

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY

FIRST DISTRICT

MISSOURI DIVISION

NO. 36—TIME TABLE—NO. 36

Taking Effect Sunday, September 27, 1931 at 12:01 A. M.

CENTRAL TIME

SUPERSEDING TIME TABLE NO. 35 AND SUPPLEMENT A THERETO

NOTE IMPORTANT CHANGES IN TIME TABLE RULES

For the Exclusive guidance of Employees, not for the information of the Public.
The Company reserves the right to vary from it at pleasure.

L. C. FRITCH,
Vice President

L. A. RICHARDSON,
Gen'l. Sup't. Motive Power

J. R. PICKERING,
Sup't. Transportation

H. L. REED,
General Manager

J. J. BREHENY,
General Superintendent

H. J. SEWELL,
Superintendent

A. HAMBLETON,
Master Mechanic

MAIN LINE WESTWARD

THIRD CLASS			SECOND CLASS								SUB-DIVISION 27 STATIONS			FIRST CLASS								
83	291	81	279	265	287	269	267	909	91	93	Time Table No. 36 September, 27 1931			M. P. Distance from Chicago	Distance from Silvis	Fuel, Water Turntable and Wye	3	29	103	49	11	125
Local Freight	C.M.St. P. & P. Local Freight	Local Freight	C.M.St. P. & P. Time Freight	C.M.St. P. & P. Mil. K.F.C. Time Frt.	C.M.St. P. & P. Twin City Time Frt.	C.M.St. P. & P. Twin City Time Frt.	C.M.St. P. & P. Kan. City Special	Freight	Chicago Calif. Gold Ball Frt.	Texas Special	Golden State Limited	Passenger	C.M.St. P. & P. Passenger				Passenger Motor	Apache	C.M.St. P. & P. Passenger			
Daily Except Sunday	Tuesday Thursday Saturday	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	LEAVE						Daily	Daily	Daily	Daily Except Sunday	Daily	Daily
		AM 6.30						PM 7.05	PM 6.45	AM 7.30	S	SILVIS	TO	173.7		F W T						
											RK	ROCK ISLAND, ILL.	TO	181.1	7.4	F W T	AM 12.40	AM 6.35		PM 2.40	PM 10.25	
											VN	DAVENPORT, IOWA	TO	182.8	9.1		12.50	s 6.45	s 2.50	s 10.35		
											WU	MO. DIV. JCT.	TO	183.7	10.0		12.52		2.52	10.37		
											WN	WEST DAVENPORT	TO	184.9	11.2	W	12.55	6.50	AM 7.04	2.55	10.40	PM 11.25
		7.15	PM 11.45	PM 4.00	PM 12.45	AM 9.00	AM 7.30	8.05	6.45	8.10	NA	NAHANT	TO	186.5	12.8		12.58	6.54	s 7.08	2.58	10.43	11.30
											WD	LINWOOD	TO	190.9	17.2		1.03	f 7.01	f 7.13	s 3.04	10.48	11.35
												BUFFALO	P	192.0	18.3			f 7.05	f 7.18	s 3.07		
												MONTPELIER	P	196.8	23.1		1.09	f 7.12	f 7.28	s 3.14	10.54	11.43
												FAIRPORT	P	202.6	28.9		1.15	f 7.19	f 7.40	f 3.22	11.00	11.50
												HEINZ SPUR	P	208.2	34.5							
											BT	MUSCATINE	TO	210.3	36.6	F W T	1.24	s 7.45	s 8.00	s 3.45	s 11.15	s 12.05
		7.05 AM	9.00	1.10 AM 270	5.00 PM	2.00 PM	10.00 AM 274	8.30 AM	9.20	7.45	DY	CULVER	TO	211.6	37.9		1.27	7.48	8.03 AM	3.50	11.18	12.10 AM
		s 9.34						9.35	8.00	9.00	FD	FRUITLAND	TO	216.6	42.9		1.32	f 7.55		f 3.58	11.25	
		s 9.55						9.55	8.20	9.20	Z	LETTIS	TO	223.4	49.7		1.40	s 8.04		s 4.10	11.34	
		f 10.15						10.10	8.35	9.35		FREDONIA	P	229.7	56.0		1.48	f 8.11		f 4.20	11.41	
		s 10.50						10.45	8.40	9.40	CJ	COLUMBUS JCT.	TO	230.8	57.1	W Y	1.50	s 8.20		s 4.25	11.50	
												C. R. I. & P. Crossing	UX	230.8	57.1							
		s 11.20						11.10	8.55	9.55	OR	COTTER	TO	236.2	62.5		1.58	s 8.30		s 4.50	11.58	
		s 11.45						11.30	9.05	10.05	DA	AINSWORTH	TO	241.0	67.3		2.03	s 8.40		s 5.00	12.03	
		12.30 PM						12.45 PM	9.25	10.20	WA	WASHINGTON	TO	248.2	74.5	F W T Y	2.12	s 9.05		s 5.30 PM 900	s 12.15 909	
												VERDI	P	255.6	81.9		2.22	f 9.15			12.25	
								1.05	9.40	10.35	BR	BRIGHTON	TO	261.4	87.7		2.29	s 9.25			12.33	
								1.30	10.00	10.45		EAST PLEASANT PLAIN	P	263.8	90.1		2.32	s 9.30			12.36	
								1.40	10.10	10.50		PERLIE	P	270.3	94.8		2.37	s 9.37			12.42	
								2.00	10.25	11.00		OTERO	P	274.6	99.1		2.42	9.45			12.49	
								2.42	10.40	11.10		C. B. & Q. Crossing		276.7	101.2		909	96				
								3.03	10.45	11.15	FR	FAIRFIELD	TO	277.0	101.5	W	2.45	s 9.55			12.55	
												C. B. & Q. Crossing		282.7	107.2							
								3.20	11.00	11.27	BY	LIBERTYVILLE	TO	282.7	107.2		2.53	s 10.05			1.02	
								3.35	11.30	11.40		COUNTY LINE	P	289.1	113.6		3.03	f 10.15			1.09	
									PM 12	AM	NE	ELDON	TO	294.4	118.9	W T	3.15	s 10.25		s 1.20		
												C. R. I. & P. Crossing	UX	294.4	118.9		3.20	f 10.40			1.25	
											ON	ELDON YARD	TO	295.2	119.7	F Y	3.25	10.45			1.30	
								4.00 AM	12.05 AM	12.05 PM												
16.9	15.6	12.4	17.7	25.1	20.0	25.1	25.1	15.1	19.0	26.1							42.1	28.6	27.1	25.1	37.4	35.6
2.40	0.05	6.00	1.25	1.00	1.15	1.00	1.00	8.55	6.20	4.35							2.45	4.10	0.59	2.50	3.05	0.45

MAIN LINE EASTWARD

FIRST CLASS						Capacity of Siding	Capacity of Other Tracks	Station Numbers	SUB-DIVISION 27 STATIONS			Office Hours Week Days *Sundays and Holidays		SECOND CLASS										THIRD CLASS		
12	108	30	50	4	126				Time Table No. 36 September 27, 1931			From	To	96	990	98	270	274	286	276	264	272	278	82	80	292
Apache	C.M.St. P. & P. Passenger	Passenger	Passenger Motor	Golden State Limited	C.M.St. P. & P. Passenger									Calif. Kan. City Red Ball Freight	K.C., Mo. C. R. Div. Red Ball Freight	Texas Chicago Red Ball Freight	C.M.St. P. & P. Fruit	C.M.St. P. & P. Chicago Stock	C.M.St. P. & P. Meat Stock Fruit	C.M.St. P. & P. Milw'kee Time Freight	C.M.St. P. & P. Fruit	C.M.St. P. & P. Twin City Time Freight	C.M.St. P. & P. Time Freight	Local Freight	Local Freight	C.M.St. P. & P. Local Freight
AM 2.30		PM 8.20	AM 11.00	AM 5.15				173	S.....SILVIS.....	TO		PM 2.15	PM 11.15	AM 3.45										PM 2.00		
								181	RK.....ROCK ISLAND, ILL.	TO																
2.20		8.10	10.50	5.05				183	VN.....DAVENPORT, IOWA	TO																
2.12		7.57	10.42	5.02				184	WU.....MO. DIV. JCT.	TO																
	PM 7.25	7.55	10.40	5.00	AM 2.37			185	WN.....WEST DAVENPORT	TO																
2.06	7.21	7.50	10.37	4.58	2.35			187	NA.....NAHANT	TO	Continuous	1.15	10.00	1.45	AM 2.15	AM 11.30	PM 1.30	PM 2.30	PM 5.30	PM 7.30	AM 12.15		PM 1.05			
1.59	7.15	7.45	10.29	4.53	2.27	98	157	191	WD.....LINWOOD	TO	7.00 am 4.00 pm															
	7.11	7.43	10.25				69	192	BUFFALO	P																
1.51	7.03	7.35	10.15	4.46	2.18		9	197	MONTPELIER	P																
1.44	6.54	7.27	10.05	4.39	2.08	41	10	203	FAIRPORT	P																
							36		HEINZ SPUR	P																
1.33	6.41	7.15	9.50	4.29	1.55		410	210	BT.....MUSCATINE	TO	7.00 am 4.00 pm													PM 1.45		
1.27	6.35 PM	7.00	9.44	4.26	1.50 AM	99	30	212	DY.....CULVER	TO	Continuous	12.20	8.20	12.35	279 1.10 AM	269 10.00 AM	12.35 PM	1.20 PM	4.15 PM	5.45 PM	PM 10.30 PM		AM 10.35	1.35 PM		
1.20	6.52	9.34	4.19			87	112	217	FD.....FRUITLAND	TO	8.00 am 5.00 pm	PM 12.10	8.00	12.15									10.20			
1.12	6.43	9.20	4.11			100	33	224	Z.....LETTIS	TO	7.40 am 4.40 pm	11.55	7.40	11.58									9.55			
1.04	6.33	9.05	4.04			88	14	230	FREDONIA	P		11.40	7.20	11.41									9.35			
1.02	6.30	9.00	4.02			51	81	231	CJ.....COLUMBUS JCT.	TO	Continuous • 12 mid 6.15 am • 8.00 am 10.00 am • 6.00 pm 12 mid	11.35	7.15 30 6.15	11.25									9.00			
									C. R. I. & P. Crossing	UX																
12.53	6.18	8.50	3.54			123	28	236	CR.....COTTER	TO	8.00 am 5.00 pm	11.20	6.00	11.10									8.30			
12.48	6.10	8.40	3.48			77	29	241	DA.....AINSWORTH	TO	8.20 am 5.20 pm	11.10	5.45	10.55									8.05			
12.37	6.00	8.25	3.39			113	125	248	WA.....WASHINGTON	TO	Continuous	10.55	5.30	10.40									AM 10.00	7.45 AM		
	5.45	AM																								
12.26	5.35		3.28			75	4	256	VERDI	P		10.35	4.30	10.15									9.40			
12.10	5.25		3.21			88	162	261	BR.....BRIGHTON	TO	9.00 am 5.00 pm 9.00 pm 5.00 am	10.15	4.15	10.00									9.25			
12.05	5.18		3.18			53	30	264	EAST PLEASANT PLAIN	P		10.10	4.10	9.55									9.00			
11.59	5.09		3.12			86	12	270	PERLEE	P		10.00	3.55	9.45									8.45			
11.53	5.00		3.06			77		275	OTERO	P		9.45	3.40	9.35									8.35			
									C. B. & Q. Crossing																	
11.48	4.55		3.03			64	104	277	FR.....FAIRFIELD	TO	Continuous • 9.00 am 11.00 am • 3.30 pm 5.30 pm • 11.20 pm 1.20 am	9.33	3.35	9.30									8.30			
									C. B. & Q. Crossing																	
11.38	4.40		2.53			100	22	283	BY.....LIBERTYVILLE	TO	8.00 am 5.00 pm	9.20	3.15	9.15									7.40			
11.30	4.30		2.40			111	17	289	COUNTY LINE	P		9.05	3.00	9.00									7.25			
11.20	4.20		2.30			28	207	294	NE.....ELDON	TO	9.00 am 5.00 pm 8.30 pm 4.30 am 9.30 am 11.30 am 3.00 pm 5.00 pm 10.30 pm 3.20 am											7.05				
11.13	4.10								C. R. I. & P. Crossing	UX																
11.10	4.07		2.23				1094	295	ON.....ELDON YARD	TO	Continuous	8.45 AM	2.30 PM	8.30 PM									7.00 AM			
Daily	Daily	Daily	Daily Except Sunday	Daily	Daily				LEAVE			Daily	Daily	Daily	Daily	Sunday Tuesday	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Monday Wedn'd'y Friday		
34.9	32.0	29.6	26.0	39.1	32.0				119.7			21.3	15.4	16.7	23.1	16.7	27.4	21.5	20.0	14.3	14.3	15.1	11.9	7.8		
3.20	0.50	4.13	2.35	2.52	0.50				SCHEDULE TIME			5.30	8.45	7.15	1.05	1.30	0.55	1.10	1.15	1.45	1.45	3.00	6.15	0.10		

