

# CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

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CHICAGO AND COUNCIL BLUFFS DIVISION IN IOWA.

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No. 38.

TIME TABLE

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No. 38.

To Take Effect Sunday January 8, 1888, at 1 o'clock P. M.

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FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

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ROSWELL MILLER,  
*General Manager.*  
J. F. TUCKER,  
*Assistant General Manager.*

J. T. CLARK,  
*General Superintendent.*  
A. J. EARLING,  
*First Asst. Gen'l Superintendent.*

R. B. CAMPBELL,  
*Superintendent.*  
J. G. HARTIGAN,  
*Assistant Sup't.*





# MIDDLE DIVISION—Between Van Horne and Perry.

## TRAINS GOING WEST.

STATIONS.																	Dis. From SAVANNA.	STATIONS.
	SECOND-CLASS.		SECOND-CLASS.		SECOND CLASS.		SECOND-CLASS.		SECOND-CLASS.		FIRST-CLASS.		FIRST-CLASS.					
	No. 15.		No. 13.		No. 11.		No. 9.		No. 7.		No. 3.		No. 5.					
	FREIGHT. Except Sunday.		TIME FREIGHT. Daily.		TIME FREIGHT. Daily.		TIME FREIGHT. Daily.		WAY FREIGHT. Except Sunday		PASSENGER. Daily.		PASSENGER. Daily.					
Van Horne 5.6	8.30	P. M. Mt 2	4.00	P. M.	12.40	P. M.	9.40	A. M. Mt 8	7.15	A. M.	† 9.02	A. M.	3.45	A. M.	116.4	Van Horne...N		
Keystone 6.1	8.55		4.25		1.01		10.00		7.40		† 9.15	Mt 8	† 3.56	Mt 16	122.0	Keystone...N		
Elberon 4.0	9.30	Mt 14	4.50	Mt 12	1.24		10.23		8.10		9.28		† 4.07		128.1	Elberon...D		
Vining 6.7	9.50		5.07		1.37		10.37	Mt 10	8.35	Mt 8	9.38		† 4.15		132.1	Vining...N		
Gladstone 4.6	10.27		5.32		2.01		11.00		9.03		9.52	Mt 10	† 4.28		138.8	Gladstone...D		
Tama City 5.7	10.55	Mt 6	5.50		2.16		11.15		9.25	Mt 10	10.02		4.37		143.4	Tama City...N		
Potter 4.9	11.30		6.09		2.37	Mt 12	11.31		{ 10.07 10.25	3 Ps	10.12	Ps 7	† 4.48		149.1	Potter...D		
Dunbar 2.0	11.45		6.33	Mt 2	2.53		11.45		10.50		10.21		† 4.57		154.0	Dunbar...D		
Pickering 2.6											10.28		* 5.01		156.0	Pickering...N		
Ferguson 5.0	12.10	A. M.	6.55	Mt 14	3.13		12.02	P. M.	11.20		10.36		5.07		158.6	Ferguson...N		
Haverhill 4.8	12.35		7.18		3.30		12.17		11.51		10.47		† 5.16		163.6	Haverhill...D		
State Cent Jc 2.5	12.55	Mt 16	7.40		3.45		12.30		12.15	P. M.	10.58		† 5.25		168.4	State Cent Jc. D		
Melbourne 4.9	1.15		7.52		3.53		12.38	Mt 12 Ps 7	{ 12.30 12.45	9 Ps Mt 12	11.05		† 5.29		170.9	Melbourne...N		
Rhodes 6.7	1.35		8.13		4.09		12.51		1.10		11.16		* 5.38		175.8	Rhodes...N		
Collins 5.0	2.00		8.45		4.30	Mt 14	1.10		1.45		11.31	Mt 12	† 5.52	Mt 8	182.5	Collins...N		
Maxwell 3.6	2.25		9.07		4.45		1.25		2.15		11.42		* 6.01		187.5	Maxwell...D		
Elwell 3.6	2.45		9.28	Mt 6	5.04	Mt 2	1.35		2.35		11.50		† 6.07		191.1	Elwell...D		
Cambridge 4.1	3.00		9.40		5.17		1.45		2.55		12.01	P. M.	6.15	Mt 10	194.7	Cambridge...N		
Huxley 4.1	3.20		10.00		5.30		1.58		3.15	Mt 14	12.10		† 6.22		198.8	Huxley...D		
Slater 6.8	3.40		10.14	Mt 16	5.43		2.10		3.38		12.19		† 6.29		202.9	Slater...D		
Madrid 7.6	{ 4.20 5.20	Mt 8 Mt 10	10.34		6.03		2.30	Mt 14	4.15	Mt 2	12.33		* 6.43		209.7	Madrid...N		
Woodward 4.6	6.00		11.15		6.35		2.57		5.00		12.51		* 6.58		217.3	Woodward...N		
Bouton 4.6	6.20		11.30		6.47		3.07		5.25		* 1.01		† 7.06		221.9	Bouton...N		
Perry Yard	6.40	A. M.	11.45	P. M.	7.00	P. M.	3.20	P. M. Mt 2	5.45	P. M.	1.13	P. M. Mt 14	7.15	A. M.	226.5	Perry Yard...N		
	No. 15.		No. 13.		No. 11.		No. 9.		No. 7.		No. 3.		No. 5.					

