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CYCLE-INFANTRY

RILL REGULATIONS.

PREPARED BY

BRIG. GEN. ALBERT ORDWAY.

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Adopted March 25, 1892.

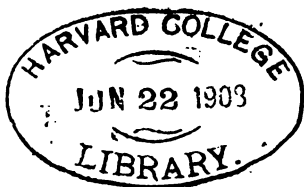
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BOSTON:

POPE MANUFACTURING CO.,

1892.

War 1208.92.5



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ALBERT ORDWAY.



## PREFACE.

MAJOR GENERAL NELSON A. MILES, in his annual report just published, says: "The results obtained, under the most adverse and discouraging conditions, prove conclusively that the bicycle will in the future prove to be a most valuable auxiliary in military operations, not only for courier service but also for rapidly moving organized bodies of men over the country." This report is due largely to the fact that a detachment of regular troops at Fort Sheridan, Illinois, have been testing, since December last, the practicability of the bicycle for military purposes. These tests have been of a severe nature, over rough roads, at all seasons of the year, and have proved the great advantage of the wheel as a means of rapid transportation. The grand military tactics of Napoleon may be summed up in his own words: "Providence is on the side of the heaviest battalions," meaning by this that the concentration of force on a given point at a given moment was the sure means of victory. Reasoning from this we may infer that, other things being equal, that commander will be victorious who can throw the larger body of men on a given point at a given time either to act on the offensive or defensive.

Because it is noiseless in its operation, in one respect the bicycle is superior to all other means of transportation for military purposes. Mounted on wheels soldiers could be moved silently and swiftly to strategic points; outposts and pickets could be surprised and captured; orderlies and couriers could carry their orders and despatches with great rapidity without the clatter of horses' hoofs attracting the enemy's attention.

This book is published because it is believed that there exists nowhere in the world a comprehensive system of drill regulations for military cycling. Personally I have endeavored during the last year to find such a manual; in search of it I sent to the War Offices of Europe, because in England and continental Europe, bicycles have been successfully used for years by troops, and from all of them, with the exception of the War Office of Great Britain, the replies were that no such system had been published, but that copies of any work on the subject that might have been issued in this country would be greatly appreciated. From England I received a drill book that has been adopted there, but which consisted of only a few pages without diagrams and practically was of little or no value.

The Cycle-Infantry Drill Regulations, prepared by Brigadier General Albert Ordway, have been approved by the highest military critics and have been subjected to the tests of actual use, and I believe them to be as near perfect as any drill book on the subject can be. General Ordway during the war was colonel of the 7

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Fourth Massachusetts Infantry; he entered the volunteers as lieutenant in September, 1861, and his "highly meritorious service during the war" won for him the title of Brevet Brigadier General, U. S. V. At the present time he is Adjutant General of the District of Columbia. In the careful preparation of these Drill Regulations, General Ordway was assisted by Colonel Oscar F. Long, U. S. A., a graduate of the Military Academy and an officer distinguished for gallant conduct in Indian campaigns.

It is to be considered by all cyclists that military cycling depends largely for its success on the condition of the roads. As a means of defence it would be highly advantageous for the government to provide a system of military roads leading to the large seaports, so that if the time should ever come when a hostile force should be landed at any of our maritime ports, then the militia mounted on bicycles could hasten from the interior to their defence. It is obvious that had there been good roads and safety bicycles at the time of our last war with England, the British would never have been able to advance on our capital and destroy its buildings, because their triumphant progress would have been checked by the volunteers from the surrounding country rapidly concentrating at defensive points. Going back farther than this in the history of our country, who can tell what would have been the story of Bunker Hill if ball-bearing safeties and good roads had abounded in the vicinity Boston? Would not the minute men from the neigh

ing country have been able to reinforce the breastworks on Copp's Hill and sent George the Third's army back to the ships?

As an introductory to these Drill Regulations I append the speech of Major General Nelson A. Miles.

ALBERT A. POPE.

BOSTON, MASS., Nov. 1, 1892.

[REDACTED]

## SPEECH OF GENERAL MILES ON MILITARY CYCLING.

*Delivered at the banquet tendered to Col. Charles L.  
Burdette, President of the League of American  
Wheelmen, at Chicago, May 31, 1892.*

**GENERAL MILES**—Mr. President and Gentlemen: The question of the use of the bicycle for military purposes is one that would naturally attract the attention of military men. As the art of war is one of the oldest in the history of mankind, it is natural to suppose that the military man would adopt any invention, any improvement, anything that is new, that is useful for mankind in times of peace which can be utilized in time of war. The battle axe, the short sword, and the pike have given place to the automatic magazine rifle, the steel cannon and the dynamite gun; the war canoe, the galley, and the line of battle ship have given place to the submarine torpedo boats; the armored ships and the telegraph have been utilized for purposes of war.

In a country like this, of sixty millions of intelligent people, it is useless to give an opinion about a fact; it is useless to argue and discuss a subject that requires no discussion. The intelligent people simply require a statement of facts. They care nothing about my opinion or yours. The people of this country all have their own opinions, and they are willing to express them on any and all occasions. We all know that in military matter *one of the principal arts of war is rapidity of movement*

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the power to move troops and munitions of war rapidly from one part of the country to the other. Hannibal, the master of the military art, was enabled to place an inferior force in the Roman territory and keep it there for fifteen years, regardless of the powerful armies that were brought against him. And yet he was finally overcome by the rapidity of movement of one of the corps against a portion of his army. Alexander, Hannibal, and Cicero used horses, and Napoleon, coaches, in moving rapidly portions of their corps from one part of the country to another. Everyone familiar with modern history knows that the steamship and locomotive have been utilized for moving rapidly bodies of troops from one section of the country to another, and we all know the superiority of cavalry over infantry.

General Sherman told me at one time he was about Atlanta, his line of communication extending a long distance, nearly two hundred miles, that it took nearly fifty thousand men to keep Forrest, with five thousand men, off his line of communication and away from his depots of supplies. Forrest would ride from one part of the country to another. He was perhaps the greatest cavalry leader that this country has ever known, and it is said that he wore down eleven mounts in a year. The reason of that is that to guard against heavy raiding commands that will destroy communications and depots of supplies, which are so important to an army, some means must be used.

Now the question is whether the American forces or European forces, mounted as you men are on the wheel, can do as much on foot as you can, or as you could were you mounted on horses. It is a fact so plain that it does *not need the opinion of any military man. Every boy fifteen or twenty years of age, every young man make up his mind for himself. It is true that mounted on a wheel can move over the ordinary*

with greater rapidity and make greater distances than he could possibly move on foot or mounted upon horses. It is true that if you wish to send a despatch and you station race horses a short distance apart, that they might possibly make better time than the wheelmen could over the same road. But it is a question with the improvements that you are making whether you cannot in time pass even the race horse. When your men are able to make, as they have already made, twenty-four miles within one hour, or have travelled at the rate of a mile in two minutes, a quarter of a mile in thirty seconds, it is about as fast as the ordinary horse can run, and you men can keep it up longer than a single man can upon a single horse. Every young man knows that it will be possible, in case of war, to organize a corps of men that would excel any body of infantry or cavalry.

The president has told us that your league numbers thirty thousand men. Suppose that out of that number you organize a corps of fifteen or twenty thousand young, intelligent men and mount them upon wheels and equip them as they should be. It would be one of the most effective corps ever organized. It is estimated that there are in this country a quarter of a million men who are accustomed to ride the bicycle. If out of that number 50,000 men were organized it would make one of the most effective army corps that was ever marshalled in any country or any time.

Recently a despatch was sent from this city to New York. If you were to select a time you would perhaps have to wait twenty years before you would find the country so thoroughly saturated with water as at the time that despatch left Chicago for New York. It would be almost impossible to find the country in such a condition to start with, and the riders met every kind of storm, rain, sleet, and darkness, for nearly the whole distance; only nine hours without being drenched wi

water during a ride of about a thousand mile that has demonstrated what can be done under the most unfavorable circumstances. The only way to illustrate what can be done under favorable circumstances would be to send a despatch over the same route, at a time when the roads were hard and when they could go through in fair weather, and when they would not encounter at night the dense black darkness to which they were obliged to grope their way. For instance, start that despatch when we have good weather, and moonlight nights, the distance would undoubtedly be made in less than half the time it was made in.

Yesterday a few soldiers from Fort Sheridan, in the command of Lieutenant Hunt, the detachment having very little experience in riding, went to Pullman for curiosity to see how soon they could make the trip from Pullman to Chicago, a distance of fifteen miles. They started in the morning with their full equipment, the same as men fitted for a campaign, in regular marching order. They made the distance, as I am informed by the officer, in one hour and twenty-five minutes marching time. They were instructed to start early in the morning and arrive between nine and ten. In order not to be delayed they were directed to start early. I instructed the officer that if he found that he was going in ahead of time he could stop and rest at any place he wished. He rested quite a long time, and made the distance, as I say, in the marching time of one hour and twenty-five minutes. The ordinary time of riding over the same distance, equipped as they were with their rifles and full equipment, would have been about five hours. I asked the officer how the detachment stood the march, and he said they were very fatigued, and would have turned around and retraced their way over the ground again with pleasure. For



did not allow them to do it, because they might have run over some of you young men who started for Pullman. [Laughter.]

The young gentlemen who carried the despatch from Chicago to New York demonstrated more than one thing. They demonstrated the wretched condition of the American roads. We have wondered for many years what was the trouble with the country; there was so much dissatisfaction, there was so much complaint from the public press and the people that they were getting poor. They were going to make war upon the railroads; the railroads were their enemies. They were going to make war on the manufacturers; they were dissatisfied with the tariff and with the currency. They wanted fiat money and they wanted free coinage. They wanted hard money and they wanted free trade or protection, or they wanted something; they wanted the granger element or the Farmer's Alliance, and we have really been wondering what was the trouble with the farmers of this country. These young men, passing from here to New York, have not only been splendid bicycle riders, but they have been discoverers. They have discovered what is the trouble with the farmer. It is not the tariff or coinage, the money or the currency, the markets or the railroads, it is the roads. That is the trouble with the country. [Great applause.] If I were in politics, as my friend on the right [laughter] I would discuss that subject. I would let the farmers in the country know what the trouble is. The fact is, and you can realize it, the farmer is shut up for months in the year. He devotes the industry of a year to raising a crop, he has his stock ready for market, his corn gathered, and the rains come and it is impossible for him to sell anything; and while he may be in favor of free trade, he has not the opportunity of making a free trade with anyone. He cannot go anywhere at any time. [Applause.] He hears that

is bringing a good price in the market, and he starts with a load, he gets a few miles from his home, and there he breaks down and remains. He starts for church on Sunday, trying to be a good man, he gets stalled in the mud, and the longer he stays there the more he needs the influence of the church. [Laughter and applause.] If he undertakes to drive his stock to market they bolt the road and jump over the fences into his neighbor's fields, and out comes his neighbor with his dog and gun and threatens to prosecute him or shoot him, and he is in trouble all the time. He really cannot understand what is the trouble, but it is the condition of the roads.