MAIN LINE WESTWARD

THIRD CLASS		SECOND CLASS					SUB-DIVISION 23			FIRST CLASS						
87	85		911	915	93	91	STATIONS						11	3	31	29
Local Freight	Local Freight		Twin City Kan. City Red Ball Freight	Des M. St. J. K. C. R. B. Frt.	Texas Special	Chicago Calif. Gold Ball Freight	Time Table No. 36 September 27, 1931			M. P. Distance from Chicago	Distance from Trenton	Fuel, Water, Turn Table and Wye	Apache	Golden State Limited	Passenger	Passenger
Tuesday Thursday Saturday	Monday Wedn'd'y Friday		Daily	Daily	Daily	Daily	LEAVE						Daily	Daily	Daily	Daily
	AM 7.00				PM 12.20	AM 12.35	ON	ELDON YARD	TO	295.2	120.7	F Y	AM 1.30	AM 3.25		AM 10.45
	f 7.05				12.24	12.45		LADSDALE	P	297.7	118.2		1.34	3.30		f 10.48
	s 7.17				12.32	12.55		FLORIS	P	301.3	114.6		1.39	3.35		s 10.55
	s 7.40 96				12.45 84	1.15	SW	BELKNAP	TO	308.2	107.7		1.50	3.44		s 11.06
								Wabash Crossing		308.2	107.7					
	s 8.00				12.52	1.25		DRAKESVILLE	P	311.4	104.5	W	1.59	3.49		s 11.12
	s 8.30				1.05	1.51		PARIS	P	317.7	98.2		2.08	3.56		s 11.22
	s 9.00				1.17	2.16 11		UNIONVILLE	P	323.8	92.1		2.16 91	4.04		s 11.33 84
	s 9.30 990				1.24	2.30		UDELL	P	327.3	88.6		2.21	4.09		s 11.40
	9.50				1.34	2.40		SHARON	P	332.0	83.9		2.26	4.15		11.47 AM
								C. B. & Q. Crossing		336.1	79.8					
AM 8.00	10.10 AM				1.43	3.00	CV	CENTERVILLE	TO	336.3	79.6	F W Y	s 2.35	4.21		s 12.05 PM
s 8.35 990					1.57	3.20	NU	NUMA	TO	343.8	72.1		2.45	4.30		s 12.16
s 9.00					2.11	3.40	SR	SEYMOUR	TO	351.7	64.2	W	s 2.55	4.39		s 12.27 86
								C. M. St. P. & P. Crossing		352.0	63.9					
f 9.20					2.21 30	3.52		KNIFFIN	P	356.1	59.8		3.00	4.44		f 12.35
s 9.35					2.30	4.00		HARVARD	P	359.8	56.1		3.05	4.48 96		s 12.41
s 10.15			PM 11.30	PM 3.00	2.43	4.20 96	AR	ALLERTON	TO	365.0	50.9	F W Y	s 3.20	4.55	s 9.30	s 1.00
s 10.50			11.47 PM 916	3.25	2.55	4.40	CO	OLIO	TO	372.2	43.7		3.29	5.04	9.37	s 1.13
								Two or more Tracks								
s 11.10			12.03	3.40 98	3.07	5.11 3	WR	LINEVILLE, IA	TO	378.1	37.8		3.36 58-96	5.11 91	9.43	s 1.25 80
s 11.30			12.30 4	3.55	3.17 98	5.30	Q	MERCER, MO	TO	383.1	32.8		3.43	5.17	9.49 86	s 1.33
f 11.40			12.45	4.05	3.27	5.40		ALVORD	P	387.7	28.2		3.48	5.23	9.54	f 1.39
s 12.15 AM			1.00	4.25	3.42	6.00 990	PR	PRINCETON	TO	392.9	23.0	W	s 3.54	5.30	10.00	s 1.50
s 12.38 PM			1.20 912	4.45	4.00	6.20	MG	MILL GROVE	TO	399.8	16.1		4.05	5.40 990	10.08	s 2.00
s 1.15			1.40	5.00	4.12	6.35	SB	SPIOKARDS	TO	404.3	11.6		4.11	5.46	10.13	s 2.10 98
s 1.40			2.00 96	5.15	4.27	6.50	ND	TINDALL	TO	410.1	5.8		4.18	5.55	10.19	s 2.20
2.00			2.25	5.45	4.45	7.15	RN DS	TRENTON	TO	415.9		F W T	4.30	6.05	10.25	2.30
PM			AM	PM	PM	AM							AM	AM	AM	PM
13.2	12.9		17.5	18.5	27.3	18.0	120.7 AVERAGE SPEED PER HOUR						40.2	45.3	55.1	32.2
6.00	3.10		2.55	2.45	4.25	6.40	SCHEDULE TIME						3.00	2.40	0.55	3.45

MAIN LINE EASTWARD

FIRST CLASS					Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUB-DIVISION 28		Office Hours Week Days	SECOND CLASS					THIRD CLASS		
STATIONS																		
4	12	30	58	Time Table No. 36 September 27, 1931				Sundays and Holidays	96		912	990	98	916	86	84		
Golden State Limited	Apache	Passenger	Passenger					From	To	Calif. Kan. City Red Ball Freight	Kan. City Twin City Red Ball Freight	K. C. Mo. C. R. Div. Red Ball Freight	Texas Chgo Red Ball Freight	K.C. Des M. Red Ball Freight	Local Freight	Local Freight		
AM 2.23	PM 11.10	PM 4.07			1094	295	ON	ELDON YARD	TO	Continuous	AM 8.20		AM 11.30	PM 8.00		PM 1.40		
2.18	11.07	4.01		54		298		LADSDALE	P		8.05		11.15	7.35		1.25		
2.13	11.02	3.55		67	11	301		FLORIS	P		7.55		10.55	7.25		1.10		
2.05	10.53	3.45		114	20	308	SW	BELKNAP	TO	Continuous	7.40		10.30	7.10		1.05		
								Wabash Crossing										
1.59	10.48	3.40		87	8	311		DRAKESVILLE	P		7.25		10.20	6.55		1.15		
1.51	10.41	3.30		87	13	318		PARIS	P		7.05		10.00	6.40		1.55		
1.43	10.34	3.21		62	28	324		UNIONVILLE	P		6.45		9.40	6.25		1.33		
								3.5										
1.38	10.29	3.15		89	8	327		UDELL	P		6.35		9.30	6.15		1.10		
1.31	10.22	3.05		56		332		SHARON	P		6.15		9.12	5.50		10.55		
								4.1										
								C. B. & Q. Crossing										
								0.2										
1.25	10.15	2.55		N72 S52	325	336	CV	CENTERVILLE	TO	Continuous	6.00		9.00	5.40		1.30		
1.16	10.02	2.40		95	117	344	NU	NUMA	TO	8.00 am 5.00 pm	5.40		8.35	5.20		1.10		
								7.9										
1.08	9.52	2.30		S86 N43	46	352	SR	SEYMOUR	TO	Continuous	5.20		8.10	5.00		1.27		
								0.3										
								C. M. St. P. & P. Crossing										
1.01	9.42	2.21		56	3	356		KNIFFIN	P		5.05		7.56	4.40		1.05		
12.56	9.35	2.10		65	15	360		HARVARD	P		4.48		7.45	4.30		1.55		
								5.2										
12.50	9.20	2.00	AM 4.00	L125 S 44	207	365	AR	ALLERTON	TO	Continuous	4.20	AM 2.50	7.30	4.15	AM 12.05	1.40		
12.43	9.08	1.35	3.47	95	20	372	CO	OLIO	TO	Continuous	4.05	2.30	7.10	3.55	PM 911 11.47	10.55		
								7.2										
								Two or more Tracks										
12.36	9.02	1.25	3.36	89	36	378	WR	LINEVILLE, IA	TO	8.00 am 5.00 pm	3.36	2.20	6.55	3.40	11.35	10.30		
12.30	8.57	1.10	3.30	N-88 S-89	15	383	Q	MERCER, MO	TO	Continuous	3.15	2.10	6.40	3.17	11.25	9.49		
12.23	8.49	1.05	3.24	100		388		ALVORD	P	* 12.45 pm 2.45 pm * 8.00 pm 10.00 pm * 2.00 am 4.00 am	2.55	1.50	6.15	2.55	11.05	9.15		
12.17	8.43	1.00	3.18	77	71	393	PR	PRINCETON	TO	Continuous	2.45	1.40	6.00	2.45	10.55	9.00		
								5.2										
12.08	8.33	1.23	3.08	89	13	400	MG	MILL GROVE	TO	* 12.30 pm 2.30 pm * 8.00 pm 10.00 pm * 2.00 am 4.00 am	2.25	1.20	5.40	2.25	10.37	8.30		
12.03	8.28	1.20	3.03	86	25	404	SB	SPIOKARDS	TO	8.00 am 5.00 pm	2.15	1.10	5.20	2.10	10.27	8.10		
11.57	8.22	1.20	2.57	85	17	410	ND	TINDALL	TO	7.30 am 4.30 pm	2.00	1.00	5.10	1.50	10.15	7.50		
11.50	8.15	1.10	2.50	960	416	416	RN DS	TRENTON	TO	Continuous	1.45	12.45	4.55	1.30	10.00	7.30		
								5.8										
								Two or more Tracks										
Daily	Daily	Daily	Daily					LEAVE		Daily	Daily	Daily	Daily	Daily	Monday Wedn'd'y Friday	Tuesday Thursday Saturday		
47.3	42.6	30.5	43.6					120.7		18.3	24.4	18.3	18.6	24.4	13.2	14.1		
2.33	2.55	3.57	1.10					AVERAGE SPEED PER HOUR		6.35	2.05	6.35	6.30	2.05	6.00	2.55		
								SCHEDULE TIME										