### 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 Middle Division will take their dates from Van Horne and Perry.

The Clocks in Telegraph Offices at Van Horn and Perry Yard are Standard Clocks.

† Refreshments.

‡ Trains do not stop.

\* Trains stop only on signal.

(D) Day Telegraph Office.

(N) Day and Night Telegraph Office.

# MIDDLE DIVISION—Between Perry and Van Horne.

## TRAINS GOING EAST.

STATIONS	DIS. FROM COUNCIL BLUFFS.	FIRST-CLASS.		FIRST-CLASS.		SECOND-CLASS.		SECOND-CLASS.		SECOND-CLASS.		SECOND-CLASS.		SECOND-CLASS.		STATIONS.
		No. 2.		No. 6.		No. 8.		No. 10.		No. 12.		No. 14.		No. 16.		
		PASSENGER.		PASSENGER.		TIME FREIGHT.		STOCK FREIGHT.		WAY FREIGHT.		FREIGHT.		FREIGHT.		
VanHorne	N 233.9	8.05	P. M.	11.45	P. M.	9.40	A. M.	11.37	A. M.	5.45	P. M.	10.15	P. M.	4.15	A. M.	Van Horne
Keystone	N 228.3	7.50		11.35		9.15	Mt 3	11.15		5.20		9.50		3.56	Mt 5	Keystone
Elberon	D 222.2	7.34		11.23		8.50		10.53		4.50	Mt 13	9.30	Mt 15	3.30		Elberon
Vining	N 218.2	7.24		11.16		8.35	Mt 7	10.37	Mt 9	4.20		9.05		3.15		Vining
Gladstone	D 211.5	7.08		11.03		8.13		9.52	Mt 3	3.40		8.32		2.49		Gladstone
Tama City	N 206.9	6.57		10.55	Mt 15	7.53		9.25	Mt 7	3.15		8.10		2.31		Tama City
Potter	D 201.2	6.43		10.44		7.40		9.00		2.37	Mt 11	7.40		2.12		Potter
Dunbar	D 196.3	6.33	Mt 13	10.35		7.25		8.42		2.10		7.20		1.55		Dunbar
Pickering	N 194.3	6.28		10.31												Pickering
Ferguson	N 191.7	6.22	Ps 14	10.26		7.10		8.25		1.48		6.55	Mt 13	1.30		Ferguson
Haverhill	D 186.7	6.08		10.15		6.53		8.07		1.20		5.55		1.10		Haverhill
StateCent.Jc	D 181.9	5.58		10.08		6.38		7.50		1.00		5.35		12.55	Mt 15	StateCent.Jc
Melbourne	N 179.4	5.51		10.04		6.30		7.41		12.45	P. M.	5.28		12.40		Melbourne
Rhodes	N 174.5	5.38		9.56		6.13		7.23		12.15	Mt 7&9			12.15	A. M.	Rhodes
Collins	N 167.8	5.23		9.45		5.52	Mt 5	6.58		11.31	Mt 3	4.30	Mt 11	11.42		Collins
Maxwell	D 162.8	5.12		9.34		5.25		6.40		11.05		4.08		11.20		Maxwell
Elwell	D 159.2	5.04	Mt 11	9.28	Mt 13	5.15		6.28		10.45		3.57		11.09		Elwell
Cambridge	N 155.6	4.56		9.17		5.05		6.15	Mt 5	10.25		3.35		10.50		Cambridge
Huxley	D 151.5	4.43		9.09		4.53		6.00		10.02		3.15	Mt 7	10.32		Huxley
Slater	D 147.4	4.33		9.01		4.40		5.45		9.45		2.57		10.14	Mt 13	Slater
Madrid	N 140.6	4.15	Mt 7	8.48		4.20	Mt 15	5.20	Mt 15	9.20		2.30	Mt 9	9.45		Madrid
Woodward	N 133.0	3.50		8.33		3.50		4.40		8.40		1.50		9.05		Woodward
Bouton	128.4	3.40		8.24		3.37		4.20		8.20		1.33		8.50		Bouton
Perry Yard	N 123.8	3.30	P. M.	8.15	P. M.	3.25	A. M.	4.00	A. M.	8.00	A. M.	1.15	P. M.	8.35	P. M.	Perry Yard
		Daily.	Mt 9	Daily.		Daily.		Daily.		Except Sunday		Daily.	Mt 3	Except Sunday.		
		No. 2.		No. 6.		No. 8.		No. 10.		No. 12.		No. 14.		No. 16.		