Now these enterprising young men who carried that despatch through have demonstrated to the country that we need good avenues in order that our people may travel from one part of the country to the other, and that they may have means of bringing their products to the market. Roads furnish an indication of civilization. The reverse is an indication of the absence of the highest and best state of civilization. Those gentlemen, in carrying that despatch, demonstrated that we have a class of young men as intelligent, as brave, as resolute, and as patriotic as ever graced any country in any time, [applause] and in my judgment they and the gentlemen that were interested with them in that enterprise are entitled to the thanks of the entire country. I am very glad to have an opportunity to say now, in this presence, that they have at least my thanks, and I believe that their efforts will certainly do the country much good. [Great applause.]

*The Referee, Chicago and New York, June 3, 1892.*

# CYCLE-INFANTRY

## DRILL REGULATIONS.

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### DEFINITIONS.

**Column**—A formation in which the elements are placed one behind the other, whether singly, in fours, or in sections.

**Depth**—The space from head to rear of any formation.

**Distance**—An open space in the direction of depth.

Distances are measured from the extreme point of the rear wheel of one cycle to the extreme point of the front wheel of the cycle in rear of it.

Cycle-distance is the length of a cycle, which, with the cycle now ordinarily in use, will be taken as six feet.

**Front**—The space, in width, occupied by a command, either in line or column.

In estimating the extent of the front, the space occupied by one cyclist is taken as six feet, which includes the space, in width, occupied by the cycle.

**Interval**—An open space between elements of the same line.

Cycle-interval is six feet, and is measured from the steering-pillar of one cycle to the steering-pillar of the cycle on its right or left.

## GENERAL PRINCIPLES.

1. The Cycle Company will be treated as a company of mounted infantry.

The cycle being simply the means of transportation, the company will be dismounted on reaching the point at which it is to be used, and formed as a company of infantry.

To facilitate the change from dismounted to mounted formation, the formation dismounted as infantry will be in single rank.

2. By reason of bad roads, it is not probable that Cycle-Infantry, in organized bodies, can be used in field service in this country, though they would undoubtedly form a valuable auxiliary force to an army in the field for use individually, or in small detachments, for courier and signal service. As organized bodies they would be of inestimable value in the defense of long lines of fortifications, and, in cases of riots in cities, by reason of the rapidity with which they could be moved to any threatened point.

3. Movements that may be executed toward either flank are explained as toward but one flank, it being necessary to substitute the word "left" for "right," or the reverse, to have the command and explanation of the corresponding movement toward the other flank.

4. In movements where the guide may be either right, left, or center, it is indicated in the text thus: *Guide (right, left, or center)*.

5. Any movement when dismounted may be executed either from the halt or when marching, if not otherwise prescribed.

6. All movements when dismounted, not specially excepted, may be executed in double time. If the mover be from the halt, or when marching in quick time, the command *double time* precedes the command *march*; if marching in double time, the command *double time* is omitted.

7. Mounted movements will habitually be executed

or double time, the command *slow time* or *double time* precedes the command *march*.

8. There are two kinds of commands. The *preparatory* command, such as *Forward*, indicates the movement that is to be executed. The command of *execution*, such as **March**, or **Halt**, causes the execution.

Preparatory commands are distinguished by *italics*, those of execution, by **Bold type**.

Where it is not mentioned in the text who gives the commands prescribed, they are the commands of the instructor.

The preparatory command should be given at such an interval of time before the command of execution as to admit of its being properly understood; the pause after each command should be well defined, and will vary with the size of the body of troops. The command of execution should be given the instant the movement is to commence.

The tone of command is animated, distinct, and of a loudness proportioned to the number of men under instruction.

Each preparatory command is pronounced in an ascending tone of voice, but always in such a manner that the command of execution may be more energetic and elevated.

On foot the command of execution is pronounced in a firm and brief tone.

In mounted movements the preparatory commands are more or less prolonged to insure their being heard; the command of execution is always prolonged.

When giving commands to troops it is usually best to face or look toward them.

9. To secure uniformity, officers and non-commissioned officers should be practiced in giving commands.

The calls and signals should be frequently used in instruction, that the officers and men may readily recognize them.

10. If the instructor wishes to revoke a preparatory command, he commands: **As you were**.

11. In the different schools, the posts of the officers and non-commissioned officers are specified; as instructors they go wherever necessary

## ELEMENTARY DRILLS.

**12.** It is assumed that the recruits are thoroughly proficient in the use of the cycle. Thorough training in the School of the Soldier and the School of the Cyclist is the basis of efficiency. Instruction will be progressive, and first given to small squads, which are made larger as instruction advances.

**13.** Short and frequent drills are preferable to long ones which exhaust the attention of both instructor and recruit.

**14.** As the instruction progresses, the recruits will be grouped according to proficiency, in order that all may advance as rapidly as their abilities permit. Those who lack aptitude and quickness will be separated from the others and placed under experienced drill masters.

**15.** Generally, sergeants and corporals are the instructors under the supervision of an officer; but the captain occasionally requires the lieutenants to act as instructors.

**16.** The instructor will always maintain a military bearing, and by a quiet, firm demeanor set a proper example to the men.

**17.** As the recruits become fairly proficient in the School of the Soldier and School of the Cyclist, the officer superintending the instruction may call upon them in turn to drill the squad in his presence and to correct any errors that may be observed. This will increase their interest, hasten their instruction, and facilitate judgment upon their fitness for the duties of non-commissioned officers.

**CLOSE ORDER.**

## SCHOOL OF THE SOLDIER.

**Individual Instruction without Arms.**

18. Same as United States Infantry Drill Regulations, Pars. 10 to 43.

**Individual Instruction with Arms.**

19. If armed with the rifle, the same as United States Infantry Drill Regulations, Pars. 44 to 113. If armed with the carbine, the same as United States Cavalry Drill Regulations, Pars. 52 to 111.

**THE SQUAD, DISMOUNTED.**

20. Same as United States Infantry Drill Regulations, Pars. 114 to 150, except that the formation will be in single rank.

**SCHOOL OF THE CYCLIST.**

21. The object of this school is to instruct the recruits in movements with the cycle, both dismounted and mounted.

22. In this instruction the men are divided into small groups to represent squads.

**THE SQUAD, DISMOUNTED.**

23. To lead, or move, his cycle the dismounted cyclist grasps the left steering-handle with the left hand and places the right hand on the saddle. *This rule is general.*

*The Position of Stand to Cycle.*

24. The instructor commands: **Stand to Cycle.**

Each man places himself, facing to the front, on the left side of his cycle, grasps the top of the steering-pillar with

his right hand, holds the cycle upright, and takes the position of the soldier.

### *To Lead Out.*

**25.** The men standing to cycle, to form the squad, the instructor commands: **Lead out.**

Each man leads his cycle, without looking at it, to the place designated by the instructor.

The men form in single rank from right to left with intervals of six feet between cycles, measured from the steering-pillar of one cycle to the steering-pillar of that on the right or left.

### *Alignments.*

**26.** The alignments, dismounted with the cycle, will be executed by the same commands and in a manner similar to that prescribed in the School of the Soldier, each man lifting his cycle sideways to correct his interval and moving it forward or backward to correct his alignment (Pars. 121 to 126, United States Infantry Drill Regulations).

In the alignments the basis of alignment is parallel to and cycle-distance in front of the squad.

### *Individual Circling.*

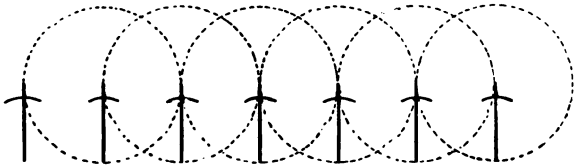
**27.** In changing direction with the cycle, the cycle will be moved on an arc with a radius of two yards. *This rule is general.*

To habituate the recruit to this movement, the squad will be practiced in individual circling.

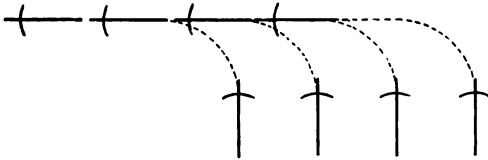
**28.** Being in line: 1. *Circle to the right (or left)*; 2. **March.** (See plate 1.)

Each man leads his cycle on a circle with a radius of two yards, regulating on the flank man, so that in crossing the line from the front, or coming on the line from the rear, he will preserve his proper interval. The march on the circle will be continued until the command **halt** is given.

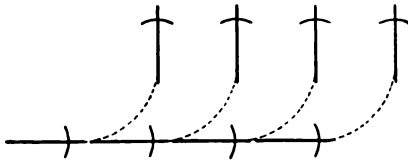




*Plate 1, Par. 28.*



*Plate 2, Par. 29.*



*Plate 3, Par. 50.*

***To Move Cycles to the Front.*****29. 1. Cycles ; 2. Front.**

At the command *front*, lead the cycle to the front and left until it reaches a position parallel to the front of the line. The turn being completed, face to the front, retaining the hands in position. (See plate 2.)

At the command **Stand to Cycle**, reverse the movement and resume that position.

***To Move Cycles to the Rear.*****30. 1. Cycles ; 2. Rear.**

Executed in the same manner as cycles front, turning to the right and facing to the rear. (See plate 3.)

***To Lift Cycles.*****31. 1. Lift ; 2. Cycles.**

At the command *cycles*, face the cycle, grasp the bar or backbone of the frame with the right hand at the balance and the top of the steering-pillar with the left hand, and lift the cycle a few inches from the ground.

**32. 1. Order ; 2. Cycles.**

At the command *cycles*, lower the cycle to the ground and resume the position of cycles front.

***To Ground Cycles.*****33. 1. To the front (or rear) ; 2. Ground ; 3. Cycles.**

At the first command move the cycle to the front, or to the rear.

At the command *cycles*, stepping backward, slowly lower the cycle until it rests on the ground, and then assume the position of the soldier.

**34. 1. Take ; 2. Cycles.**

*At the first command stoop forward, place the right hand under the saddle, and grasp the left steering-handle with the left hand.*

At the command *cycles*, stepping forward, slowly raise the cycle until it is upright, and resume the position of cycles front, or rear.