MAIN LINE WESTWARD

THIRD CLASS		SECOND CLASS					SUB-DIVISION 29					FIRST CLASS								
89	395	915	93	91	911	STATIONS					Distance from Chicago	Distance from Trenton	Fuel, Water, Turn Table and Wye	11	3	311	31	29		
Local Freight	Chi. Tw. C. K.C. St. J. R. B. Frt.	Des M. St. J. R. B. Frt.	Texas Special	Chi. Calif. Gold Ball Freight	Twin City Kan. City R.B. Frt.	Time Table No. 36 September 27, 1931								Apache	Golden State Limited	Passenger Motor	Passenger	Passenger		
Tuesday Thursday Saturday	Daily	Daily	Daily	Daily	Daily	LEAVE								Daily	Daily	Daily	Daily	Daily		
AM 7.00	PM 10.15	PM 9.50	PM 5.00	AM 8.45	AM 4.50	RN DS	TRENTON					TO	414.1		F W T	AM 4.35 990	AM 6.10 311	AM 6.15 3	AM 10.30	PM 2.40
							LAKE <td>Two or more Tracks</td> <td>P</td> <td>417.4</td> <td>3.3</td> <td></td> <td></td> <td></td> <td></td> <td></td>					Two or more Tracks	P	417.4	3.3					
							SCOTT <td>Two or more Tracks</td> <td>P</td> <td>420.2</td> <td>6.1</td> <td></td> <td></td> <td></td> <td></td> <td></td>					Two or more Tracks	P	420.2	6.1					
s 7.20	10.35	10.15	5.20	9.09	5.15	HK	HICKORY CREEK <td>Two or more Tracks</td> <td>TO</td> <td>421.6</td> <td>7.5</td> <td>4.45</td> <td>6.20</td> <td>6.27</td> <td>10.40</td> <td>s 2.51</td>					Two or more Tracks	TO	421.6	7.5	4.45	6.20	6.27	10.40	s 2.51
7.30 AM	10.50 PM						COBURN <td>Two or more Tracks</td> <td>P</td> <td>425.0</td> <td>10.9</td> <td></td> <td></td> <td>6.35 AM</td> <td></td> <td></td>					Two or more Tracks	P	425.0	10.9			6.35 AM		
		10.40	5.40	9.30	5.40		SHEARWOOD <td>Two or more Tracks</td> <td>P</td> <td>427.3</td> <td>13.2</td> <td>4.54</td> <td>6.29</td> <td></td> <td>10.49</td> <td>f 3.01</td>					Two or more Tracks	P	427.3	13.2	4.54	6.29		10.49	f 3.01
		11.13 4-912	6.00	9.50	6.00	KN	LOCK SPRINGS <td>TO</td> <td>434.8</td> <td>20.7</td> <td>W</td> <td>5.05</td> <td>6.40</td> <td></td> <td>10.59</td> <td>s 3.13</td>					TO	434.8	20.7	W	5.05	6.40		10.59	s 3.13
							Wabash Crossing <td></td> <td>434.9</td> <td>20.8</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						434.9	20.8						
		11.30	6.15	10.00	6.15		REED <td>P</td> <td>438.2</td> <td>24.1</td> <td></td> <td>5.11</td> <td>6.46</td> <td></td> <td>11.05 30</td> <td>3.20</td>					P	438.2	24.1		5.11	6.46		11.05 30	3.20
		11.50 PM 96	6.40	10.15	6.35		NETTLETON <td>P</td> <td>443.5</td> <td>29.4</td> <td></td> <td>5.20</td> <td>6.55</td> <td></td> <td>11.14 98</td> <td>f 3.30</td>					P	443.5	29.4		5.20	6.55		11.14 98	f 3.30
		12.20 AM	7.09 12-916	10.47 30-98	7.05 3	SC	SHOAL <td>TO</td> <td>450.3</td> <td>36.2</td> <td>W</td> <td>5.30</td> <td>7.05 911</td> <td></td> <td>11.24</td> <td>f 3.42</td>					TO	450.3	36.2	W	5.30	7.05 911		11.24	f 3.42
		12.35	7.28	11.10	7.30		LEE <td>P</td> <td>454.9</td> <td>40.8</td> <td></td> <td>5.39</td> <td>7.14</td> <td></td> <td>11.34</td> <td>3.52</td>					P	454.9	40.8		5.39	7.14		11.34	3.52
		1.00 AM	7.45 PM	11.45 AM 31	8.00 AM	PO	POLO <td>TO</td> <td>460.5</td> <td>46.4</td> <td>F W Y g</td> <td>5.50 AM</td> <td>7.25 AM</td> <td></td> <td>11.45 AM 91</td> <td>s 4.10 PM</td>					TO	460.5	46.4	F W Y g	5.50 AM	7.25 AM		11.45 AM 91	s 4.10 PM
		1.25	8.00	12.20 PM	8.30		Elmira <td></td> <td>467.6</td> <td>53.5</td> <td></td> <td>5.59</td> <td>7.36</td> <td></td> <td>11.56 AM</td> <td>s 4.32</td>						467.6	53.5		5.59	7.36		11.56 AM	s 4.32
		1.50	8.15	12.50	8.50		Lawson Jct. <td></td> <td>471.7</td> <td>57.6</td> <td></td> <td>6.06</td> <td>7.44</td> <td></td> <td>12.04 PM</td> <td>4.40</td>						471.7	57.6		6.06	7.44		12.04 PM	4.40
		1.55	8.25 8.35	12.55	8.55		Lawson <td></td> <td>472.9</td> <td>58.8</td> <td>W</td> <td>6.08</td> <td>7.46</td> <td></td> <td>12.06</td> <td>s 4.43</td>						472.9	58.8	W	6.08	7.46		12.06	s 4.43
		2.25	9.00	1.30	9.45	EX	Excelsior Springs <td>TO</td> <td>479.5</td> <td>65.4</td> <td>W s</td> <td>6.20</td> <td>s 7.59</td> <td></td> <td>s 12.19</td> <td>s 5.00</td>					TO	479.5	65.4	W s	6.20	s 7.59		s 12.19	s 5.00
		2.45	9.32	1.50	9.55		Moseby <td></td> <td>484.3</td> <td>70.2</td> <td></td> <td>6.27</td> <td>8.06</td> <td></td> <td>12.26</td> <td>s 5.11</td>						484.3	70.2		6.27	8.06		12.26	s 5.11
		2.50	9.34	1.55	9.57		Moseby Jct. <td></td> <td>484.8</td> <td>70.7</td> <td></td> <td>6.28</td> <td>8.07</td> <td></td> <td>12.27</td> <td>5.13</td>						484.8	70.7		6.28	8.07		12.27	5.13
		3.20	9.45	2.20	10.05		Stockdale <td></td> <td>487.4</td> <td>73.3</td> <td></td> <td>6.33</td> <td>8.12</td> <td></td> <td>12.32</td> <td>f 5.19</td>						487.4	73.3		6.33	8.12		12.32	f 5.19
		3.40	10.00	2.40	10.25	BR	Liberty <td>TO</td> <td>492.1</td> <td>78.0</td> <td>W f</td> <td>6.41</td> <td>8.21</td> <td></td> <td>12.41</td> <td>s 5.31</td>					TO	492.1	78.0	W f	6.41	8.21		12.41	s 5.31
		4.00	10.15	3.00	10.45	BG	Birmingham <td>TO</td> <td>493.1</td> <td>84.0</td> <td></td> <td>6.50</td> <td>8.30</td> <td></td> <td>12.50</td> <td>5.45</td>					TO	493.1	84.0		6.50	8.30		12.50	5.45
							Co. urg. <td></td> <td>505.9</td> <td>91.8</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>s 6.02</td>						505.9	91.8						s 6.02
							Sheffield <td></td> <td>506.2</td> <td>92.1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>6.04</td>						506.2	92.1						6.04
							Randolph <td></td> <td>500.7</td> <td>86.6</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						500.7	86.6						
						W	Block 222 <td>TO</td> <td>503.6</td> <td>89.5</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>					TO	503.6	89.5						
							North Kansas City <td></td> <td>504.8</td> <td>90.7</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						504.8	90.7						
							Block 223 <td></td> <td>505.4</td> <td>91.3</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						505.4	91.3						
						GT	Ustick <td>TO</td> <td>506.3</td> <td>92.2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>					TO	506.3	92.2						
							Broadway Tower <td></td> <td>507.1</td> <td>93.0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						507.1	93.0						
							St. Louis Ave. Tower <td></td> <td>507.6</td> <td>93.5</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						507.6	93.5						
						US	KANSAS CITY, MO. <td>TO</td> <td>510.1</td> <td>96.0</td> <td></td> <td>7.20 AM</td> <td>9.00 AM</td> <td></td> <td>1.15 PM</td> <td>6.20 PM</td>					TO	510.1	96.0		7.20 AM	9.00 AM		1.15 PM	6.20 PM
							St. Louis Ave. Tower <td></td> <td>507.6</td> <td>93.5</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						507.6	93.5						
							State Line <td></td> <td>507.7</td> <td>93.6</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						507.7	93.6						
							Armstrong <td></td> <td>508.8</td> <td>94.7</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						508.8	94.7						
						JO	Terminal Junction <td>TO</td> <td>509.6</td> <td>95.5</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>					TO	509.6	95.5						
							KANSAS CITY, KAS. <td></td> <td>509.7</td> <td>95.6</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>						509.7	95.6						
		5.20 AM	11.30 PM	4.15 PM	11.59 AM															
21.8	18.7	12.7	15.1	12.9	13.4		96.0 AVERAGE SPEED PER HOUR								34.9	33.9	32.7	34.9	27.7	
0.30	0.35	7.30	6.30	7.30	7.09		SCHEDULE TIME								2.45	2.50	0.20	2.45	3.40	

MAIN LINE EASTWARD

FIRST CLASS								SUB-DIVISION 29					Office Hours		SECOND CLASS						THIRD CLASS		
	4	12	312	30	58				STATIONS					Week Days		98	916	912	390	96	990	88	
	Golden State Limited	Apache	Passenger Motor	Passenger	Passenger	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	Time Table No. 36			M. P. Distance from Chicago	Distance from Trenton	*Sundays and Holidays	From To	Texas Chgo. Red Ball Freight	K. C. Des. M. Red Ball Freight	Kan. City Twin City Red Ball Freight	St. J. TwC. Chl., K. C. Red Ball Freight	Calif. Kan. City Red Ball Freight	K. C., Mo. C. R. Div. Red Ball Freight	Local Freight	
	PM 11.45	PM 8.10	PM 8.00	AM 11.50	AM 2.45		960	416	RN DS	TRENTON	TO	414.1		Continuous	PM 1.00	PM 9.30	AM 12.15	AM 12.05	AM 1.15	AM 11.4.30	PM 1.15		
										LAKE SCOTT	P	417.4	3.3										
	11.33	7.58	7.48	s 11.35	2.31		15	431	HK	HICKORY CREEK	TO	421.6	7.5	{ Continuous 12 mid 5.00 am	12.35	9.00	PM 11.52	PM 11.42	12.50	4.00	s 12.50		
	11.25 PM 11.13	7.50	7.40 PM	f 11.26	2.21	47	18	436		COBURN	P	425.0	10.9										
		7.38		s 11.15	2.09	112	17	W 10	KN	SHEARWOOD	P	427.3	13.2		PM 12.18 AM 11.48	8.35	11.40 915-4	11.35 PM 11.13	12.35	3.35	12.35 PM		
										LOCK SPRINGS	TO	434.8	20.7	Continuous		8.10			12.15	3.10			
	11.05	7.30		f 11.05	2.01	111		W 13		Wabash Crossing		434.0	20.8										
	10.55	7.20		f 10.56	1.51	113	18	W 19		REED	P	438.2	24.1		11.35 31	7.55	10.50		AM 12.05 PM 915	2.55			
	10.44	93-916 7.09		f 10.47	1.40	111	18	W 25	BC	NETTLETON	P	443.5	29.4		11.14 30-91	7.40 12-93	10.35		11.50	2.35			
	10.35	7.00		10.39	1.31	112		W 30		SEAL	TO	450.3	36.2	Continuous	10.47	7.09	10.23		11.35	2.10			
	10.25 PM	6.50 PM		s 10.30 AM	1.21	141	35	W 36	PO	LEE	P	454.9	40.8		10.20	6.50	10.12		11.20	1.50			
										POLO	TO	460.5	46.4	Continuous	10.05 AM	6.30 PM	10.00 PM		11.05 PM	1.30 AM			
	10.14	6.40		s 10.07	1.11	55	12	W 43		Elmira		467.6	53.5		9.40	6.05	9.40		10.50	1.15 1.00			
	10.09	6.36		9.59	1.07	110				Lawson Jct.		471.7	57.6		9.25	5.55	9.30		10.40	12.50			
	10.07	6.34		s 9.57	1.05	110	50	W 47		1.2 Lawson		472.9	58.8										
	s 9.55	s 6.25		s 9.45	s 12.56	98	27	W 55	EX	Excelsior Springs	TO	479.5	65.4										
	9.41	6.11		s 9.30	12.42	110	18	W 58		4.8 Moseby		484.3	70.2										
										0.5													
	9.40	6.10		9.26	12.41	53				12.0 Moseby Jct.		483.7	69.6		8.35	5.05	8.56		9.35	12.05 PM			
	9.37	6.07		f 9.20	12.38	15		W 61		2.6 Stockdale		486.3	72.2		8.25	4.55	8.50		9.30	11.55			
	9.30	f 6.00		s 9.10	12.31	110		W 66	BR	4.7 Liberty	TO	491.0	76.9		8.10	4.40	8.38		9.20 9.10	11.40			
	9.20	5.50		s 9.00	12.21	69	42	W 72	BG	6.0 Birmingham	TO	497.0	82.9		7.45	4.15	8.15		8.45	11.15			
				8.45						7.8 Coburg		504.8	90.7										
				8.42						0.3 Sheffield		505.1	91.0										
						1106 W 73	22	W 76		2.6 Randolph		499.6	85.5										
								W		2.9 Block 222	TO	502.5	88.4										
						95		W 79		1.2 North Kansas City		503.7	89.6										
						77		W 80	GT	0.6 Block 223		504.3	90.2										
								W 81		0.9 Ustick	TO	505.2	91.1										
										0.8 Broadway Tower		506.0	91.9										
										0.5 St. Louis Ave. Tower		506.5	92.4										
	9.00 PM	5.30 PM		8.30 AM	12.01 AM	y'd		W 84	US	2.5 KANSAS CITY, MO.	TO	509.0	94.9										
										0.1 St. Louis Ave. Tower		506.5	92.4										
										0.1 State Line		506.6	92.5										
										1.1 Armstrong		507.7	93.6										
									JC.	0.8 Terminal Junction	TO	508.5	94.4										
								y'd	W 85	0.1 KANSAS CITY, KAS.		508.6	94.5										
	Daily	Daily	Daily	Daily	Daily					LEAVE						7.00 AM	3.30 PM	7.30 PM		8.00 PM	10.30 PM	Monday Wed, sday Friday	
	34.9	36.0	32.7	30.6	35.1					94.9						Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily		
	2.45	2.40	0.20	3.20	2.44					AVERAGE SPEED PER HOUR						15.8	15.8	19.9	21.8	18.6	16.4	16.4	
										SCHEDULE TIME						6.00	6.00	4.45	0.30	5.15	6.00	0.40	

**TRAINS 58, 30, 12 AND 4 OPERATE ON
WESTWARD TRACK MOSEBY JCT. TO
LAWSON JCT. VIA EXCELSIOR SPRINGS.**

EASTWARD

EASTWARD

Second Class		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUB-DIVISION 31B STATIONS		Office Hours Week Days		M. P. Dis- tance from Chicago	Distance from Summerset Jct.	Fuel, Water Turn Table and Wye	Third Class	
827	825				Time Table No. 36 September 27, 1931		*Sundays and Holidays					826	828
Mixed	Mixed				LEAVE		From	To				Mixed	Mixed
Daily Ex. Sunday	Daily Ex. Sunday												
PM 3.00	AM 8.20	13		AC 16	SUMMERSET JOT				373.9		W Y	AM 9.35	PM 4.15
f 3.05	f 8.25		19	AD 1	SUMMERSET				374.5	0.6		f 9.30	f 4.10
3.25 PM	8.45 AM	6	49	AD 6	ND..... INDIANOLA..... TO	8.30 am 5.30 pm			380.1	6.2	T	9.10 AM	3.40 PM
					LEAVE							Daily Ex. Sunday	Daily Ex. Sunday
14.9	14.9				A.V'GE SPEED PER HOUR.							14.9	10.6
0.25	0.25				SCHEDULE TIME							0.25	0.35