### SPECIAL RULES.

All trains will reduce speed to ten miles per hour while crossing Des Moines River and Iowa River Bridges.

Trains Nos. 7, 10, 12, 13 and 14 will carry passengers with tickets.  
 Train No. 15 will carry passengers with tickets between Van Horne and Tama City.  
 Train No. 16 will carry passengers with tickets between Perry and Cambridge.  
 Trains Nos. 7 and 15 will side-track for No. 8.

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

F. T. FOX, Train Dispatcher.

## WESTERN DIVISION—Between Perry and Council Bluffs.

### TRAINS GOING WEST.

STATIONS.															DISTANCES FROM SAVANA	STATIONS.
	SECOND - CLASS.		SECOND - CLASS.		SECOND - CLASS.		SECOND - CLASS.		SECOND - CLASS.		FIRST - CLASS.		FIRST - CLASS.			
	No. 15.	No. 13.	No. 11.	No. 9.	No. 7.	No. 3.	No. 5.	FREIGHT. Except Sunday.	TIME FREIGHT. Daily.	TIME FREIGHT. Daily.	WAY FREIGHT. Except Sunday.	TIME FREIGHT. Daily.	PASSENGER. Daily.	PASSENGER. Daily.		
Perry Yard 0.5			8.50 P.M.	8.15 P.M. Mt 6...	3.45 P.M. Mt 2...	7.35 A.M.	12.15 A.M.				1.18 P.M.	7.15 A.M. Mt 10...	226.5	Perry Yard 0.5		
Perry 6.0			8.55	8.20	3.50	7.45	12.20				1.25	7.20	227.0	Perry 6.0		
Dawson 4.4			9.20	8.38	4.08	8.05	12.40				* 1.40	† 7.31	233.0	Dawson 4.4		
Jamaica 2.2			9.40	8.50	4.20	8.30	1.00				1.51	† 7.39	237.4	Jamaica 2.2		
Herndon 4.2			9.50	8.56	4.26	8.45	1.10				1.56	† 7.42	239.6	Herndon 4.2		
Bagley 6.6			10.10	9.11	4.40	9.10	1.32	Mt 14..			2.08	† 7.51	243.8	Bagley 6.6		
Bayard 6.5			10.35	9.30	5.00	Mt 12..	9.45			2.00	Mt 16..	2.25	Mt 2..	250.4	Bayard 6.5	
Coon Rapids 8.3			11.00	9.50	5.20		10.15	Mt 8..		2.25		2.45		256.9	Coon Rapids 8.3	
Dedham 6.8			11.30	10.20	5.47		11.10			3.00		3.05	† 8.31	265.2	Dedham 6.8	
Templeton 5.5			12.06	A.M. Mt 14..	6.10		11.55			3.35	Mt 10..	3.20	Mt 12..	272.0	Templeton 5.5	
Warrack 1.5			12.30	Mt 16..	11.03		6.33	Mt 6..	12.15	P.M.	3.53	*	3.30	277.5	Warrack 1.5	
Manning 3.8			12.40		11.08		6.40		12.45		4.00	3.34		279.0	Manning 3.8	
Aspinwall 6.1			1.00		11.25	Mt 14..	6.53		1.15	Mt 2..	4.20	3.45	† 9.08	282.8	Aspinwall 6.1	
Manilla 2.4			1.30	Mt 10..	11.50	P.M. Mt 16..	7.08		1.40	Mt 12..	4.45	{ 4.00 4.10	{ 9.20 9.25	288.9	Manilla 2.4	
Astor 5.3			2.15				7.15		2.45		5.05	4.17	† 9.30	291.3	Astor 5.3	
Defiance 6.2			2.40				7.26		3.05		5.20	4.28	† 9.39	296.6	Defiance 6.2	
Earling 5.1			3.30				7.45		3.30		5.45	Mt 8..	4.44	9.52	302.8	Earling 5.1
Panama 6.2			3.55				8.00		3.47		6.05	4.55	† 10.01	307.9	Panama 6.2	
Portsmouth 5.6			4.22	Mt 8..			8.20	Mt 14..	4.07		6.25	5.10	Mt 6..	314.1	Portsmouth 5.6	
Persia 4.0			4.47				8.35		4.30		6.45	5.26	† 10.21	319.7	Persia 4.0	
Yorkshire 5.7			5.05				8.47		4.54	Mt 6..	7.00	*	5.37	323.7	Yorkshire 5.7	
Neola 5.2			5.30				9.05	Mt 16..	5.20		7.25	5.52		329.4	Neola 5.2	
Underwood 5.0			5.50				9.20		5.45		7.40	6.05	† 10.51	334.6	Underwood 5.0	
Weston 5.4			6.15				9.33		{ 6.10 6.26	3Ps Mt 14	8.05	Mt 12	6.16	Ps 9Mt 14	339.6	Weston 5.4
Glendale 5.3			6.35				9.46		6.55		8.20	*	6.27	345.0	Glendale 5.3	
Co. Bluffs			6.55	A.M. Mt 12..			10.00	P.M.	7.15	P.M. Mt 16..	8.40	A.M.	6.42	11.20	350.3	Co. Bluffs
U. P. Trans												7.00	P.M.	11.30	A.M.	U. P. Trans
			No. 15.	No. 13.	No. 11.	No. 9.	No. 7.	No. 3.	No. 5.							

