must be placed on the track at least one-half mile, and a greater distance when necessary, each way from the place of danger.	<b>Night and Day Signals.</b>	75. A flag by day, or lantern by night, waved upon the track, signifies that a train must come to a <i>full stop</i> . Stop for any violent signal.
<b>Slow Stop.</b>	60. When the track is in bad order, and it is desired to have trains run <i>slowly</i> , place the signal on the engineer's side of the track, and about two feet outside of the rail, being careful to have the signal where it can be distinctly seen from the approaching train. If the track is <i>impassable</i> , station flagmen one-half mile in each direction to warn approaching trains; as an additional precaution in such case, <i>two torpedoes</i> must also be placed on the rail, just beyond the flag, at a distance of fifty feet from each other. On double as well as on single track a red flag and torpedoes must be placed as above, in both directions from the impassable point. <i>These precautions must be taken before a rail is taken out of the track.</i>	<b>Whistle.</b>	76. TO STOP—Raise and lower the hand (or a lantern by night) perpendicularly. TO BACK—Swing the hand, or lantern, sideways. TO GO AHEAD—Swing the hand or lantern over the head.
<b>Torpedoes.</b>	61. Track Foremen must report to the Superintendent every instance where Trainmen disregard these signals.	<b>Bell Cord Signals.</b>	77. Two short sounds of the whistle is the signal to apply the brakes; ONE, the signal to loose them; THREE, the signal to back; SEVERAL short sounds of the whistle is an alarm signal, and Brakemen will use every effort to stop their train.
<b>Report.</b>	62. See that sand does not wash down upon the track at Road Crossings. During very wet nights, foremen must watch places in the track likely to be damaged.	<b>Bed Signal if Track out of Order.</b>	78. When train is in motion, one sound of the engine gong is a signal to stop; when not in motion is a signal to start. Three sounds to back.
<b>Road Crossings. Watch Track.</b>		<b>White Flag.</b>	79. A red flag placed by the side of the track indicates that the track is in bad condition, and trains must run very slow, and under full control of the Engineer. If a flag is placed <i>between</i> the rails, the train must <i>stop</i> before passing the signal, and must not proceed until notice is given that it can do so with safety. See Rule 61.
		<b>Semaphores.</b>	80. A white flag displayed by track or flagmen denotes that the track is clear and in order.
			81. A Semaphore arm, extended in a horizontal position by day, or a red light by night, signifies <i>danger</i> , and trains must come to a full stop, and not proceed until the signal has been changed by the man in charge of the Semaphore, so as to indicate that all is right. When the line is clear and free for the passage of trains, the arm will not be seen by day, and by night a green light will indicate that all is right for trains to proceed. During storms or in foggy weather great caution must be observed. If Semaphore arm or signal lights cannot be plainly seen, trains must be brought to a full stop, and not be allowed to proceed until <i>all is known to be right</i> .

# MOVEMENT OF TRAINS BY TELEGRAPH.

Authority to move Trains.	1. Superintendents and Train Dispatchers are the only persons authorized to move trains by special orders, and but one person on the same section will be permitted to move trains by special order at the same time.	Orders to run. 9. When a train has orders to run regardless of a Specified Train, it gives the train under such orders no right over another train. All special orders for moving trains are only for the persons to whom they are directed, and no other person shall use such orders as authority to move their trains.
Understand orders. No abbreviations.	2. Safety demands that all persons connected with the movement of trains by telegraph should use the utmost care and watchfulness; all rules regarding the same must be strictly observed. Orders must be made plain and explicit, and if not fully understood by those addressed, an explanation will be required before receiving them. In the transmission of orders by telegraph, no abbreviations will be used—figures will be written in full. (Example: four thirty, instead of 4:30.) <i>After the reception of an order it must be strictly obeyed.</i>	Duplicate Orders. 10. When an order is sent to a train which may be carrying a flag or light for a following train or engine, in no case will the train or engine for which the flag or light is carried avail itself of any special orders which the train bearing such flags or lights may have received, without an order to that effect. Where orders are duplicated to following trains, each understanding must be separately written by the Conductor and responded to by the person giving the order, as provided in rules 6 and 7. Operators, Conductors and Engineers must be particular to understand this rule. In such cases the Red Signals must not be taken in until all trains have passed for which the order was intended.
Signal to hold Train.	3. At stations where telegraphic orders are awaiting an expected train, operators will display at the station a Red Flag by day or a Red Light by night. Each station adhering strictly to the locality fixed upon as the best for the purpose, such place once selected (which should be conspicuous) must not be changed except for good and sufficient reasons.	Trains held between Telegraph Stations. 11. Should a train be held by another between Telegraph Stations, the Conductor of the train so held may require the first train of the same class passing him bound in the same direction, to flag him to the next Telegraph Station, on arrival at which he must report for orders. The Conductor of the train carrying such flag shall report to the Train Dispatcher, stating from what station he flagged the train, and must also, in such cases inform Conductors of opposing trains from and to what station the flag was carried. See rule 14, General Regulations.
Train to stop.	4. When the signal is shown as provided in rule 3, the approaching train will, in all cases, be brought to a full stop (in such case Operators are required to see that trains are stopped) and Conductor will go immediately to the Telegraph Office to receive and answer such orders as may be awaiting the train.	Wait five minutes. 12. Should a train having right to the road be directed not to leave a station until a specified time, unless another train has arrived, the train so held will wait the usual five minutes for safety before proceeding, if the train does not arrive by the time specified.
Holding Trains.	5. Agents and Operators will, upon receiving telegraphic order for expected trains, immediately exhibit the proper signals, as required in rules 3 and 4. The signal must not be relied upon exclusively to hold trains. Operators are expected to watch closely for the expected train, using all necessary means to stop it. In case the train, or any part of it, has already passed the Telegraph Office, although still at the station, Operator's O. K. must not be sent back until the Engineer or Conductor has been shown the order, and understands that he is held. Conductors must, in all cases, read the order and so avoid danger of misunderstanding it.	Look for Signals. 13. Engineers and conductors will in all cases (day and night, with regular or irregular trains) look out for signals at Telegraph Stations, and any signal violently given must be regarded as a signal to stop. Absence of proper signals at stations or on the road must be reported by the Conductor to the Superintendent.
Conductors and Engineers must understand orders.	6. All orders for the movement of trains by Telegraph will be addressed to the Conductor and Engineer, and written by the receiving operator on yellow "manifold" paper, so arranged that three impressions shall be taken. The Conductor addressed shall read the order carefully, and, if understood, shall sign it. It will then be repeated back over the Conductor's signature to the person giving it, who will, if the order is correctly understood, reply O. K., which must be endorsed over the proper signature upon the order, countersigned by the receiving Operator, with exact time of receiving the O. K. Two impressions of the order, when properly endorsed, will be given to the Conductor, who will retain one and give the other to his Engineer. The Engineer will invariably read it before starting. The other impression will be kept by the Operator in his manifold book. No train will run upon such an order until the "O. K." is received.	Be prompt. 14. To enable trains to move promptly and run regularly, all promptness consistent with safety is enjoined upon Trainmen and Telegraph Operators in the transmission and response to Telegraph orders.
If line fails.	7. After the receipt of an order, should the line cease to work before the "O. K." is received, as per rule 6, the Operator will not deliver such order, but will inform both the Conductor and Engineer of the occurrence, whose duty it is to adopt such precautions as will prevent accident. Trains will only proceed in such cases under protection of a flag by day or a red light by night, until all doubt is removed.	Have Signals in order. 15. Telegraph Operators will be furnished with proper signals for stopping trains, and will have them convenient and in order for immediate use, when occasion requires. Before dark, Operators will always see to it that their signal lamps are properly trimmed and filled.
Must have orders in writing.	8. Conductors must not leave a station when directed to run by special orders, without having the same in writing in their possession, properly indorsed.	Run with care. 16. All extra and irregular trains running by telegraphic orders must be run with great care. The whistle must be sounded one-half mile from abrupt curves and obscure highway crossings.
Call Operator.		17. Should a train be held 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.
Report if late.		18. When a train is more than fifteen minutes late, the Conductor will report the cause of the detention to the Train Dispatcher from the first Telegraph Station.
		All former rules conflicting with the above are hereby repealed.

**MARVIN HUCHITT,**  
Second Vice President and General Manager, Chicago.

**C. C. WHEELER,**  
Assistant General Manager, Chicago.

**J. M. WHITMAN,**  
Superintendent Iowa Division, Clinton.

**C. B. HINCKLEY,**  
Assistant Superintendent, Boone.

**S. J. MILLS,**  
Assistant Superintendent, Clinton.

**THROUGH CONNECTIONS.**

**WEST.**

**STATIONS.**

**EAST.**

8 15 A. M	12.30 P. M.	9.15 P. M.	Leave.....	CHICAGO.....	Arrive. 7 15 A. M.	2 15 P. M.	6 45 P. M.
2.15 P. M.	5 15 P. M.	3 15 A. M.	Arrive.....	CLINTON.....	Leave. 1.15 A. M.	9 15 A. M.	12.55 A. M.
5 40 P. M.	8 30 P. M.	6 50 A. M.	"	CEDAR RAPIDS.....	"	9 35 P. M.	5.30 A. M.
8.15 P. M.	10.58 P. M.	9 13 A. M.	"	TAMA.....	"	7 20 P. M.	3 30 A. M.
	1 00 P. M.	"		WEBSTER CITY.....	"	8 25 P. M.	
	1 40 P. M.	"		EAGLE GROVE.....	"	2 40 P. M.	
9 05 P. M.	11.42 P. M.	10.00 A. M.	"	MARSHALLTOWN.....	"	6 35 P. M.	2.48 A. M.
	1.20 A. M.	11 35 A. M.	"	AMES.....	"	1 20 A. M.	
	3.15 A. M.	1.15 P. M.	"	DES MOINES.....	"	2.45 P. M.	11.15 P. M.
	4.57 A. M.	3.10 P. M.	"	M. R. JUNCTION.....	"	11.45 A. M.	9.45 P. M.
	12.30 P. M.	8 30 P. M.	"	MAPLETON.....	"	7 00 A. M.	1.15 P. M.
	8.10 A. M.	6 05 P. M.	"	MO. VALLEY JUNCTION.....	"	8.47 A. M.	6 25 P. M.
	12.30 P. M.	10 20 P. M.	"	SIOUX CITY.....	"	4.50 A. M.	2.30 P. M.
	9.15 A. M.	7 25 P. M.	Arrive...	COUNCIL BLUFFS.....	Leave. 7.50 A. M.	5.20 P. M.	

**NORTH.**

**SOUTH.**

8 45 A. M.	Leave.....	DES MOINES.....	Arrive 7.00 P. M.		
1.00 P. M.	Arrive.....	CALLANAN.....	Leave 3.00 P. M.		
4 12 P. M.	"	ELLSWORTH.....	"	2.40 P. M.	
6.00 P. M.	"	WEBSTER CITY.....	"	1.00 P. M.	
7.30 P. M.	"	EAGLE GROVE.....	Leave	11.00 A. M.	