WESTWARD LEAVENWORTH BRANCH EASTWARD

WESTWARD			WILTON BRANCH										EASTWARD									
SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUB-DIVISION 27-A STATIONS Time Table No. 36 September 27, 1931		Office Hours Week Days *Sundays and Holidays		M. P. Dis- tance from Chicago	Distance from Muscatine	Fuel, Water Turn Table and Wye	SECOND CLASS									
1041	1039	1037						From	To				1036	1038	1040							
Mixed	Passenger	Passenger											Passenger	Mixed	Passenger							
Daily Ex Sunday	Daily Ex Sunday	Daily Ex Sunday																				
PM 3.20	AM 11.15	AM 7.15				E-103 W-70	90	A24	JN.....				WILTON.....	TO	8.00 am	5.00 pm	222.5	12.2	W Y	AM 7.00	AM 10.50	PM 2.55
s 3.35	\$11.35	s 7.28					5	F7					SUMMIT.....				215.9	6.6		f 6.39	\$10.30	s 2.35
3.55 PM	11.55 AM	7.45 AM					410	210	BT.....				MUSCATINE.....	TO	7.00 am	4.00 pm	210.3		FWT	6.20 AM	10.10 AM	2.15 PM
														LEAVE						Daily Ex Sunday	Daily Ex Sunday	Daily Ex Sunday
20.9	18.3	24.4																		18.3	18.3	18.3
0.35	0.40	0.30												0.40	0.40	0.40						
						12.2 AVERAGE SPEED PER HOUR																
						SCHEDULE TIME																

WESTWARD

ST. JOSEPH-ATCHISON BRANCH

EASTWARD

SECOND CLASS				FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUB-DIVISION 30-A STATIONS Time Table No. 36 September 27, 1931	Office Hours Week Days *Sundays and Holidays	M. P. Distance from Chicago	Distance from St. Joseph	Fuel, Water, Turn Table and Wye	FIRST CLASS		SECOND CLASS			
677	1043	161	671	151	157									150	156	1042	678	160	672
Mo. Pac. Freight	Mixed	A. T. S. F. Freight	Mo. Pac. Freight	A. T. S. F. Passenger Motor	A. T. S. F. Passenger Motor									A. T. S. F. Passenger Motor	A. T. S. F. Passenger Motor	Mixed	Mo. Pac. Freight	A. T. S. F. Freight	Mo. Pac. Freight
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily				LEAVE	From To									
	PM 12.40							OA30	Atchison Yard 0.7		519.4	21.4	F W T			AM 10.00			
PM 1.00	s 12.45	AM 6.25	AM 2.15	s PM 5.15	s AM 10.05			OA30	Atchison U. D. 0.4	Continuous	518.7	20.7		AM 8.25	PM 4.18	s 9.55	PM 3.30	PM 6.45	PM 8.00
PM 1.03	PM 12.47	AM 6.30	AM 2.18	PM 5.17	AM 10.08	60	5		WINTHROP 4.4		518.3	20.3		AM 8.21	PM 4.15	AM 9.50	PM 3.25	PM 6.40	PM 7.55
									C. B. & Q. Crossing 0.0		513.9	15.9							
								FO	DAVIES 0.2	Continuous	513.9	15.9							
1.13	s 1.03	6.41	2.32	f 5.25	f 10.17	56	23	OA25	RUSHVILLE 3.4		513.7	15.7	Y	f 8.12	f 4.06	s 9.30	3.12	6.27	7.43
1.22	1.10	6.50	2.42	5.30	10.23	56		OB12	GAY 3.0		510.3	12.3		8.07	4.01	f 9.16	3.02	6.20	7.33
1.29	1.17	6.59	2.52	5.35	f 10.28	56	24	OB 9	KENMOOR 5.5		507.3	9.3		f 8.02	f 3.56	f 9.07	2.56	6.13	7.26
1.45 PM	1.26	7.12	3.15 AM	5.42	10.35	93		OB 4	DONOVAN 1.0	Continuous	501.8	3.8		7.55	3.49	f 8.55	2.45 PM	6.00	7.15 PM
				s 5.45	s 10.38			OB 3	SO. ST. JOSEPH 1.2		500.8	2.8		s 7.50	s 3.44				
	1.31	7.18		5.48	10.41	40		OB 2	FLORENCE 0.5		499.6	1.8		7.47	3.41	8.45		5.55	
									C. B. & Q. Crossing 0.1	UX	499.1	1.1							
	1.34	7.25 AM		5.50 PM 160	10.45 AM				TERMINAL JCT. 0.3		499.0	1.0		7.43 AM	3.37 PM	8.42		151 5.50 PM	
									A. T. & S. F. Crossing 0.0	UX	498.7	0.7							
									C. B. & Q. Crossing 0.4	UX	498.7	0.7							
	1.40					695	498	SY	ST. JOSEPH YD 0.2	TO	498.3	0.3	F W T Y			8.40			
									C. B. & Q. Crossing 0.1	UX	498.1	0.1							
	1.45 PM						498	UN	ST. JOSEPH U. D. 0.1	TO	498.0					8.30 AM			
									LEAVE							Daily	Daily	Daily Except Sunday	Daily
22.1	19.8	19.8	17.0	33.9	29.7				21.5 AVERAGE SPEED PER HOUR					28.3	28.9	14.3	22.1	21.6	22.1
0.45	1.05	1.00	1.00	0.35	0.40				SCHEDULE TIME					0.42	0.41	1.30	0.45	0.55	0.45

WESTWARD

WALLACE BRANCH

EASTWARD

Second Class		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUB-DIVISION 30-C STATIONS Time Table No. 36 September 27, 1931	Office Hours Week Days *Sundays and Holidays	M. P. Distance from Chicago	Distance from Rushville	Fuel, Water, Turn Table and Wye	THIRD Class 1044
1045	Mixed									
Monday Friday					LEAVE	From To				Mixed
AM 9.30		56	23	OA25	RUSHVILLE 6.5		513.7		Y	AM 11.45
s 10.00			16	OA18	DEKALB 5.1	8.30 am 5.30 pm	520.2	6.5		s 11.05
10.20 AM			15	OA13	WALLACE 5.1		525.3	11.6		10.30 AM
					LEAVE					Monday Friday
13.9					11.6 AVERAGE SPEED PER HOUR					9.3
0.50					SCHEDULE TIME					1.15

J. A. SULLIVAN, Train Master, Muscatine, Iowa
Sub-Division No. 27, 27a.

C. T. McHUGH, Train Master, Trenton, Mo.
Sub-Division No. 28, 31, 31a, 31b.

HOMER FAIRMONT, Train Master, Trenton, Mo.
Sub-Division No. 29, 30, 30a, 30b, 30c.

H. A. MOHLER, Asst. Train Master, St. Joseph, Mo.
Sub-Division No. 30a, 30c.

F. E. MERIDETH, Road Foreman of Equipment,
Trenton, Mo.

J. L. BARNETT, Chief Dispatcher.

C. C. EVANS, Night Chief Dispatcher.

Trenton, Mo.

Train Dispatchers

G. T. STABLEIN F. W. SHIPMAN
R. S. McCOLLOM A. D. WILLIAMS
J. C. BEACHAM F. M. McKINNEY
S. E. STROFF F. E. ABERNATHY
J. L. HAWN D. R. LUSE
W. F. RUSH C. R. KESSLER

Trenton, Mo.

TIME TABLE RULES

1. On single track Eastward trains are superior to Westward trains of the same class. (See General Rule 72.)

2. Silvis is the initial station for Westward freight trains leaving that station.
- 2a Rock Island is the initial station for Westward first class trains leaving that station.
- 2b West Davenport is the initial station for Westward first class trains leaving that station.
- 2c Eldon is the initial station for first class trains, Sub-Divisions 27 and 28.
- 2d Polo is the initial station for eastward trains, Sub-Division 29.
- 2e Atchison U. D. is the initial station for trains leaving Atchison Yard or Atchison U. D.
- 2f Des Moines is the initial station for Westward trains, Sub-Division 31, leaving that station.
- 2g Short Line Jct. is the initial station for trains leaving Short Line Yard Unit, Des Moines-Valley Jct. terminal.
3. Trains Sub-Division 27a will leave Wilton without Clearance Form A.
- 3a On Sub-Division 29, between west end Trenton train yard and westward home signal, near station Lock Springs, trains will be operated on both single and eastward and westward tracks on signal indication and Rules 71, 72, 73 and 83 of the Rules and Regulations of the Operating Department are annulled between these points, except all trains departing from Trenton will obtain clearance card Form A. See Time Table Rule 12e.
- 3b Trains originating at Terminal Jct. Sub-Division 30a must get Clearance Form A at St. Joseph Yd. except First Class Trains, who will get Clearance Form A at St. Joseph U. D.
- 3c Trains will leave Wallace and Summerset Jct. without Clearance Form A.
- 3d Third paragraph General Rule 83 will not apply at Summerset Jct. Sub-Division 31a. Trains will resume their schedule after returning from Indianola.
- 3e A train order signal located near west wye switch Short Line Jct. governs Westward trains, Sub-Division 31.

4. Train register books are located at:

FOR ALL TRAINS

Nahant	Tindall	St. Joseph Yd.
Culver	Trenton	Atchison U. D.
Eldon Yard	Lock Springs	Summerset Jct.
Allerton	Polo	Winterset
Clio	Leavenworth Freight house	Indianola

FOR TRAINS ORIGINATING AND TERMINATING

Silvis	Centerville	Donovan
Rock Island	Coburn	Des Moines—passenger station
Muscatine	Altamont	Short Line Yard Unit Yard Office
Wilton	Rushville	Carlisle
Washington		

FOR PASSENGER TRAINS

West Davenport	St. Joseph U. D.
Eldon	

- 4a First class trains (except Nos. 103 and 125) will not be required to obtain clearance of register at West Davenport.
- 4b First class trains may register by Form 1339 at West Davenport.
- 4c Nos. 3 and 4 may register by Form 1339 at Eldon.
- 4d First class trains may register by Form 1339 at Eldon Yard, and will not be required to check or obtain clearance of register by train order.
- 4e Eastward trains may register by Form 1339 at Clio and Nahant, and will not be required to check or obtain clearance of register by train order.
- 4f Eastward first class trains may register by Form 1339 at Culver and will not be required to check or obtain clearance of register by train order.
- 4g Westward trains may register by Form 1339 at Nahant and Tindall and will not be required to check or obtain clearance of register by train order.
- 4h Trains may register by Form 1339 at Lock Springs.
- 4i Eastward trains will not be required to obtain clearance on register at Lock Springs.
- 4j Trains on Sub-Division 30 may register by Form 1339 at Coburn.
- 4k First class trains, Sub-Division 30 and 30a, must register by Form 1339 at St. Joseph Yd. and will not be required to check or obtain clearance of register by train order.
- 4l Westward Missouri Pacific trains must register by Form 1339 at Donovan.

5. Bulletin Boards and General Order Books are located at:

Silvis Yard office and engine house.	Allerton	St. Joseph U. D.
Rock Island	Trenton Yard office and engine house.	St. Joseph Union Terminal Co. Yard office
Nahant Yard office and engine house.	Polo	Atchison U. D.
Muscatine	Kansas City Terminal	Des Moines
Culver	Telegraph office and engine house	Short Line Yard Unit of the Des Moines-Valley Jct. Terminal
Washington	Kansas City, Kas.	Yard office and engine house.
Eldon	Altamont	Charlton
Eldon Yard office and engine house.	Leavenworth Freight house	
Centerville	St. Joseph Yard office	

5a Conductors and Enginemen are not required to consult Bulletin Boards and General Order books at intermediate points on Sub-Division.

5b Conductors and Enginemen running over more than one Division must consult Bulletin Board and General Order Book at the initial point on each Division, except where they have consulted the Bulletin Board and General Order Book of such Division at the initial point of run.

6. Standard clocks are located at:

Silvis	Kansas City, Mo.	Atchison U. D.
Rock Island	Kansas City, Kas.	Des Moines
Nahant	Altamont	Short Line Yard Unit of the Des Moines-Valley Jct. Terminal
Muscatine	Leavenworth	Yard office.
Washington	St. Joseph Yard office	
Eldon	St. Joseph U. D.	
Eldon Yard office	St. Joseph Union Terminal Co. Yard office.	
Allerton		
Trenton		
Polo		

7. Company Surgeons are located as follows: (See General Rule 705)

NAME	LOCATION	OFFICE	RESIDENCE
Dr. S. C. Plummer	Chicago, Ill.	1020 LaSalle Street Sta. Phone Wabash 3200	4839 Oakwald Ave Phone Oakland 0997
Dr. Theo. L. Hansen	Chicago, Ill.	1020 LaSalle Street Sta. Phone Wabash 3200	9128 Loomis St.
Dr. W. D. Middleton	Buffalo, Ia.	603 Union Bank Bldg.	Phone Local 196
Dr. W. S. Norton	Muscatine, Ia.	Davenport, Ia., Tel. Dav. 5880	2726 E. Pleasant St.
Dr. E. R. King	Letts, Ia.	116 West Second St. Tel. 135R1	Davenport, Ia. Tel. Dav. 1762
Dr. James W. Pence	Columbus Jct. Ia.	Tel. Bell 240 Ind. 236	410 Pine St. Tel. 135 R. 2.
Dr. F. M. Mahin	Ainsworth, Ia.	110 Walnut St. Tel. 218	West 11th St. Tel. 336
Dr. C. W. McLaughlin	Washington, Ia.	Tel. 11 White	536 Walnut St. Tel. 318
Dr. James F. Clarke	Washington, Ia.	227 West Main St. Tel. 49	Tel. 11 Blue
Dr. S. H. Sawyers	Fairfield, Ia.	2 South Main St. Tel. 94	318 West Main Street Tel. 338
Dr. C. E. Sawyers	Eldon, Ia.	W. Elm Street, Tel. 49	500 South Main St., Tel. 44
Dr. A. E. Davis	Centerville, Ia.	301 1-2 N. 13th St. Tel. 58	202 E. Elm Street
Dr. B. B. Parker	Seymour, Ia.	Tel. 37	612 Drake Avenue
Dr. C. E. Levett	Allerton, Ia.	Cron Bldg. Tel. 169W	Tel. 204 Ind. 80 Mutual
Dr. G. M. Bristow	Lineville, Ia.	Tel. 3821	Tel. 112
Dr. A. S. Bristow	Princeton, Mo.	Tel. 30	Tel. 169x
Dr. E. W. Ewing	Princeton, Mo.	Tel. 191	Tel. 3822
Dr. E. A. Duffy	Spickards, Mo.	Tel. 84	College Ave. Tel. 31
Dr. J. E. Neeley	Trenton, Mo.	918½ Main Street; Tel. 65	Tel. 150
Dr. J. B. Wright	Trenton, Mo.	Trenton Trust Bldg.	Tel. 84
Dr. A. G. Minnick	Lock Springs, Mo.	Tel. 57	532 Pleasantview, Tel. 42
Dr. C. H. Wilbur	Polo, Mo.	Wright Hospital 415 E. 9th Tel. 217	Tel. 164
Dr. Edwin Shouse	Lawson, Mo.		312 E. 9th Court Tel. 114
Dr. J. E. Baird	Excelsior Springs		
Dr. G. D. Harris	Jamesport, Mo.	Tel. 46	
Dr. M. A. Smith	Gallatin, Mo.	Tel. 137	
Dr. J. L. Reich	Altamont, Mo.	Tel. 10	
Dr. Vincil Jones	Cameron, Mo.	Farmers Bank Bldg., Tel. 043	Tel. 99
Dr. Wilson Murray	Platte City, Mo.	Tel. 30	314 W. 4th St. Tel. 696
Dr. F. H. Matthews	Liberty, Mo.	10 E. Kansas St. Tel. 88	Tel. 30
Dr. G. D. Johnson	Maysville, Mo.	McAdams Drug Co. Tel. 80	226 N. Water St. Tel. 231
Dr. H. S. & L. Forgrave	St. Joseph, Mo.	Tootle Bldg. 6th & Francis Tel. 6-0016	Tel. 58
Dr. L. R. Forgrave	St. Joseph, Mo.	8th & Edmond Tel. 6-4145	1908 Clay St. Tel. 6-0573
Dr. F. G. Thompson	St. Joseph, Mo.		712 Jule St. Tel. 3366
Dr. V. Morrison	St. Joseph, Mo.		
Dr. P. M. Steckman	Atchison, Kas.		
Dr. P. W. Darrah	Rushville, Mo.		
Examiner	Plattsburg, Mo.	Steckman Bldg. Tel. 147	400 W. Broadway Tel. 143
	Leavenworth, Kas.	Wulfekuhler Bldg. Tel. 887	567 Congress St.
			Tel. Bell 06, Peoples 979

Dr. G. M. Bellows	Kansas City Mo.	810-815 Rialto Bldg.	Tel. Home
Dr. Jos. W. McKee, sub.	Kansas City Mo.	1235 Rialto Bldg. Tel. Vic. 2966	7329 Holly St. Tel. Jack. 1072
Dr. J. G. Hayden	Kansas City Mo.	Suite 818-27 Medical Arts Bldg. 34th & Bdwy. Tel. Hyde Pk. 0433	903 Benton Blvd. Tel. Home 3049 E. Bell 2503 E.
Dr. H. A. Breyfogle	Kansas City Mo.		
Dr. T. S. Bourke	Kansas City Mo.	410 Argyle Bldg. Tel. Har. 3454	3217 Bdwy., Tel. Hyde Pk. 1882
Dr. J. F. Hassig	Kansas City, Kas.	804 Huron Bldg. Tel. Drex. 2041	339 N 17th St., Tel. Drex. 2333
P. G. Watters	Des Moines, Ia.	1016 Equitable Bldg. Tel. 4-3241	1528 Washington St. Tel. 5-3216
C. C. Jones, Oculist	Des Moines, Ia.	1121 Equitable Bldg. Tel. 3-3831	916 California Ave., Tel. 5-4989
C. F. Howland, Oculist	Des Moines, Ia.	903 Equitable Bldg. Tel. 3-3913	412 51st St., Tel. 5-7226
C. L. Chambers, Oculist	Des Moines, Ia.	903 Equitable Bldg. Tel. 3-3913	3102 Cottage Grove Ave., Tel. 5-7778
Grace Doane, Oculist	Des Moines, Ia.	614 Old Bankers Trust Bldg. Tel. 4-7103	2500 Grand Ave., Tel. 3-0728
Dr. W. E. Sparrow	Carlisle, Ia.	Tel. 510	Carlisle, Ia., Tel. 23R2
Dr. A. E. Reiter	Melcher, Ia.	Main & Orchard	Tel. 514
Dr. A. L. Yocum, Sr.	Charlton, Ia.	Phone 46	Res. 221 South 8th St.
Dr. A. L. Yocum, Jr.	Charlton, Ia.	Hospital	Tel. 237
Dr. B. D. Walker	Corydon, Ia.	8th and Braden St.	Res. 221 South 8th St.
Dr. R. R. Davison	Winterset, Ia.	Over Wayne Co. State Bank Tel. 305	Phone 237
Dr. L. E. Hooper	Indianola, Ia.	Court and 1st. Sts.	W. Green & 2nd Ave. Tel. Ia. 24x Hawkeye 169
		Tel. Ia. 20M. Hawkeye 168	410 East First Ave.
		100½ S. Howard St. Tel. 177	Tel. 181.

7a Official Hospitals are located as follows:

NAME	PLACE	OFFICE	TELEPHONE
Mercy	Des Moines, Ia.	4th and Ascension	Market 540
Wright	Trenton, Mo.	415 East 9th St.	117

Emergency Hospitals:

Hershey Memorial	Muscatine, Ia.	1810 Mulberry Ave	88
Washington Co.	Washington, Ia.	South 4th Ave.	7
Iowa Methodist	Des Moines, Ia.	1200 Pleasant St.	Market 1400
Parker	Allerton, Ia.		223
Noyes	St. Joseph, Mo.	24th & Frederick Ave.	6-3365
St. John's	Leavenworth, Kan.	7th and Kiowa St.	780
Atchison	Atchison, Kan.	2nd and N. St.	34

7b Claim Agents are located as follows:

J. S. Palmer, Chicago, Ill.,	W. C. Cartledge, Topeka, Kans.
For Iowa	For Missouri and Kansas.

8. "g" Conditional stop for revenue passengers only.

BETWEEN STATIONS

TRAIN	PURPOSE	FROM	TO	FOR PASSENGERS
3	Receive	Rock Island	Kansas City	For passengers holding Pullman reservation, destined, ElPaso, and points west where scheduled to stop, also any California point.
4	Receive	Davenport	Rock Island	For Chicago.
4	Discharge	Kansas City	Rock Island	From ElPaso and beyond.
11	Receive	Rock Island	Kansas City	For ElPaso and beyond.
11	Discharge	Polo	Kansas City	Liberal and west where scheduled to stop.
11	Discharge	Davenport	Polo	Davenport and points east.
12	Receive	Polo	Davenport	Davenport and points east.
12	Discharge	Kansas City	Polo	
12	Discharge	Kansas City	Rock Island	From stations west of Liberal.
15-11	Receive	Des Moines	Kansas City	ElPaso and beyond.
15-11	Discharge	Des Moines & beyond	Princeton	
31	Receive & Discharge	Corydon	Corydon	From and to where scheduled to stop.
58	Receive	Kansas City	Allerton	North of Allerton.
58	Receive	Allerton	Des Moines	Des Moines and north where scheduled to stop.
58	Receive	(ex. Carlisle)	Carlisle	Des Moines and beyond.
58	Discharge	Kansas City	Des Moines	From California.
58	Discharge	Allerton	Des Moines	West of Allerton

10. Maximum speed limit shown must not be exceeded. Other speed restrictions must be fully complied with. ENGINE MEN MUST USE GOOD JUDGMENT AND HANDLE TRAINS AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY.

TIME TABLE RULES—Continued

TERRITORY	Passenger Trains Tangent Curve	Freight Trains Tangent Curve
Sub-Division 27 (Except as shown below)	60 60	40 40
M.P. 209-16 to 209-26	45	30
M.P. 210-10 to 210-25	Restricted Speed	
Columbus Jct.—“Engines larger than 2000-class must not use the Gilbert house wye, coach track wye, or Cedar Rapids-Dakota-Div. storage track 500 feet south of crossover leading from Cedar Rapids-Dakota Div. main track.”		
M.P. 250-24 to 250-39		
M.P. 255-25 to 255-31		
M.P. 271-2 to 271-7		
M.P. 271-10 to 271-20		
M.P. 271-32 to 271-39		
M.P. 272-34 to 272-39	45	30
M.P. 276-0 to 276-8		
M.P. 279-13 to 279-19		
M.P. 280-13 to 280-23		
M.P. 280-39 to 281-7		
M.P. 292-0 to 294-10	25 25	20 20
M.P. 294-14 to 294-23	5	5
M.P. 294-23 to 295-10	Restricted Speed	
Sub-Division 27-A (Except as shown below)	25 25	25 25
Wilton Yard	Restricted Speed	
Do not operate cars with gross weight in excess of 169,000 lbs. (this includes cars going to and from industries east of bridge 2193 and the C. D. & M. Ry.)		
Sub-Division 28 (Except as shown below)	60 60	40 40
M.P. 297-14 to 297-28		
M.P. 299-11 to 299-22		
M.P. 304-3 to 304-22	45	30
M.P. 329-22 to 329-34		
M.P. 331-9 to 331-27	Restricted Speed	
Allerton Yard		
M.P. 385-12 to 385-22		
M.P. 389-33 to 390-12	45	30
M.P. 393-16 to 393-31		
M.P. 396-20 to 397-5	30	20
M.P. 396-20 to 397-5 3000—5000 class engines (Buckeye Bend)	20	20
M.P. 401-25 to 401-32	45	30
Sub-Division 29 (Except as shown below)	60 60	40 40
Westward track Hickory Creek to Shearwood		
Eastward track Shearwood to Coburn	45 45	35 35
Shearwood to Polo		
3000 class engines over Union Pacific between Hickory Jct. and Hickory Street and Rock Island Jct., Kansas City	15 15	15 15
All trains and engines between Indiana Avenue and Signal Bridge east of 15th Street in both directions, over track of Kansas City Terminal Railway Co.	6 6	6 6
Sub-Division 30 (Except as shown below)	45 45	35 35
Coburn. Intersection Sub-Division 29 and Sub-Division 30	20	20
M.P. 427-25 to 428-18	30	20
M.P. 428-35 to 429		
M.P. 434-5 to 434-12	40	30
M.P. 436-10 to 436-20		
Wabash Crossing, do not move 3000 class engines on west wye beyond 300 ft. from main track switch.		
Approaching Altamont	Restricted Speed	
M.P. 464-19 (Bridge 4648) and M.P. 476-10 (Bridge 4763) Mikado engines dead in train and engines numbered 1931 to 2064 and those of 2100 class	10	10
M.P. 496-27 to 497	6	6
Between St. Joseph Yd. and Missouri River bridge	Restricted Speed	
St. Joseph, Mo., Consolidation engines must not use track between 5th Street and Union Station.		
Steam derricks of 160 tons capacity over bridges 4567, 4614, 4645, 4763, 4835, 4893		5
Trains hauling loaded oil tanks		30 30

TERRITORY	Passenger Trains Tangent Curve	Freight Trains Tangent Curve
Sub-Division 30-A (Except as shown below)	60 60	35 35
Between St. Joseph Yard and coal chute	Restricted Speed	
Rushville Yard	Restricted Speed	
From 3520 feet East of M.P. 516 to 4900 feet East of M.P. 516 about three miles East of Rushville	35	20
From 150 feet East of M.P. 517 to 1580 feet East of M.P. 517 about 1 1/4 mile West of Winthrop	35	20
Trains hauling loaded oil tanks		30 30
Sub-Division 30-B (Except as shown below)	50 50	30 30
M.P. 451-5 to 451-32	30	20
M.P. 452-33 to 453-4	30	20
M.P. 463-5 to 512-25	30 30	20 20
M.P. 495-11 (Bridge 4953, Platte River)	10 10	10 10
Engines must not be double-headed over bridge 4953. Cars not exceeding 170,000 lbs. gross weight, may be moved providing following restrictions are observed. Engines shall not be immediately followed by one of these large cars, but a car not exceeding 80,000 lbs. capacity, not overloaded, shall be placed between the engine and the heavy cars.		
Cars weighing more than 170,000 lbs. gross weight, must not be moved without authority from Chief Dispatcher. Agent at points where such cars are located, must wire Superintendent and Chief Dispatcher giving car number, contents, gross and net weight, and movement will be authorized only after securing permission from Bridge Engineer, but in no case will a car exceeding 192,999 lbs. gross weight be handled over Bridge 4953.		
Platte City—Enginemen of all trains reduce speed and use whistle freely approaching and passing over the first public road crossing west of Depot	5 5	5 5
M.P. 514-2 to 514-8	20	15
M.P. 516-10 to 516-15	20	15
Leavenworth over Missouri River Bridge	6	6
Sub-Division 30-C (Except as shown below)	20 20	20 20
DeKalb—One-fourth mile east to one-fourth mile west, obscure highway crossing	10 10	10 10
Engines backing up	10 10	10 10
Sub-Division 31 (Except as shown below)	50 50	35 35
M.P. 72-4 to 72-10	35	25
Engines larger than 1200 class must not use track at the Goodwin Brick and Tile Plant.		
Sub-Division 31-A (Except as shown below)	30 30	25 25
Summerset Jct. Yard	Restricted Speed	
Sub-Division 31-B (Except as shown below)	25 25	20 20
Summerset Jct. Yard	Restricted Speed	
Loaded cars having gross weight car and contents in excess of 210,000 lbs. must not be hauled without permission from Superintendent's office.		
All Sub-Divisions		
Mikado engines handling passenger trains	45 35	-- --
Any train handled with 3000 class engines	35 30	35 30
Through switch leads of turn outs	10	10
Entering or leaving end of double track interlocked	25 15	15 15
Draw bridges	6 6	6 6
Railroad crossings not protected by interlocking	10 10	10 10
Railroad crossings protected by interlocking	25 25	20 20
Trains hauling dead engines side rods up	--	25 20
Trains hauling dead engines side rods down	--	15 15
Switch engines in road movement	--	18 18
Engines running backward in road movement with or without cars	15 15	15 15
Engines running forward without cars, not to exceed freight train speed.		
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal hoists, ditcher spreaders and any similar machines:		
With boom supported	--	25 15
With boom not supported or removed	--	15 15

TERRITORY	Passenger Trains Tangent Curve	Freight Trains Tangent Curve
Note: Where freight train speeds on any Sub-Division or part thereof are lower than the foregoing, the lower speed will govern.		
Note: These instructions will not apply to wrecking derricks, with boom supported when being hauled behind engine in wreck train service and in such case freight train speed allowed in the particular territory will govern.		
Steam derricks of 160 tons capacity must not be moved over Sub. Div. 27a, 30b, 30c, 31a, 31b		
Loaded high side hopper bottom coal cars		
Main Line and Sub-Division 30a	--	25 20
Branch Lines	--	15 15
Conductors must immediately notify enginemen when loaded cars of following type or class are in train leaving terminal or added enroute:		
Tanks—		
High side hopper bottom coal cars		
10a City Ordinance speed limit:		
Buffalo	6 Miles per hour	Lineville 8 Miles per hour
Muscatine	18 " " "	Princeton 15 " " "
Columbus Jct.	6 " " "	Spickards 6 " " "
Washington	10 " " "	Trenton 18 " " "
Fairfield	10 " " "	Jamesport 6 " " "
Drakeville	9 " " "	Cameron 15 " " "
Udell	8 " " "	Plattsburg 10 " " "
Centerville	25 " " "	Beverly 15 " " "
Numa	10 " " "	Leavenworth 5 " " "
Seymour	12 " " "	St. Joseph (Psg) 20 " " "
Allerton	18 " " "	St. Joseph (Frt) 12 " " "
Chlo	25 " " "	Atchison 4 " " "

10b All motor cars, except 9012 and 9095, towed or handled in train, may be operated at speeds up to 60 miles per hour. Motor car No. 9012 should not be handled at speeds above 40 miles per hour. Motor car No. 9095 should not be handled at speeds above 20 miles per hour.

12. All Railroad crossings at grade are protected by interlocking (See General Rules 98 and 601 to 680) except as follows.

Sub. Div.	M.P. Loca.	Crossing	Rem'ks	Operated by	Normal Pos. Gates AGAINST	Light Arrang'nt for Stop Proceed
27	230.9	CR-Dak. Div.	Gate	Trainmen	CR-Dak. Div.	Red Yellow
27	294.4	Ia.-Minn. Div.	Gate	Trainmen	Iowa-Minn. Div.	Red Yellow
30	456.7	QO&KC	Gate	Trainmen	QO&KC	Red Yellow
30	498.0	CB&Q				
30	498.1	CB&Q				
30	498.2	UP				
30a	497.8	CB&Q				
30a	498.0	CB&Q				
30a	498.2	AT&SF				
30a	497.9	CB&Q				
30b	477.2	QO&KC	Gate	Trainmen	CRI&P	Red Yellow
30b	481.3	AT&SF				
31	72.9	CB&Q				
31	73.4	DMU				
31a	385.2	CB&Q				

Trains approaching above crossings will be governed by General Rule 98.

12a Railroad crossings at grade are protected by Automatic Interlocking plants as shown below: (See General Rules 601-A, 601-B, 601-C and 680).

Sub. Div.	M.P. Loca.	Crossing	Speed M.P.H.
29	434.9	Wabash Ry	25
30	439.8	Wabash Ry	20

12b Clock work releases have been installed east and west end Nahant yard. Instructions relative handling these switches and locks have been placed at both ends yard, and yard office Nahant. Eastward trains heading into Milwaukee yard Nahant should not pass signal 1876 and westward trains should not pass signal 1865 until switches are lined up, to avoid locking levers on switches.

12c Washington, Ia., electric home interlocking signals automatically controlled by approaching trains will govern use of CMSt.P&P Crossing and train movements will be governed by their indications See General Rules 601-A, 601-C and 680.

TIME TABLE RULES—Continued

After proceed signal is obtained, trains may proceed over the crossing at a speed of not to exceed twenty miles per hour. The industry track within home signal limits is equipped with switch stand and will be operated by trainmen.

12d Eldon, Ia.—Engines or cars being moved to or from Roundhouse tracks and crossing over Iowa-Minn. Division main track north of depot must be preceded by flagman.

12e Both main tracks between west end Trenton Yard and Lake; single track between Lake and Scott; both main tracks between Scott and Shearwood and single track between Shearwood and westward home interlocking signal Lock Springs, will be operated by indication of home interlocking signals and automatic block signals, the indication of which will be under control of the train dispatcher at Trenton, as well as track control set up by trains or cars, if any, occupying the section of track over which the signal authorizes movement.

Switches at Lake, Scott, connection with Sub-Division 30 at Coburn and west end of two or more tracks at Shearwood, are power operated and controlled by the train dispatcher at Trenton.

These switches are dual in their method of operation and can be quickly changed so as to operate by hand, but this change to hand operation must not be made, except on authority of the train dispatcher at Trenton and by complying with all the details posted in the telephone booth near the switch. Particular care must be exercised to what the train dispatcher instructs and not leave the switch or point of communication with the dispatcher until he so authorizes. All other switches in this zone are hand operated and no hand operated switches must be used to enter or leave the main tracks without telephone authority from the train dispatcher at Trenton, except in moving eastward out of the passing track at Lock Springs to the main line, the movement may be made eastward if proceed indication is given by dwarf signal on the right of and at the east end of this siding. Also, westward trains may enter Lock Springs siding at the east switch when lower indication of the home interlocking signal indicates yellow.

No movements shall be made in reverse direction to that authorized by the home interlocking signal or that authorized by the train dispatcher at Trenton without his permission.

Home interlocking signals are "stop and stay" signals, and when one encounters this stop, the conductor or engineman will immediately handle with dispatcher by telephone and signal still failing to clear, train will advance on dispatcher's authority at restricted speed not to exceed 8 miles per hour, until next signal in that direction is encountered, being governed by automatic block signals, as indicated in paragraph 509a for single track, although train may be operating on two or more tracks at the time.

In case of failure of means of communication, train may proceed on the route for which the switches operated by the dispatcher are set, preceded by a flagman to the next home interlocking signal or the next point of communication, such moves being made at restricted speed.

Freight trains before accepting proceed indication from a home signal, either for movement in the direction of current of traffic, or contrary to the direction of current of traffic, must not accept the proceed indication if there is any reason unknown to the dispatcher for their being delayed between that point and the next double set of crossovers or switch at which they can clear the main track.

Home interlocking signals are located as follows:

WESTWARD

Westward Track

Two indication straight mast to the right side of westward track, just east of crossover to eastward track at west end of Trenton Yard.

Two indication dwarf signal to the right of westward track just west of crossover from westward to eastward tracks at west end of Trenton Yard.

Two indication straight mast right side on westward track just east of fouling point with eastward track at Lake.

Single Track

Three indication straight mast to the right of the track just east of east end of two or more tracks at Scott.

Eastward Track

Two indication dwarf signal between main tracks just west of crossover from eastward to westward track at west end Trenton Yard.

Two indication straight mast between the two main tracks just east of the fouling point with eastward track at Lake.

Westward Track

Two indications on doll erected on south end of cantilever mast about 400 ft. east of the junction of the westward and eastward main tracks west of Shearwood.

Single Track

Two indication mast at the right of main track just east of east siding switch at Lock Springs.

EASTWARD Single Track

Straight mast with two indications between main track and siding, just west of clearance point at east siding switch Lock Springs.

Dwarf signal, two indications, on right hand side of siding immediately opposite signal for main track above referred to.

Three indication, straight mast, just west of junction of eastward and westward tracks west of Shearwood station.

Westward Track

Two arm indication on doll north end cantilever mast just west of junction of eastward and westward main tracks at Scott.

Single Track

Three indication straight mast to the right of main track just west of junction of eastward and westward main tracks at Lake.

All trains must receive clearance card Form A before leaving Trenton westward. Trains leaving Trenton passenger station on westward main track, are authorized to proceed to the signal indication zone, which commences at the west end of the train yard, without restrictions, other than those provided for previously. Likewise, eastward trains operating on eastward track, when leaving signal indication zone at the west end of Trenton Yard, may operate on the eastward main track without further authority, to the facing point switch in eastward main line opposite yard office at Trenton, leading to the adjacent yard track.

This signal indication operation between west end Trenton Yard and Lock Springs does not relieve any employee from fully complying with any rules other than to the extent authorized by this rule.

12f The crossing with Wabash Ry. at M.P. 439.8 Sub-Division 30 in addition to being automatically controlled per General Rule 680 is manually controlled by operators in depot. In event plant becomes inoperative and it is necessary to move trains through plant on hand signals, they will be given by operator from center of crossing using yellow signals for C.R.I.&P. trains and green signals for Wabash Ry. trains.

13. The following are auxiliary lines. (See General Rules 14-f and 14-g.)

Muscatine	Sub-Division 27a	Coburn	Sub-Division 30
Muscatine	C. R.-Dak. Division	Altamont	Sub-Division 30b
Columbus Jct.	C. R.-Dak. Division	St. Joseph	Sub-Division 30a
Washington	Iowa-Minn. Division	Rushville	Sub-Division 30c
Eldon	Iowa-Minn. Division	Short Line Jct.	Sub-Division 31
Allerton	Sub-Division 31	Carlisle	Sub-Division 31a
		Summerset Jct.	Sub-Division 31b

14. Passengers may be carried on following freight trains:
Last section of local freight trains except Nos. 80 and 81 between Muscatine and Silvis.

15. Rules 48-C and 48-D regarding holding trains when standing, are quoted from M.P. 141.

48-C. Cars Detached on Grade.—"When standing on an ascending or descending grade and it is desired to cut off the locomotive or the locomotive and portion of the train, the train air brakes must be released, then, beginning at the lower end of the section of the train left standing, a sufficient number of hand brakes set to hold same. The train must be held by the locomotive brakes or steam while the hand brakes are being set, and the hose cocks must not be closed until the hand brakes have been set."

48-D. Trainmen.—"Note instructions to enginemen under 'Holding Locomotives and Trains when Standing,' seeing that the train air brakes are released and sufficient hand brakes applied to alone hold the train before cutting off the locomotive. Do not apply the air brakes after cutting off unless the train has started, an emergency indicating that sufficient hand brakes had not been set."

Eastward Track

Three indication straight mast signal between eastward main line and siding at Coburn just east of switch leading to Sub-Division 30.

Two indications on doll erected on north end of Cantilever mast about 400 ft. east of the junction of the eastward and westward main tracks west of Shearwood.

15a Coburn. East end of siding connects with most northerly track of Sub-Division 29, west end connects with Sub-Division 30.

16. Yard Limits are indicated by "Yard Limit" Boards (See General Rule 93):

Stations	Sub-Div. or Div'n.	M.P. Location	
		East	West
Nahant	27	189.4	187.7
Linwood	27	189.4	192.4
	27	208.7	212.9
Muscatine	27a	217.9	
	CR-Dak.		1.7
Culver	27	208.7	212.9
	27	228.8	232.4
Columbus Jct.	CR-Dak.	39.5	41.0
Washington	27	245.9	249.1
	Iowa-Minn.		248.8
Fairfield	27	276.0	277.8
Eldon	27	298.6	297.7
	Iowa-Minn.	62.9	64.4
Eldon Yard	27-28	298.6	297.7
Centerville	28	334.7	338.8
Seymour	28	349.6	352.6
	28	363.1	366.5
Allerton	31	0.8	
Princeton	28	391.6	394.0
Trenton	28-29	414.0	418.0
Shoal	29	447.3	451.6
Polo	29	458.0	460.6
	30	447.4	450.1
Altamont	30b		449.9

Stations	Sub-Div. or Div'n.	M.P. Location	
		East	West
Cameron	30b	461.7	464.5
Beverly			
Stillings Jct.	30b	512.2	517.3
Leavenworth			
St. Joseph	30	495.7	2.1
	30a	502.6	2.1
Donovan	30a	502.6	2.1
	30a	514.7	513.2
Rushville	30c		520.0
Short Line Jct.	31		71.8
	Iowa-Minn.	354.0	364.4
Carlisle	31	65.7	63.8
	31a		369.1
Beech	31	53.4	51.7
Melcher	31	40.4	37.0
Williamson	31	31.5	28.7
Chariton	31	24.3	22.1
Summerset Jct.	31a	373.0	374.5
Indianola	31b	378.8	374.5

16a First class trains approaching stations used jointly with other divisions, if the time of trains of all divisions using the same track at such station are not shown on the time table of all Divisions, shall approach such stations at restricted speed prepared to stop should track be occupied.

16b Sub-Division 31 trains entering Allerton yard will use track North of Main track in movement between Wye and Depot, wye switch to be lined against siding.

17. Trains between Silvis and Nahant will be governed by Silvis and Nahant joint time table.

17a Trains between Polo and Birmingham will be governed by C. M. St. P. & P. Ry time table.

17b Trains between Birmingham and St. Louis Ave., Kansas City, Mo., will be governed by C. B. & Q. and Wabash joint time table, Central District, except trains 29 and 30.

17c Trains between St. Louis Ave and Kansas City, Mo. Union Station or State Line and trains 29 and 30 between Sheffield and Kansas City, Mo. Union Station will be governed by Kansas City Terminal Ry Co. Rules.

17d Trains 29 and 30 between Birmingham and Sheffield will be governed by C. M. & St. P. & P. Ry time table.

17e Trains between State Line and CRI&P Ry. Junction, Kansas City, Kas., will be governed by UP Ry. time table.

17f Trains between Winthrop and Atchison U. D. will be governed by Rules of the Atchison & Eastern Bridge Co.

17g Trains between Atchison U. D. and Atchison Yard will be governed by AT&SF Ry. time table.

17h Trains between Short Line Jct. and Des Moines will be governed by Altoona Valley Junction joint time table.

18. Trains and engines must Stop before passing over Second Street Crossing, Montezuma line, also Wilton Line Muscatine. A member of crew must be stationed at crossing to protect street traffic, and movement of trains, engines and cars must not be made over crossing until signal is given by such member of crew stationed at crossing indicating that the way is clear.

18a Primary Road No. 38 crosses track at Mile Post 216.9 Sub-Division 27a.

Trains and other power propelled rolling stock must Stop not less than 100 feet, nor more than 300 feet, from the intersection. The whistle on the locomotive or the motor must be sounded twice after stop is made and before proceeding toward the crossing. The bell on the locomotive or motor must be continuously rung after sounding whistle until the crossing is passed.

Stop boards have been placed at a distance of 200 feet on each side of this crossing.

This does not relieve Enginemen from the obligation of giving usual whistle signals at whistling posts or otherwise as required by rules.

18b All trains and engines must stop before crossing Jefferson Highway, Second Street crossing, Indianola. Whistle and bell must be sounded before crossing this street.

18c All trains and engines must Stop before crossing North First Street Winterset, east of Depot.

18d All trains and engines must Stop, before crossing the State Highway just east of Grayson Depot.

TIME TABLE RULES—Continued

19. Branch trains must protect against approaching main line trains at Junction points.

19a Eastward trains on Sub-Division 31 must approach Short Line Junction at restricted speed, looking out for trains turning on the wye.

21. Trains on Sub-Division 27a and Cedar Rapids-Dakota Division will use Westward track at Muscatine.

22. At interlocking following whistle signals designate route desired. To be given following station whistle.

Culver—	Westward—	For siding—four short, one long.
Fairfield—	Westward—	{ For long siding—four short.
		{ For short siding—four short, one long.
Seymour—	Eastward—	For south siding—four short.
Beverly—	Westward—	{ C. G. W.—one long, one short.
		{ C. R. I. & P.—one long.
		{ C. G. W. For main track—two long.
Beverly—	Eastward—	{ C. G. W. For siding—Four short.
		{ C. R. I. & P. For main track—one long.
Stillings Jct.—	Westward—	One long, one short.
Stillings Jct.—	Eastward—	One long, one short.
Leavenworth—	Eastward—	Four short.

24. Engines assisting trains on Eldon Hill will make return movement only by authority of train order or flag protection. If the assisting movement requires such engine to go beyond Eldon Hill Doubling Spur then return movement must be made by train order authority.

Engines assisting trains up Eldon Hill must remain in clear on Spur Track at top of hill until the eastward train has passed ABS 2913 and ABS 2913 is in approach or clear position. If assisting engine crews are unable to see indication of ABS 2913 they must remain in clear until ABS 2918 is in approach or clear position before opening switch and coming out on the main track.

24a As provided by Rule 151 of the Rules and Regulations of the Operating Department, designated eastward and westward main tracks from Trenton to Lake are in conformity thereto; whereas, between Scott and Shearwood they are the reverse and are indicated exactly opposite to that provided in Rule 151; however, the method of operation by signal indication gives no train the privilege to use any main track, except when authorized by home interlocking signal indication or directly by dispatcher on telephone and when such indication or authority is obtained for westward movement on an eastward track, or an eastward movement on a westward track, it grants full authority for the use of such main track under the rules.

25. Westward—Beverly if home signal indicates proceed engineman will pick up Staff from the operator at the tower, this staff giving the right to proceed to Stillings Jct.

Stillings Jct.—If home signal indicates proceed engineman will give up the staff taken at Beverly and pick up another staff from the operator which will give right to proceed to the west end of the bridge, where he will give up staff to operator at that point.

Eastward—Leavenworth if home signal indicates proceed engineman will pick up staff which will give right to proceed to Stillings Jct.

Stillings Jct.—If home signal indicates proceed engineman will give up staff received at Leavenworth and pick up another staff which will give right to proceed to Beverly, giving up such staff on arrival at that point.

25a The east switch of the siding at Stillings Junction is locked with a staff lock and can only be unlocked with Train Staff. A westward train heading in at this switch must deliver Train Staff to the operator at Stillings Junction as soon as train is clear and has moved to the Tower. An eastward train does not require a Staff when heading into this siding; but cannot move out of east end without having Train Staff.

25b When two or more engines are coupled the Engineman of the leading engine must carry the Train Staff but the Engineman of the other engine or engines must know that the leading Engineman has the Staff before proceeding.

25c Under no circumstances must a Train Staff be transferred from one train to another, but in all cases it must be delivered to the operator, and the Staff must be put through the Staff machine before delivering to another train.

25d No train must enter Staff system limits until its Engineman is in possession of a Staff. In case of failure of Staff apparatus, trains must have train order authorizing movements within staff limits.

27. Automatic block system rules Nos. 501 to 513 inclusive are in effect on Sub-Divisions 27-28-29 also on Sub. Div. 30 between Coburn and Altamont, Sub. Div. 30b between Altamont and Cameron Jct. and Sub-Division 30a between Terminal Jct. and Rushville. Signals are numbered as follows:

Westward	Eastward	Westward	Eastward	Westward	Eastward	Westward	Eastward	Westward	Eastward	Westward	Eastward	
1859		2641	2640	3291	G3294	4035		4036	Home		4111	4112
1865		2659	2664	3317	3318		Spickards		Signal		4125	4124
	Nahant	2681	2682			4045		4046		Tindall	4139	4138
1873			Perlee	3323	3324	4069		4074		Home	4151	4150
1883		2707G	2708	3339G	3344	4091		4092		Signal	4157	4158
1897		2723	2728	3353	3356			4100	4103			Trenton
	Linwood	2741	2742	Home	Home							
1911			Otero	Signal	Signal							
		2749	2750	3363			WESTWARD MAIN				EASTWARD MAIN	
	Buffalo	2759	2762		Centerville		Eastward	Westward		Eastward	Westward	
1933		1934	Home	3371	3372				Trenton			
1951		1952	Signal	3387	3390					4146		
1967			2769	3405	3414			4145		4150	Home Signal	
	Montpelier		Fairfield	3431	3432	4152	Home Signal	Home Signal (Dwarf)		4161	(Dwarf)	
1985		1972			Numa			Home Signal		4164	Home Signal	
2003		1992	2771	2772	3441							
2025		2014	2791	2798	3459							
	Fairport		2821	2824	3485							
2043		2032	Home		3511			Westward	Lake	Eastward		
2061		2054	Signal							Home Signal		
2081		2070		Libertyville		Seymour		4183		4188		
	Heinz Spur			Home	Home			Home Signal				
2093		2090		Signal	Signal				Scott			
2103		2100	2829		3521		Home Signal			Home Signal		
	Muscatine		2839	2840	3541			4217			4215	
2109		2108	2859	2864	3561				Hickory Creek			
		2116	2885	2886		Kniffin	4216			4218		
Home				County Line			4230	4225		4236	4233	
Signal							4244	4239		4246	4235	
	Culver		2893	2894	3581						Home Signal	
		Home	2913	2918	3597	Harvard			Coburn			
		Signal	2927	G2930	3605			4253	Home Signal			
2119			2939	2940	3619			4265		4264	4263	
2125		2126		Eldon	3635		4266		Shearwood			
2143		2148	2947	2948	3641			Home Signal			Home Signal	
2165		2166		Eldon Yard	3645							
	Fruitland				3647	Allerton				Home Signal		
2173		2174	2963	2964				4289		4294		
2187		2192	2977	2978	3653			4301		4306		
2211G		2216		Laddsdale	3663			4321		4328		
2227		2228	2981	2982	3677			Home Signal	Home Signal		Home Signal	
	Letts		2993	2998	3693			Home Signal			(Dwarf)	
2237		2238	3007	3008	3705				Lock Springs		to leave siding	
2259		2264		Floris	3715					Home Signal		
2287		2288			Home			4357		4358		
	Fredonia		3015	3016	Signal					4368		
2303		2304	3031	3036		Clio		4377		4378		
			3055	3060	3725				Reed			
2309	Columbus Jct.	2310	3071	3072				4387		4388		
2315		2320	Home	3080				4401		4406		
2339		2342	Signal		3731			4417		4422		
2353		2354		Belknap	3753			4435		4436		
					3781	Lineville			Nettleton			
2365	Cotter	2366		Home				4445		4446		
2385		2390	3083	3086	3789			4457		4462		
2409		2410	3093	3098	3799			4479		4484		
	Ainsworth		3105	3106	3817			4495		4496		
2417		2418		Drakesville		Mercer						
2447		2452	3115	3116	3831				Shoal			
2469		2470	3131	3138	3851			4505		4506		
	Washington		3155	3158	3871			4515		4524		
2485		2484	3171	3172		Alvord		4529		4534		
2507		2510			3881			4543		4544		
2529		2532		Paris	3895				Lee			
2551		G2550	3179	3180	3927			4553		4554		
	Verdi		3199	3202				4563		4570		
2559		2560	3219	3224		Princeton		4575		4580		
2581		2588	3237	3238	3931			4589		4590		
2611		2612		Unionville	3949			Home Signal				
					3973		Westward Main	Eastward		Eastward Main	Westward	
2619	Brighton	2620	3243	3244	3999		Westward	Home Signal		Home Signal		
2625		2630	3257	3258		Mill Grove			Polo			
2635		2634	3263	3264								
				Udell	4007							
	E. Pl. Plain		3273	3274	4021							
					4026							

"G" Indicates grade signal

TIME TABLE RULES—Continued

Westward	Eastward	Westward	Eastward	Westward	Eastward
Coburn Sub-Div. 30		Highland		5136	
4295G	4298	4451	4452	5133	5132
4311	4312	4463	4468	5123	5116
Jamesport		4483	4484	5107	5106
4319	4320	Altamont		Gay	
4333	4336	4491	4492	5103	5102
4355	4356	4495	4496	5091	5088
Blake		4515	4516	5077	5076
4361	4362	Winston		Kenmoor	
4373	4378	4523	4524	5071	5070
4389	4390	4541	4546	5055	5050
Home		4561	4562	5037	5032
Signal		Mabel		5023	5022
Wabash Crossing		4569	4570	Donovan	
Home		4595	4604	South St. Joseph	
Signal		4627	4628	5007	
4401	4406	Cameron		4999	4998
4411	4412			Florence	
Gallatin				4995	4994
4417	4418	Home		4991	4990
4425	4430	Signal			4988
4439	4440	Rushville		Terminal Jct.	

27a Eastward signal located at M.P. 72-30 Sub-Division 31 is an entrance signal (see general rules 261 to 265) Telephone located on telegraph pole adjacent to signal.

27b Westward signal 3647—275 feet west coal chute Allerton governs westward movement to two or more tracks. Normal indication stop.

27c Eastward signal 3648, just east Allerton Depot, is an eastward single track signal.

27d Signal 4217—Top arm governs westward on westward main and normally clear. Bottom arm governs westward on eastward main—normally at stop—will clear after operation of westward cross-over.

27e Eastward signal 4406, between Gallatin and Wabash Crossing, Normal indication stop. Signal will clear as train approaches provided route is clear east of it.

27f Signal 4994, just west of Florence on left side of track governs movement of eastward trains.

30. Drawbridges are located at (See General Rule 98.)

Sub-Division	River	Station
30	Missouri	St. Joseph
30a	Missouri	Atchison
30b	Missouri	Leavenworth

31. Minimum Clearance of Bridges, Tunnels, etc., Height 16 feet 2 inches; Width, 13 feet, 6 inches.

31a All employees are hereby notified that it is dangerous to stand erect upon cars especially cars of extraordinary height while passing over, through or under the following named bridges or viaducts. (See General Rule 702 b.)

Sub-Div.	Mile Post	KIND OF STRUCTURE	CLEARANCE	
			Height Above Top of Rail	Width of Load at Height Shown
27	210.2	Viaduct	21 ft. - 4 in.	14 ft. - 0 in.
27	221.6	Viaduct	22 ft. - 6 in.	14 ft. - 0 in.
27	240.3	Viaduct	21 ft. - 10 in.	14 ft. - 0 in.
27	252.1	Viaduct	22 ft. - 0 in.	14 ft. - 0 in.
27	259.2	Thru Span	22 ft. - 0 in.	6 ft. - 11 in.
27	260.6	Viaduct	22 ft. - 8 in.	14 ft. - 0 in.
27	261.0	Viaduct	22 ft. - 6 in.	14 ft. - 0 in.
27	267.0	Viaduct	21 ft. - 10 in.	14 ft. - 0 in.
27	279.7	Thru Span	23 ft. - 0 in.	8 ft. - 8 in.
27a	218.5	Viaduct	22 ft. - 0 in.	14 ft. - 0 in.
27a	219.3	Thru Span	20 ft. - 11 in.	6 ft. - 2 in.
28	298.8	Thru Span	22 ft. - 3 in.	6 ft. - 11 in.
28	302.3	Viaduct	21 ft. - 10 in.	14 ft. - 0 in.
28	327.6	Viaduct (Wabash Ry.)	21 ft. - 6 in.	14 ft. - 0 in.
28	332.4	Thru Span	21 ft. - 6 in.	6 ft. - 10 in.
28	399.4	Thru Span	22 ft. - 2 in.	6 ft. - 1 in.
28	415.8	Viaduct	19 ft. - 11 in.	14 ft. - 0 in.
29	451.3	Thru Span	22 ft. - 0 in.	14 ft. - 0 in.
29	460.0	Delivery Chute and Apron, Polo	19 ft. - 8 in.	12 ft. - 6 in.
29	Han.Br. Mo.Riv	Thru Span	22 ft. - 7 in.	14 ft. - 0 in.
29	K.C.S. Ry.	Viaduct	21 ft. - 4 in.	14 ft. - 0 in.
29	Br'dw'y Cross.	Viaduct	18 ft. - 11 in.	14 ft. - 0 in.
29	Intercity	Viaduct	22 ft. - 0 in.	14 ft. - 0 in.
29	St. L. Ave.	Viaduct	15 ft. - 9 in.	13 ft. - 3 in.
29	12th St.	Viaduct	19 ft. - 6 in.	14 ft. - 0 in.
29	19th St.	Viaduct (Over W.B. Tracks)	19 ft. - 0 in.	13 ft. - 4 in.
29	19th St.	Viaduct (Over E.B. Tracks)	18 ft. - 6 in.	13 ft. - 4 in.
29	James St.	Viaduct	22 ft. - 6 in.	13 ft. - 6 in.
29	Kaw Riv. Br.	Thru Span	21 ft. - 7 in.	13 ft. - 6 in.
29	7th St.	Viaduct	20 ft. - 6 in.	13 ft. - 6 in.
29	10th St.	Viaduct	20 ft. - 11 in.	13 ft. - 6 in.
29	18th St.	Viaduct	23 ft. - 2 in.	13 ft. - 6 in.
30	432.5	Viaduct	23 ft. - 0 in.	14 ft. - 0 in.
30	449.2	Viaduct	23 ft. - 0 in.	14 ft. - 0 in.
30	456.7	Thru Span	21 ft. - 6 in.	7 ft. - 2 in.
30	470.2	Viaduct	21 ft. - 7 in.	14 ft. - 0 in.
30	484.4	Viaduct	22 ft. - 0 in.	14 ft. - 0 in.
30	489.3	Thru Span	21 ft. - 7 in.	8 ft. - 0 in.
30	494.0	Viaduct	23 ft. - 4 in.	14 ft. - 0 in.
30a	499.3	Viaduct (6th St. - St. Joe)	20 ft. - 3 in.	14 ft. - 0 in.
30a	Mo. Riv. Br.	Thru Truss	21 ft. - 9 1/2 in.	7 ft. - 6 in.
30a	Atchison Yd.	Viaduct (6th St. - Atchison)	20 ft. - 11 in.	13 ft. - 9 1/2 in.
30b	517.2	Thru Span (Mo. River Bridge)	20 ft. - 1 in.	9 ft. - 9 in.
31	22.8A	Viaduct (C.B.&Q.)	22 ft. - 6 in.	14 ft. - 0 in.
31	23.7	Viaduct	22 ft. - 10 in.	14 ft. - 0 in.
31	31.3	Viaduct	22 ft. - 1 in.	14 ft. - 0 in.
31	35.0	Viaduct	22 ft. - 8 in.	14 ft. - 0 in.
31	38.7	Viaduct	22 ft. - 8 in.	14 ft. - 0 in.
31	40.3	Viaduct	20 ft. - 6 in.	14 ft. - 0 in.
31	46.8	Viaduct	20 ft. - 9 in.	14 ft. - 0 in.
31	55.0	Viaduct	22 ft. - 7 in.	14 ft. - 0 in.
31	72.3	Thru Span	23 ft. - 0 in.	3 ft. - 2 in.
31a	385.4a	Viaduct (C.G.W. Ry.)	20 ft. - 4 in.	14 ft. - 0 in.

Loads as high as 19 ft. 7 in. can be handled via St. Joseph, and all loads too high to handle under St. Louis Avenue viaduct and coming within the limit of 19 ft. 7 in. should be routed via St. Joseph, loads higher than 19 ft. 7 in. must be set out at Block 223 for handling over Wabash.

Sub-Division 30a

ATCHISON—Train sheds in Atchison U. D. will not clear a man on side of car.

32. Track scales are located as follows:

Location	Length Feet	Capacity Tons	Location	Length Feet	Capacity Tons
Muscantine	50	150	Armourdale	46	150
Washington	40	100	Armourdale	40	100
Eldon Yard	50	150	St. Joseph	46	150
Centerville	46	150	Atchison	46	150
Trenton	46	150	Leavenworth	50	150

35. Industrial or spur tracks between stations are located at:

Sub-Div	M. P.	Name	Car Cap.
27	193.7	Dolese Bros.	92
27	213.7	Hahns Spur	10
27	291.8	Eldon Hill Doubling Spur	1
28	341.0	Casale Coal Mine	13
30b	471.2	Plummers Spur	4
30b	478.0	Jackson Spur	12
30b	485.4	Horda Spur	4
31	27.0	Olmitz Mine Spur No. 2 Cent. Ia. Fuel Co.	69
31	27.0	Olmitz Mine Spur No. 5 Cent. Ia. Fuel Co.	62
31	31.0	Consolidated Indiana Coal Co. No. 3 Mine	107
31	31.0	No. 4 Mine Spur Cent. Ia. Fuel Co.	187
31	38.8	Red Rock Coal Co. Cent. Ia. Fuel Co.	100
31	39.7	Consolidated Indiana Coal Co. No. 2 Mine	120
31	61.3	Indian Valley Gloss Coal Co.	12
31	69.7	Coon River Co-Op. Sand Ass'n.	60
31	72.0	Goodwin Brick and Tile Co.	62
31a	374.3	Evansville Spur	8
31a	376.2	Prouty Spur	4

36. Lights on train order signals will not be displayed when train order offices are closed. (See General Rule 221.)

36a Sub-Division 27 between Nahant and Culver Normal indication of train order signal will be Proceed. (See General Rule 221.)

37. Derails have been located on various tracks. All employees must familiarize themselves with location and method of operation. (See General Rule 104b.)

38. Blow off cocks on locomotives must not be opened while operating on track parallel and adjacent to highways.

38a Freight trains must be stopped for inspection each thirty-five miles, except where operating conditions will bring inspection point within forty-five miles.

39. PRECAUTIONS TO BE TAKEN TO INSURE SAFE TRAIN OPERATION DURING AND FOLLOWING SEVERE STORMS:

OPERATORS—Notify Train Dispatcher promptly nature and extent of storm. Call Section Foreman, if not on duty. If so advised by Section Foreman, hold trains until it is known track is safe.

SECTION FOREMAN—Have section patrolled day or night. Call Operator, if none on duty, and ascertain time trains will pass over section; time patrol as near fifteen (15) minutes ahead of train as possible. If necessary to hold train to patrol track, notify Operator to do so. Report promptly to Roadmaster and Train Dispatcher condition of track and speed limit—DO NOT WAIT TO BE CALLED.

TRAINMEN AND ENGINEERS—Bring train to restricted speed and proceed through territory affected by storm at a rate of speed that will insure safety; notify Train Dispatcher condition of track. If unable to communicate with Train Dispatcher or Section Foreman and there is a doubt as to its being safe to move, take siding and wait for instructions or until advised track is safe.

TRAIN DISPATCHER—On receipt of report of storm, notify trains liable to be affected; see that Superintendent, Division Engineer, and Roadmaster are properly notified and that Section Foreman is patrolling tracks and get all information necessary to protect safe movement of trains quickly as possible. If necessary, have Operator call Section Foreman.

40. The hours of duty shown on schedule pages will be observed at Train Order stations, subject to change by General Order. When so changed, all concerned will note the change IN PENCIL on their copy of the Time Table: Holidays are, New Years, Washington's Birthday, Decoration Day, July 4th, Labor Day, Thanksgiving and Christmas.

Emergency telephones connected with train dispatcher circuit:

Eldon Hill	West end Trenton	M. P. 61-14
(Doubling Spur)	Train Yards	(Sub-Divn. 31.)

Emergency telephones connected with stations:

Seventh Street Trenton Yard (with Yardmaster's Office)	Highland (with Altamont)
Jamesport (with Blake)	Mabel (with Cameron)

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
45	80.0	76	47.4	115	31.3
48	75.0	77	46.7	120	30.0
50	72.0	78	46.1	125	28.8
52	69.2	79	45.6	130	27.7
54	66.6	80	45.0	135	26.7
56	64.2	81	44.4	140	25.7
58	62.0	82	43.9	145	24.8
60	60.0	83	43.4	150	24.0
61	59.0	84	42.9	155	23.2
62	58.0	85	42.4	160	22.5
63	57.1	86	41.9	170	21.2
64	56.2	87	41.4	180	20.0
65	55.3	88	40.9	190	18.9
66	54.5	89	40.4	200	18.0
67	53.7	90	40.0	210	17.1
68	52.9	91	39.6	220	16.4
69	52.1	92	39.1	230	15.6
70	51.4	93	38.7	240	15.0
71	50.7	94	38.3	250	14.4
72	50.0	95	37.9	260	13.8
73	49.3	100	36.0	270	13.3
74	48.6	105	34.3	280	12.8
75	48.0	110	32.7	290	12.4

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