### 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 Western Division will take their dates from Perry and Council Bluffs. The clocks in telegraph offices at Perry Yard, Manilla and Council Bluffs yard are standard clocks.

- † Refreshments.
- ‡ Trains do not stop.
- \* Trains stop only on signal.
- (D) Day telegraph office.
- (N) Day and night telegraph office.
- (NO) Night telegraph office only.



# GENERAL RULES

To be observed by Conductors, Engineers, Station Agents, Operators and employes on the Chicago and Council Bluffs Division in Iowa, Chicago, Milwaukee & St. Paul Railway, who will be held responsible for any violation of them.

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

1. Every person accepting a position with this company does so with the full knowledge of the perils incident to the operation of railways, and agrees to exercise due care in the performance of his duties to prevent accident to himself or others. Before using machinery or tools employes must see that they are in a safe condition to perform the services required.
2. Every employe of this company whose duties are in anyway prescribed by these rules, must always have a copy of them in his possession when on duty, and must make himself perfectly acquainted with every rule, and be prepared to stand an examination at any time. No employe will be permitted to run a train or engine without first passing a thorough examination on the rules by the Superintendent. The head of each department will see that his subordinates are supplied with current time tables.
3. The fact that any one enters or remains in the service of the company will be considered as an expression of willingness to obey these rules. He will not be excused for the violation of any of them, though they may not be included among those applicable to his department.
4. Special rules shall supersede general rules and be fully observed while in force. These rules are all deemed important, and a strict observance of each and all of them is absolutely required. In all cases of doubt take the safe course.
5. Employes must wear the prescribed badges or uniforms while on duty.  
Mail agents, express messengers, parlor and sleeping car conductors and porters, news agents and persons in charge of individual cars are subject, while on duty, to the rules governing employes of the company.
6. Incivility to patrons of the road will not be tolerated, whatever the provocation may be. Boisterous, profane or vulgar language on trains, or on the premises of the company, is strictly forbidden.
7. Any employe knowing of the violation of the rules by another employe, and who fails to report the same to the Superintendent, becomes equally censurable.
8. The use of intoxicating drinks has proven a most fruitful source of trouble to railways as well as to individuals. The company will exercise the most rigid scrutiny in reference to the habits of employes in this respect, and any employe who has been dismissed on this account will not be reemployed. Drinking when on duty or frequenting saloons will not be tolerated, and preference will be given to those who do not drink at all.
9. If any one is in doubt as to the meaning of any rule or special instruction, application must be made at once to the Superintendent or other proper division officer, for an explanation. Ignorance of the rules will not be accepted as an excuse for neglect of duty.
10. All former rules that conflict with these rules are abolished, and all former time tables are to be destroyed.

## STANDARD TIME.

11. Standard time will be telegraphed daily at 10 o'clock A. M. The clocks at stations indicated in special rules will be regulated to "Standard time."  
Each conductor and engineer must have a reliable watch. Conductors must compare and correct their watches before starting on their runs and register in a book provided for that purpose that such comparison and correction has been made.  
Conductors and engineers must compare time with each other before starting on their runs.  
Conductors and engineers not having access to clocks that are regulated to Standard time, will call for and receive correct time from the Train Dispatcher before starting on their runs.
12. Immediately on receipt of Time, operators will acknowledge same by saying "O K" and signing their calls. Operators will see that all clocks are compared and corrected daily. They will also compare time with Train Dispatcher's office at 9 P. M.

## TIME TABLES.

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

14. When but one time is shown, it shall be regarded as leaving time. Where two times are shown, the earlier will be the arriving, and the later the departing time. Trains will not leave stations before the time specified unless so directed.
15. *End faced figures* denote regular meeting and passing points of trains.

