

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

CHICAGO AND COUNCIL BLUFFS DIVISION.

No. 20.

TIME TABLE

No. 20.

To Take Effect Sunday, August 17th, 1884, at 1 o'clock P. M.

For the Government and Information of Employes only.

S. S. MERRILL,
General Manager.

ROSWELL MILLER,
Ass't General Manager

R. B. CAMPBELL,
Superintendent.

L. B. BEARDSLEY,
Ass't Superintendent.

J. T. CLARK,
General Superintendent.

A. J. EARLING,
Ass't Gen'l Superintendent.

SYMES, SWAIN & Co., Printers, Milwaukee.

Trains on this card will run by Ninetieth Meridian Time, known as "Central Standard Time."

SUBDIVISION No. 2.—Between Sabula Junction and Van Horne.

TRAINS GOING WEST.

STATIONS.	DISTANCES FROM SABULA.	TRAINS GOING WEST.																			STATIONS.					
		No. 25.		No. 23.	No. 21.	No. 19.		No. 17.		No. 15.		No. 13.		No. 11.		No. 9.		No. 7.		No. 5.		No. 3.		No. 1.		
		PASSENGER.		PASS.	FREIGHT	FREIGHT.		FREIGHT.		FREIGHT.		WAY FREIGHT.	TIME FREIGHT.		FREIGHT.		FREIGHT.		TIME FREIGHT.			PASSENGER.		PASSENGER.		
			A.M.De																							
SABULVA.....			6.00			9.40	P.M.De.	5.25	P M.De.	1.30	P M De	8.00	A.M.De.	5.50	A.M.De.	4.40	A. M.De	2.45	A.M.De.	2.10	A.M.De.	3.00	A.M.De.	5.35	P.M.De.	.....SABULVA
SABULA JUNCT	0.5	6 00	P. M. De	A.M.De. 9.05	6.20	10.10	P.M.De.	6.15	P.M.De.	1.50	P M De	8.20	A.M.De.	6.10	A.M.De.	5.00	A.M.De.	3.35	A.M.De.	2.30	A.M.De.	3.20	A.M.De.	5.55	P.M.De.	SABULA JUNCT
0.9 OLD JUNCT...	1.4	6.05		9.08	6.25	10.15		6.18		1.55		8.42	Ar.Mt 22	6.15		5.07		3.40		2.32		3.23		5.58		..OLD JUNCT.
5.1 ELK RIVER JCT	6.5	6.20	P.M.Ar.	9.20	6.50	10.50		6.40	Ar.Mt 26	2.18		9.10		6.45	Mt. 20..	5.40	Mt. 18..	4.20		2.52		3.35		6.12		ELK RIVER JCT
5 TEED'S GROVE	11.5			A.M.Ar. 9.20	6.50	11.25		7.20		2.42	Mt. 8...	9.35		7.12		6.22	Mt. 20..	4.55	Mt. 18..	3.10		* 3.46		6.22	Mt. 12..	TEED'S GROVE
4.4 MILES.....	15.9					11.55	Mt. 16..	7.42		3.00		9.55		7.34		6.46		5.15		3.26		3.56		6.38		.....MILES
4.5 PRESTON.....	20.4					12.25	Mt. 2..	8.05		3.20		10.15		7.58	Mt. 4...	7.10		5.38	Mt. 20..	3.41	Mt. 18..	4.06	Mt. 18..	6.52		.....PRESTON
5.5 BROWNS.....	25.9					12.47		8.35	Mt. 14..	3.45	Mt. 10..	10.42		8.18		7.43	Mt. 4...	6.00		3.58		* 4.18		7.06		.....BROWNS
2.7 RIGGS.....	28.6					12.58		8.50		4.00		10.55	Mt. 6...	8.25		7.57		6.10		4.05		* 4.23		7.12		.....RIGGS
4.3 DELMAR JCT.	32.9					1.17		9.22		4.10	Mt. 12..	11.15		8.47		8.18		6.35		4.25	Mt. 20..	4.33	Mt. 20..	7.25		..DELMAR JCT.
7 ELWOOD.....	39.9					1.45		9.55	Mt. 16..	5.20		12.05	P.Mt.8.	9.10		8.50		7.05	Mt. 4...	4.48	3 Ps...	4.48	Ps 5...	7.42	Mt. 14..	.....ELWOOD
4.6 LOST NATION.	44.5					2.05	Mt. 18..	10.23		5.50		12.30		9.30	Mt. 6...	9.15	Mt. 6...	7.28		5.04		* 4.58		7.54		..LOST NATION
7.6 OXFORD JCT.	52.1					3.05	Mt. 20..	11.07	Mt. 2...	6.38	Mt. 14..	1.10	Ar.	10.00		9.50	A.M. Ar.	8.05	Mt. 6...	5.30		5.15		8.15		..OXFORD JCT.
5.7 HALE.....	57.8					3.35		11.59		7.15		2.10	Mt. 12..	10.28	Mt. 8...			8.30		5.48		* 5.28		8.28	Mt. 16..	.....HALE
4.7 OLIN.....	62.5	No. 29.		No. 27.		3.58		12.30	AMMt.18	7.47	Mt. 16..	2.35		10.43				8.52		6.08	Mt. 4...	* 5.38		8.42		.....OLIN
5.8 MORLEY.....	68.3	R. & S. W. FREIGHT.		R. & S. W. PASSENGER.		4.28		12.56		8.25		3.05		11.03				9.20	Mt. 8...	6.24	Mt. 6...	5.52	Mt.4 & 6.	8.57		.....MORLEY
5.8 MARTELLE....	74.1					4.58	Mt. 6...	1.23	Mt. 20..	9.05	Ar 1 Ps.	3.35		11.23				9.45		6.40		6.03		9.12	Ps 15...	.....MARTELLE
4.7 PARALTA.....	78.8	5.55	PM De Mt.16	11.40	AM De Mt.12	5.23	Mt. 4...	1.53		9.50	Ar.	4.00	Ar.	11.40	Ar.			10.10		6.55	Mt. 30..	6.13		9.23		.....PARALTA
8.4 MARION.....	87.2	6.35	P.M.Ar.	12.01	P.M.Ar.	6.00		2.45		10.03	De Mt.2.	4.20	De Mt.14	11.50	De 27Ps Mt.12					10.10		6.55	Mt. 30..	6.13		.....MARION
3.7 LOUISA.....	90.9					6.17	Mt. 8...	3.08	Mt. 6...	11.00		5.42		12.30				10.50	Mt. 12..	7.20	Mt. 8...	6.30	Mt. 30..	9.45	Ar Mt.2.	.....LOUISA
5.9 COVINGTON...	96.8					6.43		3.45		11.40	Mt. 20..	6.10		12.48				11.08		7.30		6.10	Mt. 8...	10.02	Mt. 18..	.....COVINGTON
5.2 ATKINS.....	102.0					7.08	3 Ps...	4.17	Mt. 4...	12.05	A M...	6.35		1.07				12.03	P M...	8.02		7.08	Ps 19...	* 10.32		.....ATKINS
5.4 NEWHALL.....	107.4					7.32		4.45	Mt. 8...	12.30		7.00		1.24				12.30		8.18		7.21		10.48	Mt. 20..	.....NEWHALL
6.4 VAN HORNE...	113.8					8.00	A.M.Ar.	5.20	A.M.Ar.	1.00	A.M.Ar.	7.30	P.M.Ar.	1.45	P.M.Ar.			1.00	P.M.Ar.	8.35	A M.Ar.	7.35	A.M.Ar.	11.05	P.M.Ar.	..VAN HORNE

SPECIAL RULES.