### *To Invert Cycles.*

#### **35. 1. To the front (or rear); 2. Invert; 3. Cycles.**

At the first command move the cycle to the front, or to the rear.

At the command *cycles*, stepping backward, slowly lower the cycle until it is within about twelve inches from the ground; then, grasping the bar or backbone of the frame with the right hand at the balance, and the right steering-handle with the left hand, press the saddle firmly against the shin of the right leg and turn the machine upside down, keeping the steering-handle bar perpendicular to the frame, deposit it on the ground, so that it will rest on the steering-handle and saddle, and then assume the position of the soldier.

#### **36. 1. Take; 2. Cycles.**

At the first command stoop forward, place the right hand under the saddle, and grasp the steering-handle with the left hand.

At the command *cycles*, lift the cycle, at the same time tipping it forward with the saddle firmly pressed against the shin of the right leg, until the wheels touch the ground; then, stepping forward, slowly raise the cycle until it is upright, and resume the position of cycles front, or rear.

### *To Support Cycles.*

Being in line parallel to and in rear of the object against which the cycle is to be supported and with the front wheel within six inches of it:

#### **37. 1. To the front; 2. Support; 3. Cycles.**

At the first command move the cycle to the front.

At the command *cycles*, incline the cycle against the object designated, and then assume the position of the soldier

Being in line parallel to and in front of the object against which the cycles are to be supported :

**38. 1. To the rear ; 2. Support ; 3. Cycles.**

At the first command move the cycle to the rear.

At the second command lift the cycle and move forward to within supporting distance of the designated object.

At the command *cycles*, incline the cycle against the object designated, and then assume the position of the soldier, faced to the front.

**39. 1. Take ; 2. Cycles.**

At the first command grasp the bar or backbone of the frame with the right hand at the balance, and the top of the steering-pillar with the left hand.

At the command *cycles*, lift the cycle and bring it to the position of cycle front, or rear.

**To Stack Cycles.**

**40. 1. Stack ; 2. Cycles.**

At the first command each odd-numbered man places the left hand on the saddle, at the same time removing the right hand from the top of the steering-pillar, and passes quickly by the rear to the right of his cycle and faces it ; each even-numbered man faces his cycle.

At the command *cycles*, lift the cycles (Par. 31) and move them toward each other until the interval between them is two feet, incline them until their steering-handles cross, face to the front, and assume the position of the soldier.

**41. 1. Take ; 2. Cycles.**

At the first command each man faces toward his cycle.

At the command *cycles*, lift the cycles, move back to proper interval, and resume the position of stand to cycle. the odd-numbered men passing by the rear of their c. to the left.

*To Rest.*

**42.** Being at stand to cycle, the command **Rest** is executed as in the School of the Soldier, and the cycle held in any position desired.

The command **At Ease** is executed as in the School of the Soldier, except that the man keeps the right hand on the steering-pillar and holds the cycle in place.

**43.** To resume the attention: 1. *Squad*; 2. **Attention**.

The men take the position of stand to cycle and fix their attention.

**44.** 1. *Parade*; 2. **Rest**.

Carry the right foot six inches straight to the rear, left knee slightly bent, grasp the left steering-handle with the left hand, the right hand remaining on the steering-pillar; preserve silence and steadiness of position.

To resume the position of stand to cycle: 1. *Squad*; 2. **Attention**.

*To Dismiss the Squad.*

**45.** 1. *By the right (left, or right and left)*; 2. **Fall Out**.

The man on the right leads his cycle one cycle-distance to the front, and then moves directly away from the line, either continuing to lead his cycle or mounting, as he may prefer.

Each of the other men execute in succession the same movement.

**THE SQUAD, MOUNTED.**

**46.** The movements are explained for the men mounted; in the instruction of recruits, however, the movements are first executed dismounted with the cycle.

**47.** All movements dismounted with the cycle will be executed by the same commands and means as movements mounted. *This rule is general.*

his rule is

50. The depth of a column in rank as six feet, which includes

51. The squad having been formed instructor commands: 1. **Count**; 2. **Fours**. Commencing on the right, the men count fours.

### To Mount.

52. The mount may be made either at a halt or while marching and leading the cycle, and either in line or column.

53. The men standing to cycle: 1. **Prepare to mount**; 2. **Mount**.

At the first command grasp the left steering-handle with the left hand; raise the rear wheel slightly from the ground with the right hand; adjust the pedal-cranks to a horizontal position with the left foot; lower the rear wheel to the ground and grasp the right steering-handle with the right hand; step to the rear of the cycle; place the right foot on the ground to the right of the rear wheel and the left foot on the step.

At the command **mount**, take three short steps forward with the right foot and rise on the left foot; let the body come gently into the saddle, and place the feet on the pedals.

Or, the movement may be executed as follows: After having adjusted the pedal-cranks as described, step to the left side of the cycle, facing to the front, and place the left foot on the step, the left leg crossing the right. At the command **mount**, push forward on the steering-handle

rise on the left foot; pass the right leg, knee bent, over the rear wheel; let the body come gently into the saddle, and place the feet on the pedals.

The command *mount*, must be instantly followed by the command: 1. *Forward*; 2. *March*. *This rule is general.*

**54.** The men marching and leading the cycle: 1. *Prepare to mount*; 2. *Mount*.

At the first command grasp the left steering-handle with the left hand, at the same time changing the right hand from the top of the steering-pillar to the right steering-handle.

At the command *mount*, take short steps forward; the instant the left pedal is about six inches to the rear of the dead-center place the ball of the left foot on it, and rise by throwing the weight of the body on it; pass the right leg, knee bent, over the rear wheel; let the body come gently into the saddle, and place the right foot on the right pedal.

#### *Position of the Cyclist, Mounted.*

**55.** Head erect and square to the front.

Chin slightly drawn in.

Shoulders square to the front.

Back straight, with the body inclined slightly forward.

Arms straight, but not rigid.

Legs straight, but stretched by their weight alone.

Feet parallel to the axis of the cycle, the ball of the foot resting lightly on the pedal.

#### *To Dismount.*

**56.** 1. *Prepare to dismount*; 2. *Dismount*.

At the first command apply the brake and reduce the speed.

At the command *dismount*, rise from the saddle on the pedals, and throw the weight of the body on the left foot; pass the right leg, knee bent, over the rear wheel; descend

lightly to the ground, remove the left foot from the pedal, and assume the position of stand to cycle.

### *Marchings.*

57. If at the halt, mount at the preparatory command for marching. *This rule is general.*

58. The marching gaits, mounted, are:

*Slow time.* Moving at the rate of infantry marching in quick time, which is three hundred feet per minute. This gait will be used only when marching with other troops.

*Quick time.* Moving at the rate of infantry marching in double time, which is five hundred and forty feet per minute. This gait will be invariably used unless otherwise ordered.

*Double time.* Moving at the fastest rate at which it is practicable to retain the formation and alignment.

### *To March in Line.*

59. 1. *Forward*; 2. *Guide right (left, or center)*; 3. *March.*

The squad moves off promptly, the guide marching straight to the front.

The instructor observes that the squad marches straight to the front at an even gait; that the men keep their cycles straight in the rank, and maintain the interval of six feet; that, while habitually keeping the head to the front, they occasionally glance toward the guide; if in advance, they gradually decrease, and if in rear, they gradually increase the gait until the alignment is regained.

The instructor will impress upon the men that the alignment and interval can only be preserved by uniformity of gait and by keeping the cycles straight in the line of direction.

To call attention to the loss of alignment or interval, the instructor commands: **Dress.** At this command the men



glance for an instant toward the guide, and then make the necessary correction.

**60.** Marching in line, to effect a slight change of direction: *Incline to the right* (or *left*).

The guide turns his cycle slightly to the right and moves in the new direction; the other men gradually conform to the movements of the guide, increasing or diminishing the gait according as the change is toward or opposite the side of the guide.

### *To Halt.*

**61.** Whenever the squad is in motion, it is halted by the commands: 1. *Squad*; 2. **Halt**.

At the second command the men dismount and stand to cycle. *This rule is general.*

### *The Oblique March.*

**62.** Marching in line: 1. *Right* (or *left*) *oblique*; 2. **March**.

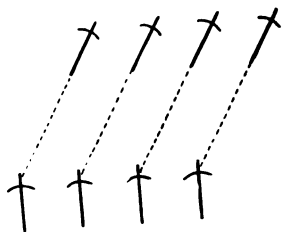
At the command *march*, each man turns thirty degrees to the right, and moves in the new direction. Each man preserves his relative position, keeping his cycle parallel to that of the man next on his right, and so regulates his gait as to make the head of this man conceal the heads of the other men in the rank; the rank remains parallel to its original front. (See plate 4.)

At the command *halt*, the men halt, faced to the front.

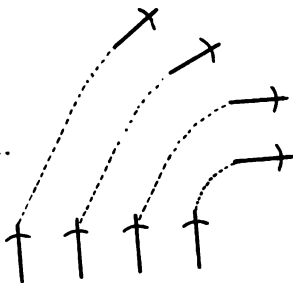
To resume the original direction: 1. *Forward*; 2. **March**.

Each man turns thirty degrees to the left and marches straight to the front, regulating on the guide.

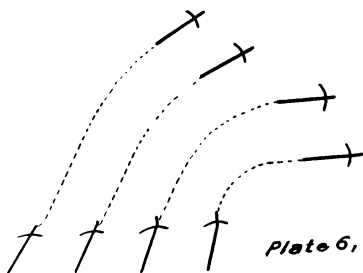
**63.** In the oblique march, the guide is always, without indication, on the side toward which the oblique is made. On resuming the direct march, the guide is, without indication, on the side it was previous to the oblique.



*Plate 4, Par. 62.*



*Plate 5, Par. 65.*



*Plate 6, Par. 66.*

If the oblique be executed from a halt, the guide is announced on taking the direct march in line.

*These rules are general.*

**64.** The column of files obliques by the same commands and means.

#### *To Turn and Halt.*

**65.** Marching in line: 1. *Squad right* (or *left*); 2. **March**; 3. **Front**.

The first command is given when the squad is at least cycle-distance from the turning point.

At the command *march*, given the instant the squad is to turn, the man on the right, who is the pivot, turns his cycle ninety degrees to the right and halts; the other men turn their cycles thirty degrees to the right, as in the oblique, and, moving by the shortest line without changing the speed, successively place themselves upon the alignment established by the pivot man; all dress to the pivot without command. The instructor verifies the alignment from the pivot flank and commands: **Front**. (See plate 5.)