## STANDARD SIGNALS.

16. All employes whose duties require them to give signals, must provide themselves with the proper appliances, and keep them in good order and always ready for immediate use.  
Flags of the proper color must be used by day and lamps by night, or whenever from fog or other cause the day signals cannot be clearly seen.
17. Red signifies danger and is a signal to stop.  
Green signifies caution and is a signal to go slow. It is also a signal to stop trains at Flag Stations.  
White signifies safety.
18. A torpedo placed on the rail is a signal to be used in addition to the regular danger signals. The explosion of one or more torpedoes is a signal to stop immediately. Torpedoes must not be placed near Stations or road crossings, where persons are liable to be injured by them.  
A fusee is an extra danger signal to be lighted and placed on the track in case of accident, or when a train reduces speed so as to endanger its rear from trains that may be following.
19. A flag or lamp swung across the track, a hat or any object waved violently signifies danger and is a signal to stop.

## LAMP SIGNALS.

20. A lamp swung across the track is the signal to stop.  
A lamp raised and lowered perpendicularly is the signal to move ahead.  
A lamp swung in a half circle over the head, when the train is standing, is the signal to back.  
A lamp swung in a circle at arms length, when the train is running, is the signal that the train has parted.  
A flag or the hand moved in any of the directions given above will indicate the same signal as given by a lamp.  
If signal is given quick, move quick; if slow, move slow.

## FIXED SIGNALS.

21. Fixed signals are placed at Junctions, Railroad Crossings, Draw Bridges, Stations and other points that require special protection. Special instructions will be issued indicating their position and use.
22. A signal imperfectly displayed or the absence of a signal at a place where usually shown must be regarded as a danger signal and the fact reported to the Superintendent.
23. Switch lights and train order signal lights must be kept burning all night.

## BELL-CORD SIGNALS.

24. One tap of the signal bell when the train is standing, is the signal to call the engineer's attention to the rear and to test the air brake.  
Two taps of the signal bell when train is running, is the signal to stop at once. When given after the whistle signal for approaching a station, it will signify that the train is to stop at the station.  
Three taps of the signal bell is the signal to back up.  
When one tap of the signal bell is heard while a train is running, the engineer must immediately ascertain if the train has parted, and be governed accordingly.

## WHISTLE SIGNALS.

25. One short blast of the whistle, thus —, is the signal to apply the brakes.  
One long blast of the whistle, of five second's duration, thus ———, is the signal for approaching stations, railroad crossings, junctions and draw bridges.  
Two short blasts of the whistle, thus — —, is the signal to release brakes and must also be given before starting, after stop has been made for railroad crossings.  
One long and one short blast of the whistle, thus — — —, must be given in answer to all signals to stop.  
Three short blasts of the whistle, thus — — —, when train is standing, to be repeated until answered by trainmen, is the signal that the train will back.  
One long and two short blasts of the whistle, thus — — — —, is the signal for highway crossings.  
Three long blasts of the whistle, thus — — — — —, when train is running, to be repeated until answered by signal from trainmen, is the signal that train has parted.

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

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

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

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

## TRAIN SIGNALS.

26. Freight trains must display two red flags by day, and two red lights by night, one on each side of the rear car of the train. All trains running after sunset, or when obscured by fog or other cause, must display the headlight in front, and two or more red lights in the rear.
  27. Signal cords shall be used on all passenger and mixed trains, and shall extend from the rear car to the whistle or signal bell on the engine, and shall not be detached while the train is in motion.
  28. Two red flags by day, and in addition two red lights by night, displayed on the front of the engine, denote that the train is followed by another train.
  29. When two or more engines are coupled together, the leading engine only shall display the signals as provided by rules governing the carrying of signals and shall answer all signals.
  30. Two white flags by day and two white lights by night, displayed on the front of an engine, denote that the train is an irregular one. These signals must be displayed by all irregular trains.
  31. One flag or light displayed as a classification signal, will be regarded the same as if two were displayed. Conductors and engineers will be held responsible for the proper display of all signals.
  32. When freight trains are standing on side tracks, all red lights on rear of train must be removed and green side lights displayed as soon as main track is clear. The red lights must again be displayed before returning to main track.
  33. White signals must be used by watchmen on public and street crossings to prevent persons and teams from crossing when trains are approaching. Danger signals must be used only when necessary to stop trains.
  34. A red flag by day or a red light by night placed on the end of a car denotes that car inspectors are at work under or about the car or train. The car or train so protected must not be coupled to or moved until the red signal is removed by the car inspectors. When a car or train standing on a siding is protected by a red signal, other cars must not be placed in front of it so that the red signal will be obscured, without first notifying the car inspector that he may protect himself.
  35. All signals must be used in accordance with the rules, and trainmen and enginemen must keep a constant look out for signals.
- ## CLASSIFICATION OF TRAINS.
36. All trains shall be designated as regular or irregular. Regular trains are those represented on the time table, and may consist of one or more sections. Irregular trains are those not represented on the time table. An engine without cars, in service on the road, shall be considered a train.
  37. Trains are classified on the time table as to their right to the track. Trains of the first class being superior to those of the second and all succeeding classes, and so on indefinitely. The terms, Passenger, Freight, or Mixed are descriptive, and do not refer to class.
  38. Irregular trains will be designated as follows: Irregular passenger trains shall be designated as Special Trains. Irregular freight trains shall be designated as Extra Trains. Working and construction trains shall be designated as Work Trains.
  39. Irregular trains are of inferior class to regular trains.
- ## TRAIN RIGHTS.
40. Trains in a specified direction will have the absolute right to track over trains of similar or inferior class, moving in the opposite direction, this will be indicated on the different divisions by special rule on face of time card.
  41. Trains of inferior class must keep out of the way of trains of a superior class.
  42. Regular trains, 24 hours or more behind their time table time, lose all their rights.
  43. No train shall assume the rights of any other train without orders. Should a train be delayed so that another train of the same class overtakes it, the train overtaking the delayed train shall not have the right to pass it without orders.