All trains going towards Van Horne have the right to the road against the same or inferior class going from Van Horne, and trains going from Van Horne, if delayed, so as not to be able to make their meeting points on the leaving time of trains going towards Van Horne, must keep back and out of the way of all trains of the same or superior class going towards Van Horne.

Trains on Subdivision No. 2 will take their dates from Sabula Junct. and Van Horne.

† Refreshments.
‡ Trains do not stop.
* Trains stop only on signal.

Attention is called to Rules 45 and 52.

SUBDIVISION No. 2.—Between Van Horne and Sabula Junction.

STATIONS.		TRAINS GOING EAST.														DISTANCES FROM COUNCIL BLUFFS.	STATIONS													
		No. 2.		No. 4.		No. 6.		No. 8.		No. 10.		No. 12.		No. 14.				No. 16.		No. 18.		No. 20.		No. 22.	No. 24.	No. 26.				
		PASSENGER.		PASSENGER.		FREIGHT.		FREIGHT.		STOCK FREIGHT.		WAY FREIGHT.		STOCK FREIGHT.				FREIGHT.		FREIGHT.		STOCK FREIGHT.		PASS.	PASS.	FREIGHT.				
SAVANNA.....		1-25	A.M.Ar.	9-10	A.M.Ar.	1-30	P.M.Ar.	4-00	P.M.Ar.	6-20	P.M.Ar.	7-40	P.M.Ar.	10-30	P.M.Ar.	1-15	A.M.Ar.	6-40	A.M.Ar.	7-35	A.M.Ar.	7-25	P.M.Ar.	SAVANNA
SABULA JCT.		1-10	A.M.Ar.	8-50	A.M.Ar.	1-10	P.M.Ar.	3-40	P.M.Ar.	5-35	P.M.Ar.	7-20	P.M.Ar.	10-10	P.M.Ar.	12-55	A.M.Ar.	6-10	A.M.Ar.	7-15	A.M.Ar.	A.M.Ar. 8-45	P.M.Ar. 5-40	7-05	P.M.Ar.	347.3	SABULA JCT.
OLD JUNCT. †		1-08	.....	8-47	Mt. 13..	1-03	.....	3-33	.....	5-30	.....	7-15	.....	10-06	.....	12-50	.....	6-03	.....	7-10	.....	8-42	5-37	7-00	.....	346.4	.....	OLD JCT.
ELK RIVER JCT.		12-56	.....	8-33	.....	12-40	.....	3-07	.....	5-07	.....	6-55	Mt. 17..	9-47	.....	12-33	.....	5-40	Mt. 9...	{ 6-50 De. Mt 21 6-45 Ar Mt 11	Mt. 13.. 8-30 A.M.De. P.M.De	5-25	6-40	P.M.De. Mt. 1, 17&25	.....	341.3	.....	ELK RIVER JCT.
TEED'S GROVE *		12-45	.....	8-20	.....	12-15	P.M....	2-42	Mt. 15..	4-46	.....	6-22	Mt. 1...	9-28	.....	12-15	A.M....	4-55	Mt. 7...	6-22	Mt. 9...	.....	.....	.....	.....	336.3	.....	TEED'S GROVE
MILES		12-35	.....	8-10	.....	11-55	.....	2-17	.....	4-28	.....	6-05	.....	9-12	.....	11-55	Mt. 19..	4-30	.....	6-00	.....	.....	.....	.....	.....	331.9	.....	MILES
PRESTON.....		12-25	Mt. 19..	7-58	Mt. 11..	11-35	.....	1-50	.....	4-07	.....	5-40	.....	8-55	.....	11-30	.....	{ 4-06 De Mt 3.. 3-41 Ar Mt 5.	5-38	Mt. 7...	.....	.....	.....	.....	.....	327.4	.....	PRESTON
BROWNS..... *		12-12	.....	7-43	Mt. 9...	11-08	.....	1-20	.....	3-45	Mt. 15..	5-12	.....	8-35	Mt. 17..	11-03	.....	3-17	.....	5-08	.....	.....	.....	.....	.....	321.9	.....	BROWNS
RIGGS		* 12-05	A.M....	7-35	.....	10-55	Mt. 13..	1-07	.....	3-30	.....	5-02	.....	8-23	.....	10-52	.....	3-10	.....	4-55	.....	.....	.....	.....	.....	319.2	.....	RIGGS
DELMAR JCT.		11-55	.....	7-23	.....	10-30	.....	12-42	.....	3-08	.....	4-40	Mt. 15..	8-07	.....	10-30	.....	2-50	.....	{ 4-33 De Mt 3. 4-25 Ar Mt 5.	.....	.....	.....	.....	.....	314.9	.....	DELMAR JCT.
ELWOOD		11-38	.....	7-05	Mt. 7...	9-55	.....	12-05	P.M.Mt 13.	2-33	.....	4-00	.....	7-42	Mt. 1...	9-55	Mt. 17..	2-23	.....	3-55	.....	.....	.....	.....	.....	307.9	.....	ELWOOD
LOST NATION.		11-27	.....	6-53	.....	{ 9-30 De Mt 11 9-15 Ar Mt 9.	11-42	.....	2-08	.....	3-30	.....	7-17	.....	9-32	.....	2-05	Mt. 19..	3-37	.....	.....	.....	.....	.....	.....	303.3	.....	LOST NATION
OXFORD JCT.		11-07	Mt. 17..	6-33	.....	8-05	Mt. 7...	11-05	.....	1-30	PM De Mt 13	2-45	.....	6-38	Mt. 15..	8-57	.....	1-25	.....	3-05	Mt. 19..	.....	.....	.....	.....	295.7	.....	OXFORD JCT.
HALE..... *		10-53	.....	6-18	.....	7-30	.....	10-28	Mt. 11..	.....	.....	2-10	Mt. 18..	6-07	.....	8-28	Mt. 1...	12-55	.....	2-38	.....	.....	.....	.....	.....	290.0	.....	HALE
OLIN..... *		10-42	.....	6-08	Mt. 5...	7-00	.....	9-57	.....	1-40	.....	5-45	.....	7-47	Mt. 15..	12-30	AM. Mt 17.	2-17	.....	No. 28.		No. 30.		.....	.....	285.3	.....	OLIN
MORLEY..... *		10-28	.....	5-52	Mt 3. Ps 6	{ 6-24 De. Mt 5. 5-45 Ar 4 PM 13.	9-20	Mt. 7...	.....	1-08	.....	5-15	.....	7-05	.....	11-55	.....	1-50	.....	R. & S. W. PASSENGER.		R. & S. W. FREIGHT.		.....	.....	279.5	.....	MORLEY
MARTELLE..... *		10-15	.....	5-35	.....	4-58	Mt. 19..	8-43	.....	.....	.....	12-33	.....	4-45	.....	6-26	.....	11-33	.....	1-23	Mt. 17..	.....	.....	.....	.....	273.7	.....	MARTELLE
PARALTA.....		10-03	Mt. 15..	5-23	Mt. 19..	4-10	.....	8-13	.....	.....	.....	12-05	PM De Mt 11	4-20	Mt. 13..	5-55	Mt. 29..	11-10	.....	12-55	.....	5-20	P.M.Ar.	6-55	A.M.Ar Mt 5	269.0	.....	PARALTA
MARION.....		{ 9-45 De Mt 1. 9-38 Ar.....	4-58	.....	3-25	.....	{ 7-20 De Mt 5. 7-00 Ar.....	.....	.....	.....	.....	11-40	11-00 De.....	3-45	.....	{ 5-15 De 28 Ps 5-00 Ar Mt 13.	10-35	Mt. 15..	12-23	.....	5-00	P.M.De. Mt. 13..	6-30	AM De Mt 3.	260.6	.....	MARION	
LOUISA..... *		9-25	.....	* 4-47	.....	3-08	Mt. 17..	{ 6-40 De Mt 3. 6-17 Ar Mt 19	.....	.....	.....	10-30	.....	3-28	.....	4-37	.....	10-02	Mt. 1...	12-05	A.M....	.....	.....	.....	.....	256.9	.....	LOUISA
COVINGTON.....		9-07	Ps. 18..	4-32	.....	2-43	.....	5-45	.....	.....	.....	10 00	.....	3-02	.....	4-02	.....	{ 9-17 De..... 9-07 Ar. 2 Ps.	11-40	Mt. 15..	.....	.....	.....	.....	251.0	.....	COVINGTON	
ATKINS		8-48	.....	4-17	Mt. 17..	2-20	.....	5-15	.....	.....	.....	9-35	.....	2-35	.....	3-30	.....	8-35	.....	11-13	.....	.....	.....	.....	.....	245.8	.....	ATKINS
NEWHALL.....		8-31	.....	* 4-02	.....	1-57	.....	4-45	Mt. 17..	.....	.....	9-05	.....	2-10	.....	2-58	.....	8-05	.....	10-48	Mt. 1...	.....	.....	.....	.....	240.4	.....	NEWHALL
VAN HORNE. †		8-10	P.M.De.	3-45	A.M.De.	1-30	A.M.De.	4-00	A.M.De.	.....	.....	8-35	A.M.De.	1-45	P.M.De.	2-20	P.M.De.	7-30	P.M.De.	10 10	P.M.De.	.....	.....	.....	.....	234.0	.....	VAN HORNE