*Squad half-right* (or *half-left*) is executed in the same manner, except that the pivot man makes a half-turn (forty-five degrees) to the right.

#### *To Turn and Advance.*

**66.** Marching in line: 1. *Right* (or *left*) *turn*; 2. **March**; 3. **Forward**; 4. **March**; 5. *Guide* (*right* or *left*).

At the command *march*, the man on the right turns his cycle ninety degrees to the right and moves forward in the new direction without changing the speed; the other men turn their cycles thirty degrees to the right, as in the oblique, and, moving in double time by the shortest line, successively place themselves on the new line, when they resume the gait of the pivot man, and dress on him. (See plate 6.)

*During the turn the guide is, without command, on the*

pivot flank; the guide is announced when all the cyclists have arrived on the line.

*Right* (or *left*) *half-turn* is executed in the same manner, except that the pivot man makes a half-turn to the right.

Should the command *halt* be given during the execution of the movement, those men on the new line halt; the others halt on arriving on the line; all dress to the right without command.

The instructor verifies the alignment from the pivot flank and commands: **Front.**

### *Movements by Fours.*

**67.** In movements by fours, when there are no chiefs of platoons nor file-closers, the instructor announces the guide toward either flank.

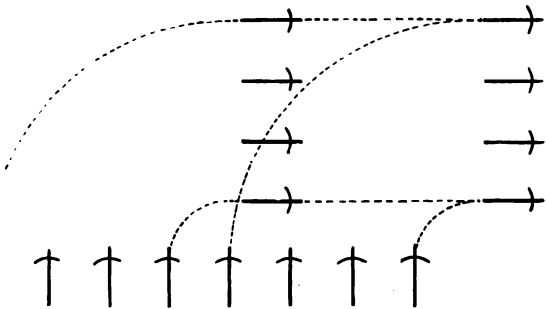
### *Being in Line, To Form Column of Fours.*

**68.** Being in line at a halt: 1. *Fours right* (or *left*); 2. **March**; 3. *Guide left* (or *right*).

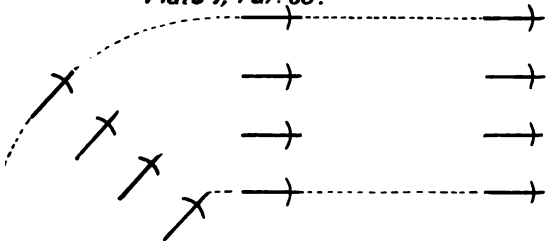
Each four wheels ninety degrees to the right. Upon the completion of the wheel all mount and taking quick time move straight forward in a direction parallel to the former front, dressing to the side of the guide, and preserving the distance of eighteen feet. The post of instructor is by the side of the leading guide. (See plate 7.)

Wheels with the cycle, mounted or dismounted, will be executed on a movable pivot. *This rule is general.* The pivot man moves his cycle on an arc with a radius of two yards in slow time; the other men increase their gait, dress toward the marching flank, move in conformity with it, and keep their intervals from the pivot.

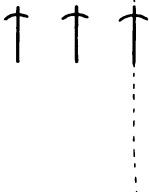
**69.** *Marching in line, to march by the flank is executed by the same commands and in a similar manner as from a halt.*



*Plate 7, Par. 68.*



*Plate 8, Par. 74.*



**70.** To form column of fours and halt: 1. *Fours right (or left)*; 2. **March**; 3. *Squad*; 4. **Halt**.

The command *halt* is given as the fours complete the wheel.

**71.** In all wheelings by fours, the forward march is taken on completion of the movement, unless the command *halt* be given.

In column of fours, the guide of the leading four is the guide of the column.

*These rules are general.*

**72.** Being in column of fours at a halt, to march: 1. *Forward*; 2. *Guide (right or left)*; 3. **March**.

**73.** To practice the men in wheeling by fours: 1. *Fours in circle right (or left) wheel*; 2. **March**; 3. *Squad*; 4. **Halt**.

The fours wheel so as to form column or unite in line simultaneously, regulating on the marching flank of the four at the head of the column.

The command *halt* is given as the fours form column or unite in line.

The instructor observes that the men on the marching flank preserve a uniform gait.

### *To Change Direction.*

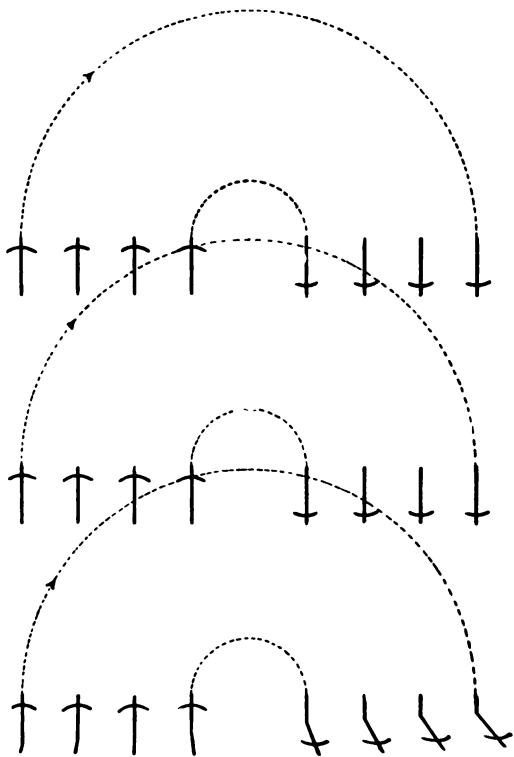
**74.** Marching in column of fours: 1. *Column right (or left)*; 2. **March**.

The leading four wheels to the right. The other fours move forward and wheel on the same ground as the first. (See plate 8.)

*Column half-right (or half-left)* is similarly executed.

Being in column of fours at a halt, to march and change direction at the same time: 1. *Forward*; 2. *Guide right (or left)*; 3. *Column right (or left)*; 4. **March**.

*To make a slight change of direction: Incline to the right or left.*



**Plate 9, Par.76.**

***Being in Line, to Form Column of Fours and Change Direction at the Same Time.***

**75.** 1. *Fours right* (or left); 2. *Column right* (or left); or, 2. *Column half-right* (or half-left); 3. *March*; 4. *Guide left* (or right).

***To March the Column of Fours to the Rear.***

**76.** 1. *Fours right* (or left) about; 2. *March*; 3. *Guide* (right or left).

Each four wheels to the right one hundred and eighty degrees. Great precision is required in wheeling about, that the flanks may not interfere. (See plate 9.)

***Being in Line, to Break into Column of Fours to the Front.***

**77.** 1. *Right* (or left) forward; 2. *Fours right* (or left); 3. *March*; 4. *Guide left* (or right).

At the command *march*, the right four marches straight to the front, dressing to the left; the other fours wheel to the right; the second four, when its wheel is two-thirds completed, wheels to the left and follows the first four; the other fours having wheeled to the right, march forward, and each wheels to the left so as to follow the second four. (See plate 10.)

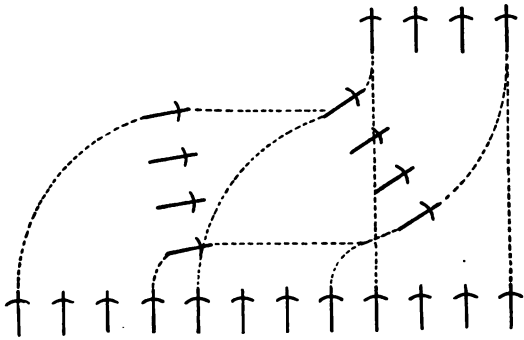
If the movement is executed from a halt the first four mount and move forward at the command *march*; the other fours do not mount until they have completed the second wheel.

***To Oblique in Column of Fours.***

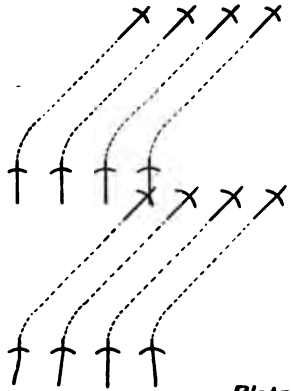
**78.** 1. *Right* (or left) oblique; 2. *March*.

At the command *march*, the men execute individually a half-turn to the right, and then march at an angle of five degrees to the original direction.





*Plate 10. Par. 77.*



*Plate 11. Par. 78.*

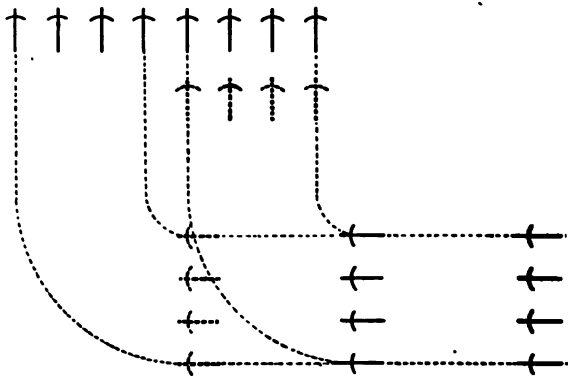


Plate 12, Per. 80.

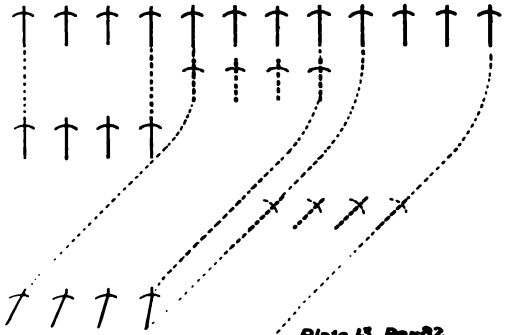


Plate 13, Per. 82.

The front of each four remains parallel to the original front. (See plate 11.)

To resume the original direction: 1. *Forward*; 2. *March*.

Each man executes individually a half-turn to the left, closes to and dresses on the guide of his four.

*Being in Column of Fours, to Form Line to the Right or Left.*

**79.** 1. *Fours right* (or *left*); 2. *March*; 3. *Squad*; 4. *Halt*; or, 3. *Guide right* (*left* or *center*).

The fours wheel to the right and halt, or move forward, according to command.

The command *halt* is given or the guide announced as the fours unite in line.

*Being in Column of Fours, to Form on Right or Left into Line.*

**80.** 1. *On right* (or *left*) *into line*; 2. *March*; 3. *Squad*; 4. *Halt*; 5. *Front*.

The leading four wheels to the right and marches forward in the new direction, dressing to the right.