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

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

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

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

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

### INSTRUCTIONS TO TRAIN AND ENGINEMEN.

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

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

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

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

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

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

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

56. No train shall leave a station without a signal from its conductor.

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

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

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

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

61. When a train stops between stations, a flagman must immediately go back with proper signals to stop any train that may be following; not a moment must be lost in inquiry as to the cause of stoppage or its probable duration. The flagman must go back *instantly* and shall take not less than three torpedoes, also a red flag by day, and a red and a white light by night and shall place one torpedo on the rail on the engineer's side when three-quarters of a mile (23 telegraph poles) distant from the rear of the train, and at a further distance of one-quarter of a mile (8 telegraph poles), he shall place two torpedoes on the rail on the engineer's side. He will then, selecting a place where the view is long and clear, remain until a train is stopped, or he is recalled. Returning he will leave two (2) torpedoes at the most distant point from his train and take up the rest. Whenever it becomes necessary the forward end of the train shall be protected in the same manner.

62. If it is necessary for an engineer to stop his train between stations, he must, if possible, select a place where the view is clear in the rear of train for at least one-half mile and give the proper whistle signal as per Rule 25. This shall be the signal that the engineer wants to stop and the rear brakeman must instantly go back and protect the train as per Rule 61. If the conductor finds it necessary to stop, he shall take the same precaution and protect the train in the same manner.

63. If for any cause speed is reduced so as to endanger the rear of train, conductors will be held responsible for its proper protection from trains that may be following by the use of fuses or other danger signals as per Rules 18 and 61. A train finding a fuse burning upon the track must come to a stop, then proceed with great caution.

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

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

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

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

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

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

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

Passenger trainmen must not smoke while on duty.

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

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

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

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

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

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

73. Flying switches are forbidden except at spur sidings. Know that the switches and brakes are in working order before making a switch.

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

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

76. Conductors and brakemen of freight trains approaching stations must be out on their trains at least one mile from every station.

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

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

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

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

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

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

Conductors of freight trains will open their trains to allow at least one public crossing when they are to remain at stations more than five (5) minutes. When passenger trains are to pass, care must be taken to leave free passageway for all persons going to or from them.

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

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

83. Both side links or the center links in Potter Draft Irons must be coupled.

Great care should be used in coupling and uncoupling cars. Do not go between them to couple, but always use a stick. Extra care is required when coupling foreign cars.

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

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

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

85. Enginemen must see that the engine is provided with a pair of screw jacks, extra spring hangers, six flue plugs, and necessary day and night signals.

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

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

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

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

89. All persons are cautioned against standing upright on top of covered cars while passing under bridges or through tunnels. All persons are forbidden to board engines or cars while they are in too rapid motion. Under no circumstances must they stand on the track and board engines or cars when same are approaching them.

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

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

92. Conductors and engineers, when they see the telegraph line down, must report the fact at the first telegraph station they pass, giving the locality as near as possible. Should a train be held over thirty minutes

at a telegraph station where there is no night operator, the conductor will call the day operator into the office to get orders for him.

### MOVEMENT OF TRAINS BY TELEGRAPH.

93. Superintendents and Train Dispatchers are the only persons authorized to give orders for the movement of trains.

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

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

96. The operator, after receiving an order, will have the conductor sign his understanding for himself and engineer, and after the order is endorsed "O K," and timed, the operator will sign it, file one copy, and give two copies to the conductor, who will retain one and deliver one to the engineer, who must read and understand it before starting the train.