SPECIAL RULES.

Trains Nos. 1, 2, 3, 4, 5, 11, 14 and 20, will leave daily.
 Train No. 19 will leave daily, Saturdays excepted.
 All other trains will leave daily, Sundays excepted.
 The printed orders on slow boards one mile each side of Paralta and Elk River must be strictly observed.
 Trains Nos. 22, 23, 24, and 25, will keep out of the way and off the time of Nos. 1, 2, 3 and 4.
 All regular freight trains except Nos. 5, 11 and 14 will carry passengers with tickets
 Train No. 19 will keep out the way and off the time of train No. 5.

Train No. 7 will side track at Preston for No. 20.
 Train No. 9 will side track at Teed's Grove for No. 20.
 Train No. 15 will side track at Oxford Junct for No. 14.
 Train No. 15 will side track at Covington for No. 20.
 Train No. 17 will side track at Browns for No. 14.
 Train No. 17 will side track at Martelle for No. 20.
 Train No. 19 will side track at Oxford Junct. for No. 20.

All Trains will reduce speed to ten miles per hour while crossing Cedar River Bridge.

Conductors of all trains and Engineers of all Extra Engines will register at Sabula Junction, Elk River Junction, Oxford Jc., Paralta, Marion and Van Horne.

F. C. BATCHELDER,
Train Dispatcher.

SUBDIVISION No. 3—Between Van Horne and Perry.

TRAINS GOING WEST.

STATIONS.	DISTANCES FROM SABULA.	TRAINS GOING WEST.																				STATIONS.
		No. 15.		No. 13.		No. 11.		No. 9.		No. 7.		No. 5.		No. 3.		No. 1.						
		FREIGHT.		FREIGHT.		TIME FREIGHT.		FREIGHT.		TIME FREIGHT.		WAY FREIGHT.		PASSENGER.		PASSENGER.						
VAN HORNE..	113.8																				VAN HORNE	
5.6 KEYSTONE....	119.4																				KEYSTONE	
6.2 ELBERON.....	125.6																				ELBERON	
4.0 Vining.....	129.6																				Vining	
6.7 GLADSTONE....	136.3																				GLADSTONE	
4.7 TAMA CITY..	141.0																				TAMA CITY	
5.6 POTTER.....	146.6																				POTTER	
4.9 DUNBAR	151.5																				DUNBAR	
2.1 PICKERING...	153.6																				PICKERING	
2.6 FERGUSON....	156.2																				FERGUSON	
5.0 HAVERHILL...	161.2																				HAVERHILL	
4.7 STATE CENT. JC.	165.9																				STATE CENT. JC.	
2.7 MELBOURNE..	168.6																				MELBOURNE	
4.7 RHODES.....	173.3																				RHODES	
6.8 COLLINS.....	180.1																				COLLINS	
5.0 MAXWELL....	185.1																				MAXWELL	
3.7 ELWELL.....	188.8																				ELWELL	
3.5 CAMBRIDGE...	192.3																				CAMBRIDGE	
4.6 HUXLEY.....	196.9																				HUXLEY	
4.2 SHELD AHL CR'G	201.1																				SHELD AHL CR'G	
6.2 MADRID.....	207.3																				MADRID	
7.7 WOODWARD...	215.0																				WOODWARD	
9.6 PERRY.....	224.6																				PERRY	

SPECIAL RULES.

All trains going towards Perry have the right to the road against the same or inferior class going from Perry, and trains going from Perry, if delayed, so as not to be able to make their meeting points on the leaving time of trains going towards Perry, must keep back and out of the way of all trains of the same or superior class going towards Perry. Trains on Subdivision No. 3 will take their dates from Van Horne and Perry.

†Refreshments.
‡Trains do not stop.
*Trains stop only on signal.

Attention is called to Rules 45 and 52.

SUBDIVISION No. 3.—Between Perry and Van Horne.

STATIONS.		TRAINS GOING EAST.																				DISTANCES FROM COUNCIL BLUFFS.	STATIONS.
		No. 2.		No. 4.		No. 6.		No. 8.		No. 10.		No. 12.		No. 14.		No. 16.							
		PASSENGER.		PASSENGER.		FREIGHT.		STOCK FREIGHT.		WAY FREIGHT.		STOCK FREIGHT.		FREIGHT.		FREIGHT.							
VAN HORNE..	† 7.45 P.M. Ar.	3.40 A.M. Ar.	12.20 P.M. Ar.	1.10 P.M. Ar.	6.00 P.M. Ar.	9.15 P.M. Ar.	12.45 A.M. Ar.	7.00 A.M. Ar.													234.0	VAN HORNE	
KEYSTONE...	7.32	* 3.27	11.45	12.43	5.25	8.45 Mt. 15..	12.15 A.M.	6.30 Mt. 5..													228.4	KEYSTONE	
ELBERON.....	7.17 Mt. 13..	* 3.13	11.10	12.16 P.M.	4.50	8.05	11.43 Mt. 1..	5.55													222.2	ELBERON	
VINING.....	7.08	* 3.03	10.50 Mt. 9..	11.59	4.30	7.45 Mt. 13..	11.20	5.37													218.2	VINING	
GLADSTONE...	6.52	* 2.47	10.10 Mt. 7..	11.30 Mt. 9..	3.55 Mt. 11..	7.05	10.45 Mt. 15..	5.07													211.5	GLADSTONE	
TAMA CITY...	6.41 Ps. 12..	2.37	9.45	11.05	3.30	6.41 2 Ps.	10.20	4.47													206.8	TAMA CITY	
POTTER.....	6.27	* 2.23	9.21 Mt. 3&5.	10.45 Mt. 7..	2.55	6.10	9.50	4.20													201.2	POTTER	
DUNBAR.....	6.16	* 2.12	8.45	10.20 Mt. 5..	2.35	5.50	9.30 Mt. 13..	3.55													196.3	DUNBAR	
PICKERING...	6.11	* 2.07																			194.2	PICKERING	
FERGUSON...	6.05	2.00	8.15	9.47 Mt. 3..	2.05	5.25 Mt. 11..	9.00	3.30													191.6	FERGUSON	
HAVERHILL..	5.53 Mt. 11..	* 1.48	7.45	9.25	1.40 Mt. 9..	4.55	8.30	3.10													186.6	HAVERHILL	
STATE CENT. J.C.	5.42	1.40 Mt. 15..	7.20	9.05	1.10	4.35	8.10	2.50													181.9	STATE CENT. J.C.	
MELBOURNE..	5.35	1.32 Mt. 1..	7.05	8.53	12.55 De	12.45 Ar Mt. 5.	4.25	7.55	2.40												179.2	MELBOURNE	
RHODES.....	5.22	* 1.14	6.35	8.32	12.15 P.M. Mt. 7.	4.00	7.35	{ 2.20 De Mt. 15 1.43 Ar Mt. 1.													174.5	RHODES	
COLLINS.....	5.05	12.57 Ps. 16-Mt. 13	5.55	8.03	11.35	3.30 Mt. 9..	7.05 Mt. 11..	12.57 4Ps. Mt. 13.													167.7	COLLINS	
MAXWELL....	4.53	12.43	5.25	7.40	11.05 Mt. 3..	3.05	6.25	12.28													162.7	MAXWELL	
ELWELL.....	4.43	* 12.35	5.02	7.23	10.35	2.45	6.00	12.05 A.M.													159.0	ELWELL	
CAMBRIDGE...	4.33 Mt. 9..	12.26	4.45 Mt. 15..	7.08	10.15	2.30 Mt. 5..	5.35	11.45													155.5	CAMBRIDGE	
HUXLEY.....	4.22	* 12.14	4.05	6.45	9.47	2.07	5.05 Mt. 9..	11.15													150.9	HUXLEY	
SHELD AHL CR'G	4.10	12.04 A.M.	3.40 Mt. 13..	6.27	9.25	1.47 Mt. 7..	4.30	10.50													146.7	SHELD AHL CR'G	
MADRID.....	3.55 Ps. 14-Mt. 5.	11.45	3.07 Mt. 1..	6.00 Mt. 15..	8.55	1.13	3.55 2Ps Mt. 5.	10.20													140.5	MADRID	
WOODWARD...	3.34	11.23	2.15	5.15 Mt. 13..	8.05	12.28 P.M. Mt. 3	2.32 Mt. 7..	9.35 Mt. 11..													132.8	WOODWARD	
PERRY.....	3.10 P.M. De.	10.55 P.M. De.	1.30 A.M. De.	4.30 A.M. De.	7.20 A.M. De.	11.40 A.M. De.	1.40 P.M. De.	8.45 P.M. De.													123.2	PERRY	

SPECIAL RULES.

All Trains will reduce speed to ten miles per hour while crossing Des Moines River Bridge.

Trains Nos. 1, 2, 3, 4, 7, 8, 11 and 12 will leave daily.
 All other trains will leave daily, Sundays excepted.
 All regular freight trains except Nos. 7, 8 and 11 will carry passengers with tickets.
 Train No. 5 will side track at Dunbar for No. 8, and at Cambridge for No. 12.
 Train No. 9 will side track at Gladstone for No. 8, and at Collins for No. 12.
 Train No. 11 will side track at Ferguson for No. 12.
 Train No. 13 will side track at Vining for No. 12, and at Woodward for No. 8.
 Train No. 15 will side track at Keystone for No. 12, and at Madrid for No. 8.
 Train No. 5 will keep entirely off the time and out the way of No. 7.

Conductors of all Trains, and Engineers of Extra Engines
 will register at Van Horne, and Perry Yard Office.

F. T. FOX,
 Train Dispatcher.

SUBDIVISION No. 4.—Between Perry and Council Bluffs.

TRAINS GOING WEST.

STATIONS.	DISTANCES FROM SABULA.	TRAINS GOING WEST.												STATIONS.								
		No. 19.		No. 17.		No. 15.		No. 13.		No. 11.		No. 9.			No. 7.		No. 5.		No. 3.		No. 1.	
		FREIGHT.		FREIGHT.		FREIGHT.		TIME FREIGHT.		FREIGHT.		TIME FREIGHT.			WAY FREIGHT.		FREIGHT		PASSENGER.		PASSENGER.	
PERRY.....	224.6							11.00	P M.De.	7.10	P.M.De	3.25	P.M.De.	7.40	A M. De	1.00	A. M De	1.05	P.M.De.	4.00	A M.De.	PERRY
10.4 JAMAICA.....	235.0							11.45	Mt. 12..	8.00	.....	3.55	.....	8.20	.....	2.05	.....	1.35	.....	* 4.27	JAMAICA
6.4 BAGLEY.....	241.4							12.07	A M.....	8.32	.....	4.13	.....	8.45	.....	2.53	Mt. 14..	1.52	.....	* 4.43	BAGLEY
6.6 BAYARD.....	248.0							12.30	.....	9.03	.....	4.33	Mt. 10..	9.10	Mt. 6...	3.17	.....	2.10	Mt. 2...	* 4.58	BAYARD
6.5 COON RAPIDS.....	254.5							12.50	.....	9.35	Mt4&12.	4.52	.....	9.45	Mt. 8...	3.50	.....	2.30	.....	5.15	COON RAPIDS
8.3 DEDHAM.....	262.8							1.18	Mt. 14..	10.23	.....	5.22	.....	10.32	.....	4.30	.....	2.53	Mt. 10..	* 5.37	DEDHAM
6.8 TEMPLETON.....	269.6							1.47	.....	11.00	.....	5.45	.....	11.15	.....	5.10	.....	3.13	.....	* 5.53	TEMPLETON
5.6 WARRACK.....	275.2							2.10	.....	11.32	.....	6.00	.....	11.45	.....	5.40	.....	3.28	.....	† 6.08	WARRACK
1.4 MANNING.....	276.6							2.15	.....	11.39	.....	6.04	.....	11.55	.....	5.45	.....	3.33	.....	6.12	MANNING
3.8 ASPINWALL.....	280.4							2.30	12.01	AMMt14	6.22	Mt. 12..	12.35	P.MMt 2&10	6.20	1 PsMt 6	3.43	6.20	Ps5Mt6.	ASPINWALL
8.5 ASTOR.....	288.9							3.03	12.45	6.50	1.22	7.05	Mt. 8...	4.08	6.40	Mt. 8...	ASTOR
5.1 DEFIANCE.....	294.0							3.25	.....	1.15	.....	7.04	.....	1.50	.....	7.30	.....	4.23	.....	6.54	DEFIANCE
6.2 EARLING.....	300.2							3.50	.....	1.50	A.M.Ar.	7.30	Mt. 4...	2.25	.....	8.02	.....	4.40	Mt. 12..	7.10	EARLING
5.1 PANAMA.....	305.3							4.10	Mt. 6...	.....	.....	7.47	.....	2.55	.....	8.28	.....	4.55	.....	7.23	PANAMA
6.2 PORTSMOUTH.....	311.5							4.40	.....	.....	.....	8.07	.....	3.30	Mt. 12..	9.00	.....	5.13	.....	7.38	PORTSMOUTH
5.6 PERSIA.....	317.1							5.05	.....	.....	.....	8.23	.....	4.02	.....	9.28	Mt. 10..	5.28	.....	7.53	PERSIA
3.8 YORKSHIRE.....	320.9							.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	YORKSHIRE
6.0 NEOLA.....	326.9							5.52	8.55	Mt. 14..	4.57	10.18	Mt. 2...	5.57	8.18	Mt. 10..	NEOLA
5.1 UNDERWOOD.....	332.0							6.15	.....	.....	.....	9.10	.....	5.25	.....	10.45	.....	6.10	Mt. 4...	8.30	UNDERWOOD
5.1 WESTON.....	337.1							6.40	Mt. 10..	.....	.....	9.27	.....	5.55	Mt. 4...	11.15	.....	6.25	.....	8.44	WESTON
10.7 COUNCILBLUFFS.....	347.8							7.30	A M. Ar.	.....	.....	10.00	P.M. Ar.	6.40	P.M.Ar.	12.15	P M Ar.	6.55	.....	9.10	COUNCILBLUFFS
U. P. TRANSFER.....								7.00	P.M.Ar.	9.15	A.M.Ar.	U. P. TRANSFER

SPECIAL RULES.

All trains going towards Perry have the right to the road against the same or inferior class going from Perry, and trains going from Perry, if delayed, so as not to be able to make their meeting points on the leaving time of trains going towards Perry, must keep back and out of the way of all trains of the same or superior class going towards Perry. Trains on Subdivision No. 4 will take their dates from Perry and Council Bluffs.

† Refreshments.
‡ Trains do not stop.
* Trains stop only on signal.

Attention is called to Rules 45 and 52

SUBDIVISION No. 4.—Between Council Bluffs and Perry.

STATIONS.		TRAINS GOING EAST.																				DISTANCES FROM COUNCIL BLUFFS.	STATIONS.
		No. 2.		No. 4.		No. 6.		No. 8.		No. 10.		No. 12.		No. 14.		No. 16.		No. 18.		No. 20.			
		PASSENGER.		PASSENGER.		STOCK FREIGHT.		FREIGHT.		WAY FREIGHT.		FREIGHT.		STOCK FREIGHT.		FREIGHT.		FREIGHT.		FREIGHT.			
PERRY.....	3.00	P.M.Ar.	10.50	P.M.Ar.	11.00	A.M.Ar.	12.30	P.M.Ar.	6.45	P.M.Ar.	12.40	A.M.Ar.	3.45	A.M.Ar.								123.2	PERRY
JAMAICA.....	2.38		10.23		10.10		11.32		5.47		11.45	Mt 13..	3.07									112.8	JAMAICA
BAGLEY.....	2.24		10.08		9.40		10.58		5.10		11.03		2.53	Mt. 5..								106.4	BAGLEY
BAYARD.....	2.10	Mt. 3..	9.52		9.10	Mt. 7..	10.22		4.33	Mt. 9..	10.20		2.18									99.8	BAYARD
COON RAPIDS..	1.52		9.35	Mt. 12Mt. 11	8.37		9.45	Mt. 7..	3.50		9.35	4PsMt. 11	1.55									93.3	COON RAPIDS
DEDHAM.....	1.27		9.15		7.53		9.05		2.53	Mt. 3..	8.30		1.18	Mt. 13..								85.0	DEDHAM
TEMPLETON...	1.06		8.58		7.17		8.35		2.02		7.40		12.48									78.2	TEMPLETON
WARRACK.....	12.50		8.43		6.47		8.08		1.15		7.00		12.22									72.6	WARRACK
MANNING.....	12.45		8.40		6.40		8.03		1.05		6.50		12.17									71.2	MANNING
ASPINWALL...	12.35	Mt. 7. Ps. 10	8.30		6.20	Mt. 1 & 5..	7.43		12.35	P.M. 2Ps. Mt. 7	6.22	Mt. 9..	12.01	AMMt. 11								67.4	ASPINWALL
ASTOR.....	12.09	P.M.	8.10		5.33		7.05	De. Mt. 5.	11.52		5.38		11.25									58.9	ASTOR
DEFIANCE.....	11.53		7.52		5.05		6.10	Ar. Mt. 1	11.25		5.12		11.02									53.8	DEFIANCE
EARLING.....	11.25		7.30	Mt. 9..	4.30		5.35	A.M. De.	10.53		4.40	De Mt. 3.	10.35									47.6	EARLING
PANAMA.....	11.20		7.17		4.10	Mt. 13..			10.28		4.03		10.15									42.5	PANAMA
PORTSMOUTH..	11.03		7.02		3.44				9.57		3.30	Mt. 7..	9.52									36.3	PORTSMOUTH
PERSIA.....	10.47		6.48		3.17				9.28	Mt. 5..	3.03		9.32									30.7	PERSIA
YORKSHIRE...																						26.9	YORKSHIRE
NEOLA.....	10.18	Mt. 5..	6.23		2.42				8.18	Mt. 1..	2.13		8.55	Mt. 9..								20.9	NEOLA
UNDERWOOD..	10.04		6.10	Mt. 3..	2.22				7.32		1.50		8.35									15.8	UNDERWOOD
WESTON.....	9.48		5.55	Mt. 7..	2.00				6.40	Mt. 13..	1.23		8.13									10.7	WESTON
COUNCIL BLUFFS	9.20		5.25		1.15	A.M. De.			5.45	A.M. De.	12.30	P.M. De.	7.30	P.M. De.									COUNCIL BLUFFS
U. P. TRANSFER	9.15	A.M. De.	5.20	P.M. De.																			U. P. TRANSFER

SPECIAL RULES.

Trains Nos. 1, 2, 3, 4, 6, 9, 13 and 14 will leave daily.
 Train No. 8 will leave daily, Mondays excepted.
 All other trains will leave daily, Sundays excepted.
 All regular freight trains except Nos. 9, 13 and 14 will carry passengers with tickets.
 Train No. 10 will side track at Weston for No. 13, and at Bayard for No. 9.
 Train No. 12 will side track at Aspinwall for No. 9, and at Jamaica for No. 13.
 Train No. 14 will side track at Neola for No. 9, and at Dedham for No. 13.

Conductors of all Trains, and Engineers of all extra Engines will register at Perry Yard office, Coon Rapids, Earling and Council Bluffs.

J. M. BUNKER,
Train Dispatcher.

SIGNALS AND RULES

To be observed by Conductors, Engineers, Station Agents, Operators and employes on the Chicago and Council Bluffs Division, 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.

Time.

1. The Chronometer in the Superintendent's Office at Marion, is the time by which trains are to be run. The correct time will be daily telegraphed at 12 NOON and the clock at Train Dispatcher's office, Perry, will be the standard for those who cannot regulate by the Chronometer at Marion. Conductors and Enginemen, are required to daily compare and regulate their watches by the standard time.

Signals.

2. A Red Flag by day, or a Lantern by night, when swung upon the track; the absence of Lights at switches and crossings where usually shown; or the explosion of a torpedo, and all signals violently given, are signals of danger, on perceiving which the train must be brought to a full stop.

3. One Sound of the Whistle is the signal to apply the brakes.

Two Sounds of the Whistle is the signal to release the brakes.

Three Sounds of the Whistle is the signal to back.

Four Sounds of the Whistle is the signal for Switch.

Five Sounds of the Whistle is the signal to call in Flagman.

One long Sound of the Whistle is a signal for Approaching Stations.

Two Sounds of the Whistle while running, the first one second longer than the second (thus:—) is the signal for Road Crossings.

Three Sounds of the Whistle, thus: ---, is a signal that the Engine giving it is flagging an extra, and if the flag is seen, the same signal shall be given in answer by other Engines.

Four Sounds of the Whistle, thus: ----, is a signal that the Train has parted.

4. One Stroke of the Signal Bell signifies ahead; two strokes, stop; three strokes, back.

5. Lamp Signals—To Stop, swing a lantern across the track. To Back, raise and lower a lantern perpendicularly. To Go Ahead, swing a lantern over the head.

6. Two Red Lanterns must be placed on the rear car of all trains that are on the road after dark.

7. Two Red Flags, and after dark two Red Lanterns, in addition, shall be placed on the front of an Engine to indicate that the engine or train is followed by another. If two Red Flags or Lanterns cannot be obtained, one Flag or Lantern shall indicate the same thing.

8. Signal Cords shall be used on all Passenger trains, and shall extend from the rear car to the whistle or signal bell on the engine, and must not be detached until the train arrives at destination, except for the purpose of switching or changing engines.

Running of Trains.

9. Trains Will Not Leave stations before the time specified by the time card.

10. Trains Are Classified as to priority of right to the road, as follows: First, Passenger Trains; Second, Mixed Trains; Third, Freight Trains; Fourth, Working, Gravel and Wood Trains.

11. All Trains of an Inferior Class must get out of the way of all Trains of a superior class, going in either direction, by going into the nearest siding.

12. Full Faced Figures denote meeting and passing points of trains.

13. Regular trains must not leave the terminal stations of their runs without an order or a clearance, and engineers must in all cases see such order or clearance before starting their trains.

15. 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 minutes after its time, and this must be observed at every succeeding station until it shall have met the expected train. The five minutes are allowed for the variation of watches, and MUST NOT be used by any train.

16. When any Train is Twenty-four hours or more behind its own Time per Table, it thereby loses all its rights to the Road against all kinds of Trains, and can afterwards only proceed by special orders.

17. 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 without encroaching on the time of that train.

18. An Extra Train, or Engine, following a regular Train, (whose Engine carries Red Flags or Red Lanterns for it), must always be taken and considered to be a part of, and to have all the rights of that train AND NO MORE; Conductors and Engineers of other trains must so regard it. In case the following train should be delayed, and cannot keep up with its flags, it must not consider it has a right to follow the flags, against trains having the right to the road, though the train carrying flags for it may have orders to run to a certain point against a train having the right to the track; but the following train, when unable to keep up with the train flagging it, MUST KEEP BACK AND OFF THE TIME of all trains having right to the track, without SPECIAL AND SEPARATE ORDERS.

19. An Extra Train or Engine following a Leading Train must be kept near, but never less than a mile in distance from the train ahead, except when near stations, in order that opposing trains may have as little detention as is consistent with perfect safety, and MUST APPROACH all stations and fueling places WITH GREAT CARE, expecting to find the preceding train taking fuel or water at such stations, whether it may be a stopping place as per Time Table for that train or not.

20. A Train or Engine carrying Flags for an extra train or engine will not leave the station where the flags are to be taken in, unless the flagged train or engine has arrived, without permission from the Train Dispatcher.

21. When Trains are to pass 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 must be used to prevent accident or unnecessary delay.

22. The Train that is to side track, WILL ENTER ON THE APPROACHING SWITCH IF PRACTICABLE, and will never pass a station to back on to a siding, should it be necessary to do so, without flagging against the opposing train.

23. Care must be used in coming into all Stations. Always approach a station on the supposition that a train is to be met there, and is standing on the Main Track.

24. No train shall assume the rights or take the time of any other train, without special orders from the Superintendent or other competent authority. 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 the delayed train without special orders from the Train Dispatcher.

25. In case a train of a superior class passes a flagged train of an inferior class IT MUST NOTIFY ALL TRAINS IT MEETS OF THE FACT, until it has passed the train carrying the flags. Conductors of flagged trains, when passed by trains of a superior class, must notify the Conductors of such trains what train they are following.

26. Every Train and Engine Must be brought to a full stop before crossing the track of any other Railroad, and within 400 feet of the same, and the one arriving near the crossing first, if two trains are present at the same time, shall cross first.

27. During the season of Navigation all trains and engines will come to a full stop within four hundred feet before crossing any draw bridge.

28. In running through incorporated cities, no train or engine must exceed a speed of six miles per hour, and the engine bell must be kept ringing. (See State Law).

29. Freight Trains will not exceed 10 miles an hour passing Stations.

30. In any case where there is any room for a doubt as to the right to 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.

Conductors.

31. 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 regulations, or involve any risk or hazard, in either of which cases the engineer will be held alike accountable.

32. In case of Accident or unavoidable delay to a Train or an engine on the main track, from any cause, Conductors must immediately station men with a red flag by day, or red lights and torpedoes by night, half a mile distant, in both directions, to warn approaching Trains. Should it become necessary to back a Train or Engine, great care must be observed by running very slowly, and sending a flagman well in advance, to insure safety in case of meeting. Trains are liable to be followed at all times.

33. Passenger Train Men are required to wear badges, and must never appear on duty without them.

34. Conductors of Passenger Trains will invariably require their air-brake hose tested, cylinders and connections examined, and also engine signal bell rung, from the rear coach of their train, before leaving each Division Station. They must report defects in the air-brakes, specifying the number of the car or engine on which it occurs.

35. As soon as a Passenger Train leaves a Station a Trainman must go through each coach and announce distinctly what the next regular station will be, and when the train arrives at the station the name must be invariably and distinctly called again in each coach. At terminal stations conductors will not leave their trains until all passengers have alighted, and will render them all needful assistance.

36. Conductors have no discretion to allow persons to ride free. Wood or Construction Trains must in no case carry passengers. Freight Trains must not carry passengers, under any circumstances, without tickets.

37. All Flying Switches are prohibited.

38. Conductors will be held responsible for the position of switches after using them.

39. Whoever turns a Switch from the main track, must see that it is re-set to the main track and locked.

40. Conductors of Freight Trains must see that the brakes are applied, and that no more than the regular rate of speed allowed to their trains is made when running over descending grades. They will transact their business at Stations with as little detention to their trains as possible, in order that the time allotted to the trains under their charge may be used for running time, and thus prevent any higher rate of speed than is specified on the time card.

41. Conductors when leaving cars on side track, will see that they are properly secured against their running, or the possibility of their being blown out on to the main track by the wind, also that they are left out of the way far enough from the main track to clear all passing trains safely. In leaving loaded cars at any station, they will leave them at the most convenient place for unloading, and in such case they will advise and act in harmony with the Station Agent. They must also see that the doors of all cars in their trains are kept closed and fastened.

42. Conductors and Trainmen must be at the starting station thirty minutes before leaving time of their trains, and must not leave such stations without examining the bulletins for orders, or pass a station where there is a bulletin without looking for orders.

43. Conductors of Wood and Gravel Trains, shall daily, before leaving for their work, leave with the Telegraph Operator a memorandum of where the train will be working for the day, and this memorandum must be forwarded by telegraph to the Train Dispatcher, and also posted in a conspicuous place for the information of all concerned.

44. Conductors must know that their Trains are provided with a switch-rope, ax, saw, crowbar, chain, day and night signals, lanterns, and everything necessary to allow them to comply with the regulations of the road.

45. Conductors and Brakemen of Freight Trains approaching stations, must be out of their trains at least one mile from every station.

46. The rear Car of every Train must be a brake car. This rule applies to gravel and wood trains as well as others.

47. No Train will be run from one Station to another with the engine behind it.

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

49. 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 minutes. When passenger trains are to pass, care must be taken to leave free passage way for all persons going to or from them.

50. Conductors of Trains of the same class shall register with each other at all meeting points, by giving each other the number of the train they are running. When meeting points are made by telegraph orders, Conductors of trains of all classes shall register with each other. Conductors of wild trains shall invariably notify all freight trains they meet that they are running wild.

51. In case of accident or unavoidable delay to a Train or an Engine to prevent it from reaching a station except on the time of another train, great care must be observed by sending a man with a red flag by day, or a red lantern by night, in the direction in which the train is expected, to give notice of your position, or should it become necessary to back a train or engine, great care must also be observed by running very slow, and by sending a flag well in advance around all CURVES AND DOUBTFUL POINTS, to insure safety in case of meeting. You have no right to judge for yourselves. Trains may be following at all times.

52. If it is necessary to stop Trains between Stations, the rear end of your train MUST BE INSTANTLY PROTECTED by sending a man back at least a half a mile, and on long down grades and obscure curves, three quarters of a mile, and at all times as far as is necessary to insure absolute safety, with the proper danger signals and three Torpedoes, which must be there placed at intervals of fifty (50) paces, two (2) of which are to be left on the rail when the flagman is called in. The use of Torpedoes is intended as an ADDITIONAL PRECAUTION, and not as a substitute for the regular day and night danger signal, which must also in all cases be exhibited and used. You have no right to judge for yourselves; trains may be following at all times. Engineers and Conductors will, when a torpedo is struck, bring their Train to a FULL STOP, and if possible, ascertain the cause before proceeding. If no obstruction is found, proceed slowly and carefully until the cause is ascertained or the next station is reached. Engineers of extra Engines must, in case of stoppage on Main Track between Stations, protect themselves with Torpedoes in addition to the regular danger signals.

53. Conductors will make a detailed report to the Superintendent of all accidents or injuries to persons or property that may occur on their train; also the names of the witnesses, if any, to the same.

54. In case of accident, Conductors of trains may command the services of working or wood trains, of Trackmen, and every person in the vicinity in the employ of the Company is required to assist if called upon.

55. All accidents—such as getting off the track, breaking cars, defects in cars or engines and train delays of more than ten (10) minutes from any cause, must be reported at once to the Superintendent's office from the first telegraph station.

56. Conductors, when at Stations doing business, will attend to their switching personally, and will not absent themselves from duty without permission from the Superintendent.

57. 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.

58. Potter Bumper Drawheads must be connected with the two outside links, or one centre link. But the outside links must never be used to couple with a single drawhead. Conductors and Yard-men will be held responsible for proper couplings being made.

Engineers.

59. Engineers will run their Trains as nearly to Card time as possible, neither arriving too soon or too late at a station. In all cases of violation of time table rules, involving risk or hazard, the Engineer will be held alike accountable with the Conductor; both Engineers and Conductors must always have due regard for the safety of the passengers and property upon their trains; and never take any unwarrantable risks, for the purpose of making up time between stations, or arriving at terminal stations on time. Fault will not be found with either for being behind time, when caution and prudence dictate that as the safer course.

60. Enginemen must sound the whistle on approaching stations when within half a mile of the station, and not less than eighty rods before crossing a highway. The bell must be rung eighty rods before crossing a highway, and until it is passed.

61. Particular care must be taken to avoid running over stock, and frequent occurrence will be regarded as incompetency on the part of Engineers and others in charge of the train. When a case occurs, the Engineer and Conductor must report separately, in writing to the Superintendent, all the particulars.

62. Enginemen must see that the Engine is provided with a pair of screw jacks, extra spring hangers, large lantern for front of engine, two small white and two red lanterns, red flags, and all tools necessary to meet casualties.

63. Engineers and Firemen should look back frequently to see that all is right where trains are likely to break apart; in such cases 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.

64. A Head Light must always be exhibited on the front of all Engines on the road after dark. Extra Engines passing over the road after dark will exhibit two red lights on the rear of the tender.

65. Dampers of ash pans must in all cases be closed while engines are crossing bridges or passing wood yards.

66. When on the road, Engineers become subordinate to the Road Master, so far as relates to the safety of the track and bridges, and will obey the directions of the Conductor, as to stopping and starting, and must co-operate with him in every measure necessary for the safety and punctuality of the train. Engineers will not start from a station, however, unless they can reach the next station without encroaching on the time of any train having the right of the road.

67. When Trains are running over the Road in heavy storms, or immediately after such storms, Engineers will run very cautiously and without regard to making Card Time. Run very slow in approaching all curves and places liable to wash, and see that your way is clear. IN CASES OF DOUBT OR UNCERTAINTY, ALWAYS TAKE THE SAFE SIDE. RUN NO RISK.

68. Engineers when applying the Air Brakes, must not use the full pressure of the air, EXCEPT IN CASES OF EMERGENCY. For ordinary stops the brakes must be applied slowly, and at a sufficient distance from the stopping place to enable them to stop the train without discomfort to passengers, sliding the wheels, or injury to the machinery of the train.

69. Engineers of Passenger Trains receiving a Signal by the bell cord, must answer it by whistle at once. All Engineers when signalled by flagmen on the road, must immediately answer it by whistle, stop, and ascertain the object of the signal.

70. No persons will be allowed to ride on the Engine except Road Masters, on their own divisions, Conductor or Forward Brakeman of the train, without permission from the Superintendent or Master Mechanic. Every Engineer will be held responsible for the strict enforcement of this rule.

Station Agents and Trackmen.

71. Station Agents are held responsible for the safety of switches, which must be kept LOCKED on the main track, except when a train has arrived to enter on the side track. AND WHOEVER THROWS A SWITCH UPON A SIDE TRACK, MUST SEE IT MOVED BACK TO MAIN TRACK. The main track must be kept clear and unobstructed for the passage of trains. No agent must absent himself from duty or leave his station in charge of any person without the consent of the Superintendent.

72. Station Agents must be prompt in having bills ready for all cars going into the train, and see that ALL DOORS of all cars going forward or to remain on the side track are SECURELY CLOSED AND FASTENED, and see that cars on the side track are out of the way of passing trains. Cars must never be allowed to stand on the main track, but must be placed on a siding, and the wheels securely blocked.

73. Station Agents must be out at the Station and know that everything is right when trains are passing. All baggage checks not used must be kept under lock and key.

74. No notice will be given to Station Agents of the passage of irregular trains, and they will govern themselves accordingly.

75. Station Agents are required to report all accidents occurring to trains at or near their stations, and are required to communicate such matters of interest or importance as may be useful in protecting the interests of the Company. They are also required to report to the Superintendent all violations of the Time Table Regulations.

76. 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 station, and keep them open until trains have passed. Tickets must not be sold for stations at which trains do not stop.

77. Trackmen will see that all fences and cattle-guards 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.

78. Trackmen must use the utmost caution at all times, as under the telegraph system of running trains, a train may be expected at any moment. NO NOTICE WHATSOEVER WILL IN ANY CASE BE GIVEN OF THE PASSAGE OF EXTRA TRAINS. Trackmen will govern themselves accordingly. When a rail is to be taken out, or other work to be done which will render the track impassable, a flagman or a RED FLAG, must be stationed in each direction, 1,000 yards, (or 20 telegraph poles) distant, and two torpedoes placed upon the rail, two rail lengths apart, and on the Engineer's side. If it is in the vicinity of descending grades, the distance must be doubled and the Section Foreman will be responsible for knowing that this is properly done. 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 RED FLAG must be placed at least 1,000 yards, (or 20 telegraph poles) from the spot in each direction.

79. Trackmen will pay particular attention to the telegraph wires. In case they are found broken, on the ground, crossed, or in any way obstructed, they must be repaired, in a temporary manner, IMMEDIATELY; and where such repairs are impracticable, notice must be given to the nearest telegraph office, by messenger, or the earliest means practicable.

Movement of Trains by Telegraph.

Safety demands that all persons connected with the movement of Trains by Telegraph should use the utmost care and watchfulness.

80. An Operator having an order for a train or engine will immediately upon the receipt of it, display a RED FLAG by day, or RED LIGHT by night on the signal-post erected for this purpose, which signal must be immediately taken in upon the delivery of the order, but not before.

81. All orders for the movement of trains by telegraph will be addressed to the Conductor and Engineer, and written by the receiving operator on "manifold" paper; three impressions being made. The Conductor addressed shall read the order carefully, and if understood, shall sign it for himself and Engineer. It will then be repeated back to the sender, over their signatures, and if found correct, he will reply "O K," which will be endorsed upon the order by the receiving operator, with the exact time "O K" is received, and countersigned by him. The operator will file one copy, and give two copies to the Conductor, who will retain one and deliver one to the Engineer, who must invariably read it before starting the train.

82. After the receipt of an order, should the line cease to work before the "O K" is received, the operator will destroy the order, and inform the Conductor and Engineer of the fact. They will then be governed by the Time Table regulations. Conductors and Engineers will keep a sharp lookout for train order signals at all telegraph stations, and when running behind time, will inquire of operators if any orders.

83. When a train has been ordered 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 persons to whom they are directed, AND NO OTHER PERSON SHALL USE SUCH ORDERS AS AUTHORITY TO MOVE THEIR TRAINS.

84. 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 AFTER SAID SPECIFIED TIME, FOR SAFETY, BEFORE PROCEEDING, if the train does not arrive by the time specified.

85. Should a train be held over 30 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.

86. When Operators relieve each other, the one going off duty must carefully call attention of the one coming on to orders still in effect, and get his understanding of the same.

86½. Should a Train have an order to hold at any Station for orders such order must be recalled before proceeding.

87. Operators must keep on hand at all times the necessary signals to carry out these instructions, viz: One RED FLAG, and one RED LANTERN, and will have them convenient and in order for immediate use when occasion requires.

GENERAL RULES

88. Any Employe who may be cognizant of default in duty by another employe, and fails to report the same to the Superintendent becomes equally censurable with the defaulter.

89. No person will be employed who is in the habit of using intoxicating drinks as a beverage.

90. Should any one using this Card have any doubts as to the meaning of any part of it, it is the duty of such person to apply to the Superintendent for the proper explanation.

91. All former Rules that conflict with this card are abolished, and all former Time Tables are to be destroyed.