At the command *halt*, given when the leading four has advanced thirty yards in the new direction, it halts and dresses to the right; each of the other fours move four yards beyond the wheeling point of the next preceding four, wheels to the right, moves to the new alignment, halts, and dresses as explained for the leading four. (See plate 12.)

If the movement is executed from a halt, it will be completed without mounting.

**81.** In movements where it is prescribed that the leading four or subdivision moves thirty yards to the front and is then halted, it may be halted at a less distance when necessary. *This rule is general.*

*Being in Column of Fours, to Form Front into Line.*

**82.** 1. *Right* (or *left*) *front into line*; 2. *March*; 3. *Squad*; 4. *Halt*; 5. *Front*.

The leading four marches straight to the front, dressing to the left; the other fours oblique to the right; each four, when opposite its place in line, marches to the front.

At the command *halt*, given when the leading four has advanced thirty yards, it halts and dresses to the left; each of the other fours halts just short of the line and dresses to the left. (See plate 13.)

If the movement is executed from a halt it will be completed without mounting.

*Being in Line, to Face to the Rear.*

- 83.** 1. *Fours right (or left) about*; 2. *March*; 3. *Squad*; 4. *Halt*.

The fours wheel about to the right.

The command *halt* is given as the fours unite in line.

*Being in Line, to March to the Rear.*

- 84.** 1. *Fours right (or left) about*; 2. *March*; 3. *Guide (right, left, or center)*.

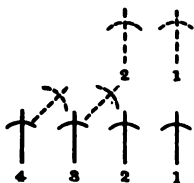
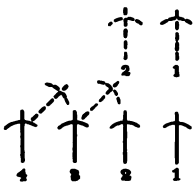
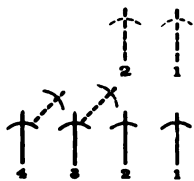
The men do not mount until the wheel is completed.

*Being in Column of Fours, to Form Column of Twos.*

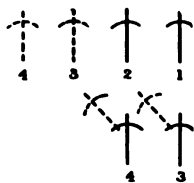
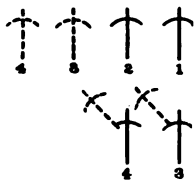
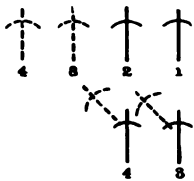
- 85.** Being at a halt: 1. *By twos*; 2. *March*; 3. *Guide (right or left)*.

Nos. 1 and 2 of each four moves straight to the front; Nos. 3 and 4 of each four keep their cycles straight until they are passed by the right two, when they oblique to the right, and follow the leading two at a distance of six feet. (See plate 14.)

*Nos. 3 and 4 always follow in rear of Nos. 1 and 2 of the same set of fours, no matter on which side the guide may be, or which flank is in front.*



*Plate 14, Par.85*



*Plate 15, Par.87*

column of ones from column of twos is formed in the same manner, No. 1 leading the column.

***Marching in Column of Twos, to Form Column of Fours***

**1. Form fours ; 2. March.**

No. 1 and 2 of each four march two yards forward and halt; Nos. 3 and 4 of each four obliquing to the right until uncovered, then march to the front and stand abreast of Nos. 1 and 2. (See plate 15.)

***Marching in Column of Files, to Form Column of Fours or***

**1. Form fours ; 2. March.**

This movement is executed on the same principle as forming fours from column of twos; No. 1 of each file remains at the base, and Nos. 2, 3, and 4 obliquing to the right until forming on the left of No. 1.

***Forming twos - 2. March***

*Being in Line, to Form Column of Twos,*

**90.** Being in line at a halt: 1. *Twos right* (or *left*); 2. *March*; 3. *Guide left* (or *right*).

Each two wheels ninety degrees to the right, and moves forward in the new direction, preserving the distance of six feet.

*Movements by Files.*

**91.** Movements in column of files are executed by similar commands and means as in a column of fours or twos.

*Being in Line, to Form Column of Files.*

**92.** Being in line at a halt: 1. *By the right* (or *left*) *flank*; 2. *March*; 3. *Squad*; 4. *Halt*.

At the first command, the man on the right leads his cycle ninety degrees to the right, and moves forward in the new direction. Each of the other men wheel successively when the man on their right has moved six feet in wheeling, which should leave distance of six feet when the wheel is completed. (See plate 17.)

The command *halt* will be given the instant the last man has completed his wheel.

If the command *march* is substituted for the command *halt*, the men mount and move forward in the new direction.

Column of files cannot be formed from line marching.

Marching in column of files, each man should so march that the man next in front of him shall hide all others in front; all follow in the trace of the leading man.

A distance of six feet will be maintained between files, and distances should be regained or diminished slowly.

cuted by the flank.



## SCHOOL OF THE COMPANY.

**94.** The company is grouped into squads, under the leadership and immediate control of the non-commissioned officers, who are held responsible for discipline and order in camp and quarters, and are trained as leaders of groups for battle.

**95.** The squad consists of a corporal and seven privates; the corporal is the squad leader.

**96.** The captain is held responsible for the theoretical and practical instruction of his officers and non-commissioned officers. He requires them to study and recite these regulations, so that they can explain thoroughly every movement before it is put into execution.

The lieutenants will frequently drill the company under the superintendence of the captain. Sergeants should be capable of drilling the platoons.

*Formation of the Company, without the Cycle.*

**97.** The formation of the company, without the cycle, the posts of the officers and non-commissioned officers, and the drill, are the same as prescribed for a company of infantry in the U. S. Infantry Drill Regulations, Pars. 179 to 248, except that the formation will be a single rank when the company is armed with the carbine. (See plate 16.)

When the company, mounted, reaches a point at which it is to be used dismounted, cycles will be stacked, supported, grounded, or inverted, and the company immediately formed as a company of infantry in single rank, the supernumerary non-commissioned officers taking post in line of file-closers. Unless the cycles are to be used as a barricade, or defensive protection, they will be left in charge of a proper guard. On returning to their cycles the company will resume its proper formation for mounting.

*Formation of the Company, with the Cycle.*

**98.** The carbine, or rifle, is carried slung on the backs of the men, or attached to the cycle by clips, as may be directed. The company is formed in single rank; the squads are termed *sections*, and are each divided into two sets of fours; the corporal of the squad is placed as No. 4 of the left set of fours, and the section is commanded by a sergeant.

**99** If the company consists of seven, or more, sets of fours, it will be divided into two platoons.

If there are seven, or eleven, sets of fours, the right platoon will be the stronger; if nine, or thirteen, sets of fours, the left platoon will be the stronger; and so on, alternately.

If the company consists of an odd number of sections the right platoon will be stronger.

The platoons and sections are numbered from right to left when in line, and from head to rear when in column; these designations change, when, by facing about, the right becomes the left of the line, or the head becomes the rear of the column.

The fours are designated as *right*, or *left*, *four of first* (or such) *section*.

**100.** The captain is six yards in front of the center of the company.

The first lieutenant is chief of the first platoon and is two yards in front of its center.

The second lieutenant is chief of the second platoon and is two yards in front of its center.

The first sergeant is chief of the first section and is two yards in rear of its center; in addition to his duties as chief of section, he also performs the duties of right principal guide.

*The second sergeant is chief of the last section and is two yards in rear of its center; in addition to his duties as*

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Plate 16, Par. 97.

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Plate 17, Par 100.

chief of section, he also performs the duties of left principal guide.

The other sergeants are chiefs of sections, from right to left, in the order of their seniority, and are two yards in rear of the center of their respective sections.

One sergeant carries the guidon and is posted on the right of the company; he is not counted in the rank.

Absent officers and non-commissioned officers are generally replaced by the next in rank or grade.

When the trumpeters are not united, one trumpeter accompanies the captain, keeping one yard to his left and rear; the other trumpeter is in the line of file-closers, in rear of the right four of the second section. On the march, when required to play, the trumpeters march at the head of the column. (See plate 17.)

**101.** To form the company: At the sounding of the *assembly*, the first sergeant takes position in front of where the center of the company is to be, and facing it, commands: **Fall in.**

The guidon places himself, facing to the front, where the right of the company is to rest, and at such a point that the center of the company will be six yards from and opposite the first sergeant; the men fall in on the left of the guidon; the first sergeant arranges them according to height, tallest man on the right; the corporals place themselves according to height, as every eighth men; the sergeants will be assigned to the command of sections from right to left in the order of their seniority; supernumerary sergeants and corporals will be placed in the line of file-closers, sergeants in rear of No. 1 of right sets of fours, corporals in rear of No. 4 of left sets of fours of the several sections.

The first sergeant then commands: 1. *Count*; 2. *Fours.*

*Beginning* on the right the men of each rank count *one, two, three, four*, and so on to the left.

*If two men remain on the left they will be placed as No. 1 and No. 4, and act as a complete set of fours; if only one*

man remains on the left, No. 8 will be taken from the adjoining set of fours and placed as No. 4 of the left set of fours.

The first sergeant then divides the company into sections and platoons, and causes the non-commissioned officers to take their posts; he then calls the roll, and each man as his name is called answers "Here"; he then turns about so as to face toward the captain, salutes with the right hand, reports the result of the roll-call, and then without command takes his post.

The lieutenants take their posts as soon as the first sergeant has reported.

**102.** In the field, and as far as practicable in camp and garrison, the company will fall in by squads; when the squad has four men present they will be placed as No. 1 and No. 4 of the right and left four of the squad; if less than four men, they will be assigned to fill vacancies in other squads.

**103.** If the formal roll-call is to be omitted, the company may be assembled in column of fours; the first sergeant indicates the direction the column is to face and posts the guidon for this purpose; at the assembly the first sergeant commands: 1. *In column of fours*; 2. *Fall in*.

The men form in column of fours, the leading four abreast of the guidon and between him and the first sergeant.

### *Alignments.*

**104.** The alignments are executed as prescribed in the School of the Cyclist.

The captain places himself on the flank toward which he wishes to align the company, three yards from the point of rest, facing to the left or right according as the alignment is to be made to the right or left, and commands: *Guides out*.

*The guidon moves quickly and takes post at the point c*

rest, facing to the front; the principal guide on the flank opposite the point of rest moves quickly and takes post, a little more than the front of the company from the guidon, on a line with the captain and guidon, facing to the front.

At the command *front*, the captain and principal guide take their posts.

The same rules apply to the chiefs and guides of subdivisions in columns.

105. The company executes the movements laid down in the School of the Cyclist on the principles therein explained, unless otherwise provided in this school, substituting *company* for *squad* in the commands.

The same movements are applicable to platoons, detachments, details, etc., substituting their designation for *squad* in the commands.

#### *To Dismiss the Company.*

1. Being in line at a halt, the captain directs the first sergeant: *Dismiss the company*. The officers fall out, the first sergeant salutes and dismisses the company. (Par. 45.)

#### *To March in Line.*

107. When marching in line (Par. 59), the guidon takes post by the side of the guide on the flank indicated.

Marching in line, or in column of platoons or sections, the guidon by his position indicates the direction of the guide. When the guide is changed by command, the guidon moves in rear of the rank to his new position.

#### *To Pass Obstacles.*

108. *Marching in line, or in column, obstacles may be passed, according to the front they cover, by closing intervals or by breaking into column of fours, twos, or files.*

*Turnings.*

**109.** 1. *Company right* (or *left*); 2. **March**; 3. **Front**. Executed as in Par. 65.

The chiefs of platoons move by the shortest lines to their new positions; the guidon takes post abreast of the pivot man; each file-closer follows the man in front of him.

**110.** 1. *Right* (or *Left*) *turn*; 2. **March**; 3. *Guide right* (*left* or *center*).

Executed as in Par. 66.

The guidon does not change position during the execution of the movement. The chiefs of platoons and file-closers move as in Par. 108.

*Movements by Fours, Twos, and Files,*

**111.** Being in line, to march in column of fours: 1. *Fours right* (or *left*); 2. **March**; executed as in Par. 68; or, 1. *Right* (or *Left*) *forward*; 2. *Fours right* (or *left*); 3. **March**; executed as in Par. 77. (See plate 18.)

Each chief of platoon takes post on the left of his leading four.

The guide is always, without indication, on the side toward the chiefs of platoons. The chief at the head of the column regulates the march of the leading guide.

The guidon marches abreast of the leading four, two, or file, on the side opposite the chiefs of platoons.

The chiefs of sections march abreast of the center of their respective sections; the other file-closers, if there be any, march abreast of the nearest fours, twos, or files; all on the side opposite the chiefs of platoons.

The captain marches opposite the center of the company, on the side of the chiefs of platoons.

**112.** In wheeling about in column of fours, twos, or files, the captain turns about and gains his interval; the chiefs of platoons and guidon turn about and hasten to their posts; the file-closers turn about individually and take

their places. All turn in the same direction as wheel.

113. In wheeling about from line, the captain and chiefs of platoons pass around the flanks, or, when necessary, may pass between the fours. The guidon, in the shortest line, takes his place on the near side according as he was posted before the about, or as directed by the captain; the file-closers pass around the flanks.

114. When the column is wheeled into line to the side of the file-closers, the captain and chiefs of platoons pass around the flanks; the file-closers pass between the fours; if the line be halted, the guidon takes post on the marching flank of the leading four, unless otherwise directed by the captain.

115. When the column is formed on the right (or left) side toward the side of the chiefs of platoons, the file-closer follows the four nearest him, passing in front of the next following four; the guidon takes post abreast of the leading four at the point of rest.

116. When the column is formed front into line to the side of the file-closers, each chief of platoon takes post in front of his leading four, after the rear four of the platoon ceases to oblique and begins to move; the file-closers pass between the fours; the guidon takes post abreast of the leading four at the point of rest.

117. The captain, in forming line from column, goes to his position by the shortest line without passing between the fours.

118. Being in column of fours, twos, or files, the captain and the guide or the chiefs of platoons to the opposite side of the column shall direct the column to the right or left about.

1. *Chiefs of platoons, on the right (or left) flank*; 2. *The chief of the leading platoon, the guidon, and the leading principal guide pass by the head of the column to their new positions on the opposite flank*; the chiefs of the other platoons turn to the left about, the other



to the right about, and passing by the rear of the column, change to the opposite flank and hasten to their posts.

The captain passes by the head or rear of the column.

When changing to the opposite flank of the column the chiefs of platoons pass between the column and the file-closers.

### *The Section Column.*

**119.** A *section column* is a company in column of sections.

The distance between sections, or section distance, is equal to the front of the section, forty-two feet.

The guidon is abreast of the leading section, on the side of the guide, or side toward which the column is dressed.

The captain is abreast of the center and six yards from the flank of the column, on the side of the guide, or side toward which the column is dressed.

The chiefs of platoons are abreast of the center of their respective platoons and two yards from the flank of the column, on the side of the guide, or side toward which the column is dressed.

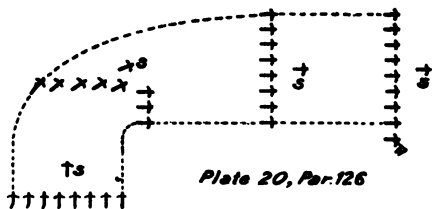
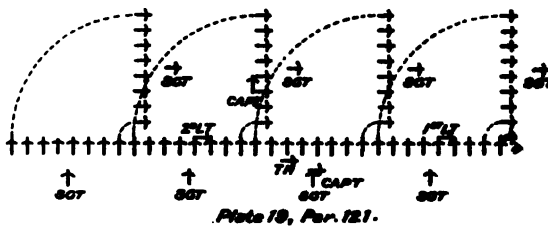
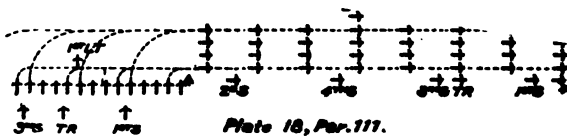
In movements by sections, each chief repeats such commands as are to be immediately executed by his section, so as to insure the execution of movements by his section at the proper time.

In column, whenever a section is dressed, its chief, after commanding *front*, places himself two yards in front of its center; in movements when the sections are not dressed, he takes this position as soon as the column is formed.

In column of sections the corporal of each squad is the left guide of the section, and No. 1 of the right set of fours will act as right guide.

*These rules are general.*

**120.** On account of the interval required for movements with the *column* of sections will generally be the



widest front of column practicable, and even such front will be frequently impracticable unless intervals are diminished. When, however, a wider front of column is possible, column of platoons may be formed and manoeuvred by similar commands and means to those presented for column of sections.

***Being in Line, to Form Column of Sections, Faced to the Right or Left.***

**121. 1. Sections right (or left); 2. March.**

Each section executes the *turn and halt* as in Par. 108.

At the first command, the chiefs of sections cautions: **Section right**; and at the command **march**, take their places two yards from the pivots of their sections, verify the alignment, and command: **Front**. (See Plate 19.)

***Being in Line, to March to the Right or left in Column of Sections.***

**122. 1. Sections right (or left) turn; 2. March; 3. Guide right (or left).**

Each section turns and advances as in Par. 109.

**123.** The chief of the leading section is responsible for the uniformity of the gait; the guide of that section maintains the distance of two yards from the chief of section and is responsible for the direction. The guidon assists in regulating the march of the leading guide. The guides of the sections following the first follow in the trace of the one next in front at section distance.

The trace and distance, when lost, are gradually recovered. The trace is recovered by inclining slightly to the right or left. Distances are recovered by a slight increase or decrease of gait.

***These rules are general.***

*Being in Column of Sections at a Halt, to Advance.*

124. 1. *Forward*; 2. *Guide right* (or *left*); 3. *March*.

*Being in Column of Sections, to Oblique.*

125. 1. *Right* (or *Left*) *oblique*; 2. *March*.

To resume the original direction: 1. *Forward*; 2. *March*.

In obliquing in column of sections, the sections preserve their parallelism to their original front; if the sections are unequal in size and the oblique is made toward the side opposite the guide, the guides during the oblique maintain the same relative positions they had when commencing the oblique.

*These rules are general.*

*Being in Column of Sections, to Change Direction.*

126. Being in march: 1. *Column right* (or *left*); 2. *March*.

At the first command, the chief of the leading section commands: *Right turn*.

At the command *march*, repeated by the chief, the leading section turns to the right.

The other sections march squarely up to where the leading section turned, and at the commands of their chiefs turn to the right. (See plate 20.)

In turning the dress being always toward the pivot, each chief, upon the completion of the turn, cautions his section: *Guide right* (or *left*), according as the guide was right or left before the turn.

*Column half-right* or *half-left* is similarly executed; each chief giving the preparatory commands: *Right* (or *Left*) *half-turn*.

To put the column in march and change direction at the same time: 1. *Forward*; 2. *Guide right* (or *left*); 3. *Column right* (or *left*); or, 3. *Column half-right* (or *half-left*); *March*.

*To Face the Section Column to the Rear.*

**127.** 1. *Fours right (or left) about*; 2. **March**; 3. *Company*; 4. **Halt**.

The command *halt* is given as the fours unite in line; the guidon turns about individually and moves up abreast of the leading section, on the nearest flank; the men dress to that flank and cast their eyes to the front without command. Should the sections be unequal in size, the guides regain the trace and distance when put in march.

*To March the Section Column to the Rear.*

**128.** 1. *Fours right (or left) about*; 2. **March**; 3. *Guide left (or right)*.

*Being in Column of Sections, to Form Line to the Right or Left.*

**129.** To form line and halt: 1. *Sections right (or left)*; 2. **March**; 3. **Front**.

The guidon takes post on the pivot flank of the rear section. (See plate 21.)

Before forming line, the captain, if necessary, may cause the guides to cover at the proper distance; this is usually done by putting the column in march and ordering the guide on the flank toward which the line is to be formed.

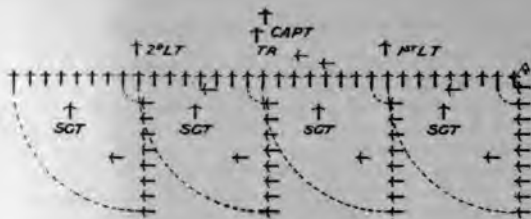
**130.** To form line and advance: 1. *Sections right (or left) turn*; 2. **March**; 3. *Guide right (left, or center)*.

*Being in Column of Sections, to Form on Right or Left into Line.*

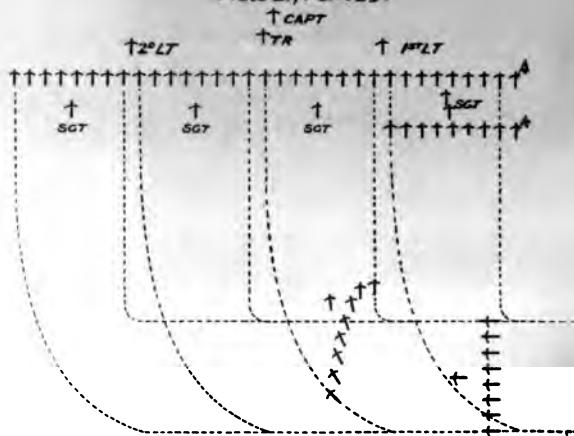
**131.** Marching: 1. *On right (or left) into line*; 2. **March**; 3. **Front**.

At the first command, the chief of the first section commands: 1. *Right turn*,

*At the command march, repeated by its chief, the first section turns to the right; when the section has advanced*



*Plate 21, Par. 129.*



*Plate 22, Par. 131.*

thirty yards, the chief halts it and commands: 1. *Right*; 2. *Dress*.

Each of the other sections marches section front beyond the point where the one preceding it began to turn, and then at the command of its chief, turns to the right; the chief halts it near the line and commands: 1. *Right*; 2. *Dress*. (See plate 22.)

If executed from a halt, at the first command, the chiefs of sections in rear of the first command: 1. *Forward*; 2. *Guide Right*; and repeat the command *March*.

### *Close Column or in Mass.*

**132.** The distance between sections in close column is six yards.

In forming close column the file closers close to one yard from the rear rank, falling back to two yards whenever the full distance is again taken.

*These rules are general.*

### *Being in Column of Sections at Full Distance, to Form Close Column.*

**133.** Being at a halt: 1. *Close in mass*; 2. *Guide right (or left)*; 3. *March*.

At the second command, the chief of the first section cautions: *Stand fast*; the other chiefs of sections command: 1. *Forward*; 2. *Guide right*.

At the command *march*, the rear sections move forward; each is halted when it arrives six yards from the one that precedes it.

If necessary the chiefs dress their sections toward the side of the guide.

If marching, the captain omits the command for the guide, the chiefs of the rear sections omit the commands for putting them in march, and the leading section is halted at the command *march*.

***Being in Close Column, to Take Full Distance.***

134. Being at a halt: 1. *Take full distance*; 2. *Guide right (or left)*; 3. *March*.

At the second command the chief of the first section commands: 1. *Forward*; 2. *Guide right*. At the command *march*, the first section advances; each of the other sections commands: 1. *Forward*; 2. *Guide right*; 3. *March*, when his section has full distance.

If marching, the captain omits the command for guide, the first section continues the march, and the chief of the other sections halt them at the command *march*, put them in march again as above explained.

***Being in Column of Sections, to March by the Flank in Columns of Fours.***

135. 1. *Fours right (or left)*; 2. *March*; 3. *Guide (right, left, or center)*.

***Being in Column of Sections, to Form Column of Fours.***

136. 1. *Sections*; 2. *Right (or Left) forward*; 3. *Guide right (or left)*; 4. *March*. The sections unite in one column of fours.

***Being in Column of Fours, to Form Column of Sections.***

137. 1. *Sections*; 2. *Right (or Left) front* into line; 3. *March*; 4. *Company*; 5. *Halt*.

At the second command each chief places himself at the head of his section.

At the command *march*, each section executes *front line*.

The command *halt* is given when the leading four advanced section distance.



**Route Marches.**

**138.** Marching in column of fours or twos: 1. **Route order**; 2. **March**.

(See Pars. 42 and 43.)

The captain and first lieutenant march at the head of the column; the trumpeters, guidon, and file-closers near the head of the column march in rear of the officers and in front of the leading four; the file-closers near the rear of the column march in rear of the rear four; the second lieutenant marches in rear of the column. At the command: 1. **Company**; 2. **Attention**, all resume their posts.

Marching at attention, or at route order, officers, non-commissioned officers, etc., do not change their positions when the commands: 1. **At ease**; 2. **March**, are given.

## STREET RIOT DUTY.

139. Riots may be prevented by breaking up mobs before they can formulate plans of action and organize to carry them into effect. Consequently cycle-infantry would be invaluable in cases of local disturbance of the peace, for the reason that they can be moved to points of incipient trouble with great rapidity.

140. As cycle-infantry in cases of street mobs would almost invariably act on the offensive, they should be dismounted on nearing the location of the mob, and, leaving their cycles under proper guard, proceed with their work as a company of infantry.

141. If the force should not be sufficient to assume the offensive, or should be unsuccessful in dispersing the mob it should take a defensive position until it can be supported or relieved by other troops.

142. To assume a defensive position against attack from one direction, form the company in line, facing in that direction, and ground, invert, or stack cycles. The cycle will form a troublesome barricade against assault by the mob.

143. To assume a defensive position at the intersection of streets or at any point at which attack may be expected from several directions, square will be formed and the cycle grounded, inverted, or stacked outside the square.

*To Form Street Square.*

144. Being in column of sections at a halt: 1. *Form street square*; 2. *March*.

*At the first command the chief of the first section cautions it to stand fast; the chiefs of the other sections of the*

platoon, command : 1. *Right forward* ; 2. *By the right flank* ; the chiefs of the sections of the second platoon, except the rear section, command : 1. *Left forward* ; 2. *By the left flank* ; the chief of the rear section commands : *Forward*. At the command *March*, the movement is executive, and officers and file-closers take their positions inside of the square.

### *To Reduce Street Square.*

**145.** Being at a halt : 1. *Form column* ; 2. *March*.

At the first command the chief of the first section commands *Forward* ; the chiefs of all other sections caution them to stand fast. At the command *March*, officers and file-closers pass around the front of the flanks of the square and take their positions. When the first section has advanced section distance, the sections of the first platoon execute *Left front into line*. When the rear section of the first platoon has advanced section distance beyond the front of the square, the flanking sections of the second platoon execute *Right front into line*, and the rear section executes *Forward*.

**146.** In case of sudden attack, the rally may be used for immediate defense. At the command *Rally by sections, platoons, or company*, the men quickly group themselves around the chiefs of sections, platoons, or company, grounding their cycles on the outside of the group. The outer men of the group lying down, the inner men kneeling, and the innermost men standing.

## EXTENDED ORDER.

**147.** Same as United States Infantry Dr. Pars. 502 to 601, the company being dismounting the point at which it is ordered to assume order.

The cycle being no protection against but a defensive barrier is permissible only as against the field it would simply be a target to attract

**CEREMONIES.**

**148.** In reviews and parades of bodies of troops, of which the company of cycle-infantry form a part, the company will parade mounted and conform to the regulations prescribed in United States Drill Regulations, executing the movements in the manner herein provided. Guard mounting will be executed dismounted without the cycle in the manner prescribed in United States Infantry Drill Regulations.

## COMPANY INSPECTION.

**149.** Being in line at a halt, the captain commands: 1. *Prepare for inspection*; 2. **March**; 3. **Front**.

The chiefs of platoons take post four yards in front of their posts in line, *i. e.*, six yards in front of their platoons; the guidon on the right of the rank; the right principal guide two yards to the right of the guidon; the trumpeters two yards to the right of the right principal guide, on a line with the rank; the other file-closers two yards to the left of the rank, the left principal guide on their left. All dress to the right.

The captain verifies the alignment of the chiefs of platoons and the line, commands: **Front**, and takes post in front of the guidon in line with the chiefs of platoons.

The chiefs of platoons cast their eyes to the front as soon as their alignment is verified.

The captain commands: 1. *Inspection*; 2. **Cycles**; returns his sword and passing down the line inspects the cycles.

Each man as the inspector approaches him raises first the front and then the rear wheel of his cycle from the ground and turns them, that the condition of the tires and spokes may be ascertained. He then turns the pedals and pedal cranks. The inspector may test the brake and inspect the lamp, bell, tool-bag, and pack. Each man after his cycle is inspected resumes the position of *Stand to cycle*.

The inspection of cycles being completed to resume the posts in line, the captain commands: 1. *Attention*; 2. **Posts**.

The chiefs of platoons turn to the left about, move forward, and by another left about resume their posts; the right principal guide turns to the right about and resumes his post; the trumpeters resume their posts; the file-closers

on the left of the rank successively turn to the left about and resume their posts in rear of the rank.

The captain then causes the cycles to be stacked, the company formed three yards in front of the stacks, and carbines to be unslung. He then commands: 1. *Inspection*; 2. *Arms*; and passing down the rank inspects the arms as provided in Par. 101, United States Cavalry Regulations.

The trumpeters raise their trumpets for inspection, when the inspector approaches to inspect carbines.

If the arms are not to be inspected, the commands therefor are omitted.

The chiefs of platoons, when the inspection of the ranks begins, face toward the company and remain *at ease*, resuming their front on the completion of the inspections, or the captain may require one or both lieutenants to accompany or to assist him. The captain may require each chief to inspect his own platoon, himself making a general inspection.

**150.** Should the inspector be other than the captain, the captain prepares the troop for inspection and awaits the orders of the inspector. Upon the approach of the inspector, the captain, at his post in front of the guidon, salutes him; the inspector returns the salute and informs him of the kind of inspection; the captain gives the necessary commands, faces to the front, and, when inspected, accompanies the inspector.

To test the efficiency and drill of the company, the inspector may direct the captain to cause it to execute any authorized movements.

## COMPANY MUSTER.

**151. Muster is preceded by an inspection.**

Being in line at *Prepare for inspection*, the captain orders the rifles to be stacked, carbines to be unslung, and when the mustering officer approaches, commands: 1. *Right*; 2. *Arms*; 3. *Attention to muster*. Each man, as he is called, answers: "Here," and brings his carbine to arms.

Men who are not formed with the company, and attend muster without arms, are two yards on the left of the rank; each, as soon as he answers: "Here," passes two yards in front of the rank from left to right, salutes the mustering officer as he passes him, and quits the ground.

After muster, the mustering officer, accompanied by the captain, verifies the presence of men reported in the roll on guard, etc.



## CARE OF THE CYCLE.

**152.** Upon the care which the cycle receives in use and out of use depends the satisfaction and duration of its service. The nickel finish should be kept free from moisture, and the enamel from oil. Fine whiting and a chamois skin remove slight deposits of rust. Bearings should be thoroughly cleaned at least twice a year, and the best way is to remove the cones, balls, etc. A more simple process is to invert the cycle, allowing it to rest upon the handle-bar and saddle, injecting benzine into the bearings and revolving the wheels until the grit has worked out.

A broken ball should be promptly removed. Care must be taken not to adjust bearings too tight. When adjusted a slight touch should cause the wheel to oscillate back and forward.

Don't oil lavishly. A very few drops will answer the purpose. Once in several rides will ordinarily do. See that *all* of the bearings receive attention.

The chain must be well looked after. Either oil alone or a mixture of oil and graphite answers for a lubricant. Don't run it dry. The chain should be neither too slack nor too tight. A very tight chain will cause the cycle to run hard and wear the sprocket; a very loose chain causes a loss of power.

See that the reaches are adjusted so as to obtain best results. The handle-bar and seat-rod adjusting bolts should be tight enough to make turning impossible.

Nippled spokes are adjusted by turning the nipple to the right or left; an ordinary monkey-wrench suffices in the case of most cycles.

To insert a new tangent spoke, draw it through hub and pass threaded end through the felloe. Having loosened

small portion of the tire, screw the nipple  
putting it through the hole in felloe, and after tying  
soldering the crossings adjust with wrench. If a new nipple  
is not needed the removal of portion of tire is not necessary.

A buckled or sprung wheel may often be restored to  
shape by laying it down and placing the foot on the higher  
part of bend in rim, lifting with the hands on the lower  
part, and so springing it back.

To cement a tire, place tire on wheel with side to be ce-  
mented turned out; sear it slightly all around with a hot  
iron, in order that the cement may stick to the rubber;  
remove tire; pour heated cement in felloe and distribute it  
evenly; replace tire and heat the felloe underneath; let  
stand for several hours, or if it must be used soon after  
wind twine around tire and heat the felloe underneath; let  
use a spirit lamp, as the flame does not destroy the finish.  
In melting cement take care that you do not burn it. Heat  
over small flame and stir while heating, the more if the  
amount of cement is small.

## VISUAL SIGNALS.

The following signals are used alone or in conjunction with verbal commands or trumpet calls. The whistle call to fix the attention may precede the signal :

**Forward**—Raise the arm until horizontal, extended to the front ; at the same time move to the front.

**Right Oblique**—Raise the arm until horizontal, extended obliquely to the right ; at the same time move in that direction.

**Left Oblique**—Same to the left.

**Fours right ; or, By the Right Flank**—Raise the arm until horizontal, extended to the right ; at the same time move to the right.

**Fours left ; or, By the Left Flank**—Same to the left.

**Fours right about ; or, Fours left about ; or, To the Rear**—Face to the rear, raise the arm until horizontal, extended to the rear ; at the same time move to the rear.

**Change Direction to the Right or Left**—Raise the arm until horizontal, extended toward the marching flank, carrying the arm horizontally to the front and right ; at the same time facing and moving in the direction to be taken.

**As Skirmishers**—Raise both arms until horizontal, extended laterally.

**Halt**—Raise the arm vertically to its full extent.

**Assemble**—Raise the arm vertically to its full extent and slowly describe small horizontal circles.

**Rally**—Raise the arm vertically to its full extent and circle it very rapidly.

**Cease Firing**—A whistle call. This signal is also used to fix the attention.

ent for signals.

1. **Forward**,    - -    Two quick notes.
2. **Halt**,        -     One quick note.

The signals *Forward* and *Halt* are given like the sounds of the bell commonly used in starting and stopping street cars.

3. **To the Rear**, - - - - -

The signal is given as usually uttered, the first two words quickly, dwelling upon *Rear*.

4. **Commence Firing**, - - - - -

The signal is given by dwelling upon the syllables of *Com-mence* and uttering *Firing* briskly. It is a well-known railroad signal.

5. **Cease Firing**, - - - - -

The same principle applies as in No. 4, the word *Cease* being prolonged.

6. **Center**,        - - - - -    One prolonged note.

This signal is also applied to **base squad**.

7. **To the Right**, - - - - -    Two prolonged notes.

**Left**, - - - - -    Three prolonged notes.

The signals *Center*, *To the Right*, and *To the Left* are arbitrary, but easy to memorize.

9. **Deploy**, same signal as *Assemble*.

10. **Assemble**, — — — — — , — — — — — , — — — — —

The marching beat for quick time.

The signals *Assemble* and *Deploy* are given like the single taps on a drum in marching quick time—thus: *Left*, — — — — — *Left*, — — — — — *Left, Right, Left*.

11. **Double Time**, — — — — — , — — — — — , — — — — —

Three quick notes thrice.

The signal *Double Time* is like counting the time in the music of a polka—thus: *One, two, three*, — — — — — *one, two, three* — — — — — *one, two, three*, given three times.

12. **Rally by Platoon** (or to **Deploy** after rally),

—————

A dozen or more quick notes.

13. **Rally by Sections** (or to **Deploy** after rally),

————— , —————

Four quick notes twice.

14. **Rally by Fours** (or to **Deploy** after rally), — — — — —

Four quick notes.

15. **Attention**, — — — — —

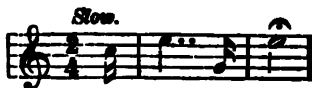
One long and two quick notes.

This signal is the same as used for *Cease Firing*, which is the most important signal to be learned.

## TRUMPET CALLS.

To economize space, the music is written an octave higher than the trumpet scale, and is adjusted to the scale of the bugle.

### ATTENTION.



*Prepare to mount,*

**MOUNT**

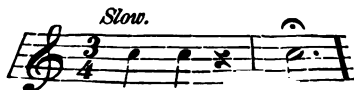


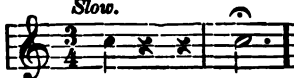
*Prepare to dismount,*

**DISMOUNT**

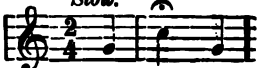


*Forward,* **MARCH.**



**HALT.****Slow Time, MARCH.***Slow.***Quick Time, MARCH.***Quick.***Double Time, MARCH.****Guide right.***Slow.***Guide left.***Slow.*

## TRUMPET CALLS, ETC.

*Guide center.**Slow.**Fours right;**also,**By the right flank, MARCH.**Slow.**Fours left,**also,**By the left flank, MARCH.**Slow.**Fours right about. MARCH.**Slow.**Fours left about, MARCH.**Slow.*



TRUMPET CALLS, ETC.

*Column right,* MARCH.



*Column left,* MARCH.



*Sections right,* MARCH.



*Sections left,* MARCH.



*Sections right turn,* MARCH



*Sections left turn,* MARCH.



*Company right,*

*Quick.* 3 3 3 3 3

MARCH.

Detailed description: This musical score is for the 'Company right' section. It consists of two staves of music in treble clef with a common time signature (C). The tempo is marked 'Quick.' and the rhythm is indicated by a '3' above each group of notes, signifying triplets. The first staff contains five groups of eighth-note triplets. The second staff continues with four groups of eighth-note triplets, followed by a whole rest and a final note with a fermata. The word 'MARCH.' is printed at the end of the second staff.

*Company left,*

*Quick.* 3 3 3 3 3

MARCH.

Detailed description: This musical score is for the 'Company left' section. It consists of two staves of music in treble clef with a common time signature (C). The tempo is marked 'Quick.' and the rhythm is indicated by a '3' above each group of notes, signifying triplets. The first staff contains five groups of eighth-note triplets. The second staff continues with four groups of eighth-note triplets, followed by a whole rest and a final note with a fermata. The word 'MARCH.' is printed at the end of the second staff.

*Company right turn,*

*Quick.* 3 3 3 3 3

MARCH.

Detailed description: This musical score is for the 'Company right turn' section. It consists of two staves of music in treble clef with a 2/4 time signature. The tempo is marked 'Quick.' and the rhythm is indicated by a '3' above each group of notes, signifying triplets. The first staff contains five groups of eighth-note triplets. The second staff continues with four groups of eighth-note triplets, followed by a whole rest and a final note with a fermata. The word 'MARCH.' is printed at the end of the second staff.

*Company left turn,*

*Quick.*

MARCH.

Detailed description: This musical staff is in 2/4 time and contains two measures. The first measure starts with a treble clef and a key signature of one flat. It features a series of eighth notes with triplet markings (3) above them. The second measure continues the eighth-note pattern, also with triplet markings. The piece concludes with a double bar line and a fermata over the final note.

*Right oblique,*

MARCH.

*Slow.*

Detailed description: This musical staff is in 2/4 time and contains two measures. The first measure begins with a treble clef and a key signature of one flat, followed by a quarter rest. The second measure contains a half note with a fermata above it.

*Left oblique,*

MARCH.

*Slow.*

Detailed description: This musical staff is in 2/4 time and contains two measures. The first measure begins with a treble clef and a key signature of one flat, followed by a quarter rest. The second measure contains a half note with a fermata above it.

## GUIDON OUT; OR, GUIDES OUT.

*Mod.*

Detailed description: This musical staff is in 2/4 time and contains two measures. The first measure starts with a treble clef and a key signature of one flat, featuring eighth notes with triplet markings (3) above them. The second measure continues the eighth-note pattern with triplet markings. The piece ends with a double bar line and a fermata over the final note.

*Right front into line,*

MARCH.

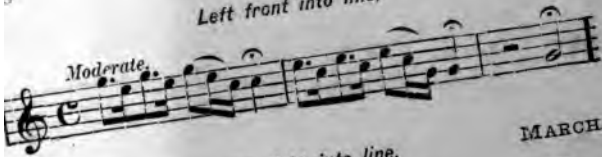
*Moderate.*

Detailed description: This musical staff is in common time (C) and contains two measures. The first measure begins with a treble clef and a key signature of one flat, featuring eighth notes with accents (^) above them. The second measure continues the eighth-note pattern with accents. The piece concludes with a double bar line and a fermata over the final note.

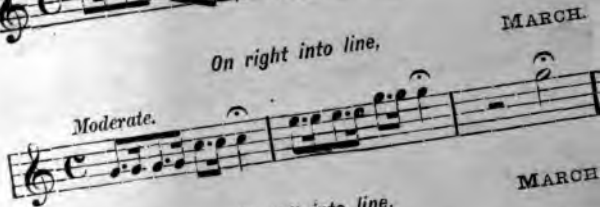
TRUMPET CALLS, ETC.

MARCH.

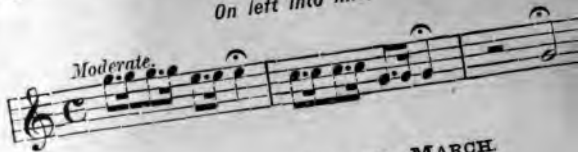
Left front into line,



On right into line,



On left into line,



Face to the rear, MARCH.



To the rear, MARCH.



TRUMPET CALLS, ETC.

69

AS SKIRMISHERS.

*Quick.*



RALLY.

*Slow.*



COMMENCE FIRING.

*Quick.*



CEASE FIRING.

*Quick.*



TRUMPET CALLS, ETC.

LIE DOWN.



RISE.



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