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

98. A special order for the movement of trains, sent by telegraph, has no force or value until the understanding of the conductor and engineer has been repeated to the person giving the order, and has been approved by him as "O K," and not then until the approval is endorsed upon the order and the operator has signed his own name thereon. The "O K" will be given by the order number, and the time the "O K" is given will be endorsed on bottom of order as follows:  
Order 1, "O K" 5:10 P. M.  
.....Dispatcher.

99. When by reason of the telegraph failing or other cause, the understanding cannot be sent or "O K" returned, the order is void and will be so considered by all concerned, but the order must be shown to the conductor and engineer of any train affected by it, who will take such precautions as will insure safety.

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

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

101. Train and engineers in passing a station must specially observe whether signals are displayed for train orders. They will not pass a telegraph station until they are certain that such signals are not displayed. No train must leave a station where a train order signal is displayed without receiving an order or "clearance" from the operator. See rule No. 53.

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

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

104. In moving trains by special orders each section shall be taken and considered as a separate and distinct train, and shall receive and run only under special orders addressed to its own conductor and engineer.

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

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

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

108. Operators receiving this order will display order signal, give their "13" and hold the trains mentioned in the order for each other.

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

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

#### FORMS OF ORDERS.

For a definite meeting point:

FORM A.

"No. .... and No. .... will meet at ....."

Upon an order of this form, both trains will run to the station named, the train arriving first will wait until the other train arrives, unless it receives another order authorizing it to proceed.

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

FORM B.

"No. .... will run ....., late from ....."

Upon receiving an order of this form, the train mentioned in the order, will run not less than five minutes more behind time table time, than the time specified. Other trains receiving this order, can use the time of the train mentioned as specified between the points named ahead of or against it.  
For a time order:

FORM C.

"No. .... has until ....., to run to ....., against No. ...."

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

FORM D.

"Hold No. .... for orders."

The operator receiving this order must not give his understanding to such order, until he has displayed proper signal and is assured beyond a doubt that he can hold the train as directed in the order. An order to an operator to hold a train for orders, or an order for a train to hold at a station for orders, remains in force until made void by the Train Dispatcher.  
For signal order:

FORM E.

"..... and Engineer."

"Run first section No. .... and carry Signals ....."

"..... and Engineer:

"Run second section No. ...., ....., to ....."

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

For irregular trains:

FORM F.

"..... and Engineer:

"Run extra ....., to ....."

Upon receipt of this order the train will run to the station named in the order, keeping out of the way of regular trains.  
For a work train:

FORM G.

"..... and Engineer:

"Work extra between ....., ....., and ....., until ....., m." (Date.)

Upon this order a work train will have a right to the track between the points specified, keeping out of the way of regular trains.

J. T. CLARK,  
General Superintendent.

A. J. EARLING,  
First Asst. Gen'l Superintendent.

Abandoning trains:

FORM H.

"No. .... of ....., is abandoned."

For changing meeting point:

FORM I.

"..... and Engineer:

"No. .... and No. .... will meet at ....., instead of ....."

For countermanding an order:

FORM J.

"..... and Engineer:

"Order No. .... reading ....., is void."

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

FORM K.

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

"After ....., m., keep out the way of ....., Train ....., (Giving direction and name of Conductor.)"

#### INSTRUCTIONS TO TRACK AND BRIDGEMEN.

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

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

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

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

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

#### INSTRUCTIONS TO STATION AGENTS.

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

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

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

Tickets must not be sold for stations at which trains do not stop.  
119. As trains at night must stop when switch lights or train order signals are not found burning. Agents (and operators in charge at night) must personally see that they are kept in good condition and burning from sun-set to sun-rise.

Agents will be held strictly accountable for this.

R. B. CAMPBELL,  
Superintendent.

J. G. HARTIGAN,  
Asst. Superintendent.

ROSWELL MILLER,  
General Manager.

J. F. TUCKER,  
Asst. General Manager.

FRUIT CIRCULAR.

Central Pacific Railroad Company,

OPERATING THE

SOUTHERN PACIFIC RAILROADS

of California, Arizona and New Mexico,

AND THEIR CONNECTING LINES.

San Francisco, September 15th, 1883.

Until further notice, when shipments are offered subject to the subjoined Rules and Conditions, the Central Pacific Railroad Company will guarantee the following rates of freight on FRUIT and VEGETABLES by freight train, in car loads of not less than 20,000 lbs. nor more than marked capacity of car, and in case capacity is not marked, 28,000 lbs.: by passenger train, in car loads of not less than 20,000 lbs. nor more than 24,000 lbs. in old, or 30,000 lbs. in new C. P. Fruit Cars, and in Foreign Fruit Cars load must not exceed marked capacity or extreme limit as provided for C. P. Fruit Cars.

From SAN FRANCISCO, SACRAMENTO, OAKLAND (16th St.), SAN JOSE, MARYSVILLE, STOCKTON AND LOS ANGELES, To	BY FREIGHT TRAIN. Per 100 Pounds.		*BY PASSENGER TRAIN. Per 100 pounds.
	VEGETABLES.	GREEN FRUIT.	GREEN FRUIT of all kinds and VEGETABLES, in straight or mixed car loads.
OMAHA, COUNCIL BLUFFS AND KANSAS CITY .....	\$ 1 40	\$ 1 80	\$ 3 55
GALVESTON AND SAN ANTONIO .....	1 40	1 80	3 55
ST. LOUIS AND NEW ORLEANS .....	1 42	1 92	3 84
CHICAGO, ST. PAUL AND MINNEAPOLIS .....	1 50	2 00	4 00
CINCINNATI .....	1 50	2 00	4 00
LOUISVILLE .....	1 53	2 03	4 08
NEW YORK, PHILADELPHIA AND BALTIMORE .....	1 50	2 57	5 14

To points common with those named above, rates by freight train will be the same.

The passenger train rates will apply only to the points named above.

For rates by passenger train to points common with those named, communicate with the Gen. Freight Agent.

\* Fruit by Passenger Train will be taken only when the Company can furnish cars properly equipped.

The following Railroad Companies have agreed to haul fruit in Passenger Trains; but the C. P. R. R. Co. cannot undertake to guarantee Shippers against failure, upon the part of the Companies enumerated, to perform this agreement. It can only agree that if the service is performed by Passenger Train, the charge therefor shall not exceed the rate above provided:—

UNION PACIFIC RY.	CHICAGO & ALTON R. R.	MICHIGAN CENTRAL R. R. and Eastern connections.
ATCHISON, TOPEKA & SANTA FE R. R.	CHICAGO, BURLINGTON & QUINCY R. R.	MISSOURI PACIFIC RY. and Leased Lines.
TEXAS & PACIFIC RY.	CHICAGO & NORTHWESTERN R. R.	OHIO AND MISSISSIPPI R. R.
GALVESTON, HARRISBURG & SAN ANTONIO RY.	CHICAGO, ROCK ISLAND & PACIFIC RY.	PENNSYLVANIA R. R.
DENVER & RIO GRANDE RY.	CHICAGO, MILWAUKEE & ST. PAUL R. R.	WABASH, ST. LOUIS & PACIFIC RY.
	CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA R. R.	

THE ATTENTION OF AGENTS is called to the fact (which they will communicate to all Shippers by handing each a copy of this Circular), that the rates to points East of Ogden, Deming or El Paso are authorized only upon the conditions herein specified. If shippers refuse to sign releases, or to accept these conditions, Agents are instructed to contract to Ogden, Deming or El Paso only.

When ventilators, grates or doors are left open by or at request of Shippers (which must be in writing, and carefully filed by agent), the carriers will not be responsible for damage or theft; and no claims for losses of this kind will be entertained.

As this Company has but a limited number of Fruit Cars, it can only agree to distribute them equally among Shippers. Orders for such cars (which should be given as early as possible) will be received subject to Company's convenience, and will not bind them to furnish this class of cars on any particular day.

Charges on fruit to destination should in all cases be prepaid or guaranteed by responsible parties other than Shippers. This Company is required by connecting roads to give an absolute guaranty of all charges to destination on Fruit and other perishable freight, and Shippers, or parties signing guaranties for them, should understand that their guaranty must be in all respects equivalent to prepayment of charges, if for any reason property is refused by consignees or fails to bring amount of freight charges.

No particular TIME is guaranteed, and in no case does this Company agree that freight will not be transferred en route. It will, however, do all in its power to prevent transfer or detention of cars. The notation, "Car to go through," may be made on way-bills, but should not appear on bills of lading. Shippers must assume all risk arising from the perishable nature of the freight.

Agents will furnish each shipper of Fruit or Vegetables from their Stations a copy of this Circular, taking his receipt therefor (as appended below), and will in all cases write plainly across the face of each Bill of Lading for Fruit shipped under its provisions:—

+ "The rates herein guaranteed are subject to the provisions and conditions of Fruit circular dated San Francisco, September 15th, 1883."

J. M. CRAWLEY,  
Second Asst. Gen. Frt. Agent.

C. F. SMURR,  
First Asst. Gen. Frt. Agent.

RICHD. GRAY,  
General Freight Agent.

A. N. TOWNE,  
General Manager.

J. C. STUBBS,  
Freight Traffic Manager.

+ Agents must not fail to make this notation.

Station,

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I hereby acknowledge receipt of Fruit circular dated September 15th, 1883, and agree that all shipments made by me or on my account, shall be subject to the terms and conditions contained therein.

Witness:

