

# CHICAGO, ROCK ISLAND & PACIFIC RAILWAY

FIRST DISTRICT

## IOWA DIVISION

### No. 20—TIME TABLE—No. 20

Taking Effect Sunday, May 16, 1926, at 12:01 A. M.

CENTRAL TIME.

Superseding Time Table No. 19

NOTE IMPORTANT CHANGES IN TIME TABLE RULES

**For the Exclusive guidance of Employes, 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 Supt. Motive Power  
**A. W. TOWSLEY,**  
Gen'l Supt. Transportation  
**J. R. PICKERING,**  
Supt. Transportation

**D. COUGHLIN,**  
General Manager  
**H. L. REED,**  
General Superintendent  
**T. W. McCARTHY,**  
Supt. Motive Power

**A. T. ABBOTT,**  
Superintendent

**R. C. HYDE,**  
Master Mechanic

# MAIN LINE WESTWARD

THIRD CLASS		SECOND CLASS					SUB-DIVISION 4 STATIONS				FIRST CLASS								
83	81	905	903	99	97	STATIONS			23	301	5	9	303	27	7	19	13		
Local Freight	Local Freight	East Iowa Red Ball	Tri Cities Twin Cities Red Ball	Chicago Peoria Twin Cities	Chicago Colorado Red Ball	Time Table No. 20 May 16, 1926			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Rocky Mount'n Limited	Passenger	Passenger		
Tuesday Thursday Saturday	Monday Wed. Friday	Daily	Daily	Daily	Daily	LEAVE			Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily		
AM 7.00	AM 7.40	PM 8.10	PM 8.20	AM 8.30	AM 11.00	WU MO. DIV. JCT.			173.7										
						173 S	SILVIS	See Time Table Rule 17	TO	173.7									
						181 RK	ROCK ISLAND		TO	7.4 181.1	AM 12.16		AM 3.30	AM 5.50	AM 9.50	PM 3.15	PM 8.25		
						183 VN	DAVENPORT		TO	9.1 182.8	s 12.24		s 3.40	s 6.00	s 10.00	s 2.28	s 8.35		
	AM 7.40		PM 9.15		AM 11.40				TO	9.9 183.6	12.26		3.42	6.04	10.05	2.30	8.37		
	7.50					W 58 A 3	FARNAM		TO	12.4 186.1	12.31		3.46	6.08	10.10	2.35	8.41		
	8.00					W 57 A 6	TURNOUT		TO	16.2 189.9	12.36		3.51	6.13	10.18	2.40	8.46		
	s 8.15					48 W 53 A 11	WALCOTT		TO	21.2 194.9	12.41		g 3.56	6.18	s 10.28	2.45	8.53		
	s 8.45					21 W 18 A 16	STOCKTON		TO	25.5 199.2	T 12.46		g 4.01	6.24	s 10.36	2.51	9.00		
	s 9.15					45 A 18	DURANT		TO	28.2 201.9	12.50		g 4.05	6.29	s 10.44	2.56	g 9.05		
	s 9.55					148 W 70 A 24	WILTON		TO	33.9 207.6	WY 12.56		g 4.13	s 6.37	s 11.00	g 3.01	s 9.14		
	s 10.20					32 W 56 A 27	MOSCOW		TO	37.4 211.1	1.01		g 4.17	6.41	s 11.07	3.06	9.21		
	s 11.00					28 W 56 A 32	ATALISSA		TO	42.2 215.9	1.07		g 4.23	6.48	s 11.17	3.12	9.29		
	s 11.30		11.30 PM	10.40 PM	10.30 AM	448 W 47 A 38	WEST LIBERTY		TO	47.6 221.3	FWTY s 1.20		g 4.30	s 7.00	s 11.25	g 3.20	9.40 PM		
							C. R. Div. Crossing	UX	TO	47.6 221.3									
	s 11.59 AM		12.55 AM '96		2.10	25 W 51 A 43	DOWNNEY		TO	53.0 226.7	1.28		g 4.37	7.10	s 11.50 AM	3.27	12.02 AM		
	s 12.40 PM					189 W 32 A 53	IOWA CITY		TO	63.1 236.8	W s 1.45		s 4.50	s 7.30	s 12.10 PM	s 3.48	s 12.20 AM		
	1.02		1.15		2.37		VERNON		TO	67.3 241.0	1.51		4.57	7.37	12.18	3.53	12.26		
	s 1.20		1.30		2.50	37 59 A 61	TIFFIN		TO	71.0 244.7	1.56		g 5.02	7.43	s 12.28	3.58	12.31		
	s 1.50		2.03		3.10	35 80 A 68	OXFORD		TO	77.8 251.5	W 2.03		g 5.12	7.53	s 12.40	4.06	12.39		
	s 2.17		2.20		3.30	53 65 A 73	HOMESTEAD		TO	82.8 256.5	2.10		g 5.19	8.00	s 12.50	4.12	12.46		
	s 2.45		2.43		3.45	33 78 A 78	SOUTH AMANA		TO	88.4 262.1	2.17		g 5.27	8.08	s 1.00	4.19	12.53		
	AM 6.30		3.27 PM		4.05	124 80 A 84	MARENGO		TO	93.6 267.3	WY 2.24		s 5.34	s 8.16	s 1.12	s 4.26	s 1.03		
	s 7.00		3.45		4.34	24 56 A 90	LADORA		TO	100.2 273.9	2.32		g 5.42	8.25	s 1.23	4.34	1.13		
	s 7.25		4.10		5.00	20 78 A 96	VICTOR		TO	106.1 279.8	2.39		g 5.50	f 8.34	s 1.33	4.41	1.20		
	s 7.40		4.25		5.28	8 56 A 99	CARNFORTH		TO	108.8 282.5	2.42		g 5.54	8.38	s 1.43	4.44	1.24		
	s 8.20		4.45		5.58	85 118 A 104	BROOKLYN		TO	114.0 287.7	FW 2.49		g 6.02	s 8.46	s 1.53	4.50	1.31		
	8.30		5.20		6.10		RANDICK		TO	118.9 290.6	2.53		6.06	8.50	2.00	4.54	1.35		
	s 8.55		5.45		6.19	47 55 A 110	MALCOM		TO	120.0 293.7	2.57		g 6.10	8.55	s 2.10	4.58	1.40		
	s 9.15		6.16		6.29	89 A 114	ASCALON		TO	123.6 297.3	3.02		g 6.16	9.05	2.18	5.03	1.44		
	s 9.30		6.38		6.45	127 173 A 119	GRINNELL		TO	129.0 302.7	W s 3.09		s 6.26	s 9.18	s 2.35	s 5.13	s 1.54		
	s 9.50		7.00		7.04	20 94 A 125	TURNER		TO	134.9 308.6	3.18		g 6.34	9.27	f 2.46	5.21	2.02		
	s 10.18		7.35		7.20	65 56 A 130	KELLOGG		TO	140.0 313.7	W 3.25		g 6.41	f 9.35	s 2.56	5.29	2.08		
	10.50		8.19		7.35	54 A 134	AMBOY		TO	144.0 317.7	3.31		6.47	9.42	3.05	5.36	2.14		
	s 11.05		8.40		7.50	160 154 A 139	NEWTON		TO	148.8 322.5	WY 3.38		s 6.55	s 9.52	s 3.18	s 5.46	s 2.20		
	s 11.30		9.00		8.10	21 56 A 145	METZ		TO	154.8 328.5	3.48		g 7.03	10.02	f 3.28	5.54	2.28		
	s 11.55 AM		9.20		8.25	125 45 A 151	COLFAX		TO	160.9 334.6	FW 3.58		g 7.14	s 10.13	s 3.42	6.07	2.35		
			10.13				C. N. Crossing		TO	161.3 335.0									
	12.17		10.28		8.35		CISCO		TO	163.5 337.2	4.02		7.18	10.18	s 3.56	6.12	2.38		
	s 12.35		10.40		8.45	52 62 A 157	MITCHELLVILLE		TO	166.9 340.6	4.07		g 7.24	10.25	s 4.05	6.18	2.43		
	s 1.30		11.00 AM		9.02	41 A 163	ALTOONA		TO	173.1 346.8	4.14		g 7.34	10.35	f 4.15	6.27	2.53		
					9.30		SHORT LINE JCT.		TO	182.0 355.7	Y 4.24		7.46	10.47	4.27	6.39	3.04		
							E. DES MOINES		TO	183.5 357.2	W 4.29		7.53	10.52	s 4.32	6.44	3.09		
							DES MOINES		TO	184.1 357.8	4.37 AM	AM 4.47	7.59	11.05	s 4.45	6.50	3.15		
							VALLEY JCT.		TO	188.9 362.6	FWTY 4.37 AM	5.00 AM	8.15	11.20	s 4.55	7.05	3.25		
2.25 PM	11.7	12.05 PM	15.0	24.0	16.8		AVERAGE SPEED PER HOUR				40.6	.13	38.3	33.0	.15	25.3	37.8		
7.55	8.00	15.55	3.10	2.00	11.15		SCHEDULE TIME				4.21	22.1	5.00	5.45	19.2	7.20	4.58		

# MAIN LINE EASTWARD

FIRST CLASS								Capacity of Sidings	SUB-DIVISION 4 STATIONS		Distance from Valley Junction	SECOND CLASS					THIRD CLASS	
14	6	28	10	304	8	20	22		Time Table No. 20 May 16, 1926			90	96	94	922	98	82	84
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Omaha Chicago Red Ball	Colorado Chicago Red Ball		Colorado Chicago Stock Pickup & Red Ball	Twin Cities Sioux Falls Chicago Peoria Red Ball	Twin Cities Chicago Red Ball	Local Freight	Local Freight		
								S.....	SILVIS.....	TO	188.9	PM 9.30	AM 4.30	AM 10.00	PM 7.00	AM 3.15	PM 2.40	
								RK.....	ROCK ISLAND.....	TO	181.5							
								VN.....	DAVENPORT.....	TO	179.8							
								WU.....	MO. DIV. JCT.....	TO	179.0	PM 8.55	AM 3.50	AM 9.20	PM 6.20	AM 2.20	PM 2.05	
									FARNAM.....	TO	176.5						1.55	
									TURNOUT.....	TO	172.7						1.45	
								E 53 HM.....	WALCOTT.....	TO	167.7						\$ 1.30	
								KN.....	STOCKTON.....	TO	163.4						\$ 1.10	
								E 59 OR.....	DURANT.....	TO	160.7						\$12.45	
								E103 JN.....	WILTON.....	TO	155.0						\$12.10	
									MOSCOW.....	TO	151.5						\$11.40	
								E 52 XA.....	ATALISSA.....	TO	146.7						\$11.15	
								E 56 W.....	WEST LIBERTY.....	TO	141.3	6.30	1.45	7.00	4.45 PM	11.45 PM	\$10.20	
									C. R. Div. Crossing.....	UX								
								E 57 NY.....	DOWNNEY.....	TO	135.9						\$ 9.55	
								E 35 IC.....	IOWA CITY.....	TO	125.8	5.15	905 12.55	6.00			\$ 9.10	
									VERNON.....	TO	121.6	4.55	12.40	5.45			8.25	
								57 FN.....	TIFFIN.....	TO	117.9	4.30	12.31	5.35			\$ 8.10	
								80 V.....	OXFORD.....	TO	111.1	4.06	12.10	5.12			\$ 7.53	
								65 HO.....	HOMESTEAD.....	TO	106.1	3.30	11.55	4.50			\$ 7.20	
								78.....	SOUTH AMANA.....	TO	100.5	2.45	11.35	4.30			\$ 6.55	
								80 MA.....	MARENGO.....	TO	95.3	2.25	11.20	4.10			6.40 AM	
									LADORA.....	TO	88.7	2.05	10.30	3.45			\$ 2.15	
								78 WB.....	VICTOR.....	TO	82.8	1.47	10.15	3.15			1.47	
									C. & N. W. Crossing.....	UX							1.33	
								56 CA.....	CARNFORTH.....	TO	80.1	1.20	10.05	3.05			\$ 1.00	
								118 BN.....	BROOKLYN.....	TO	74.9	1.10	9.52	2.49			\$12.45	
								78.....	RANDICK.....	TO	72.0	12.55	9.45	2.30			12.30	
								55 J.....	MALCOM.....	TO	68.9	12.35	9.36	2.20			\$12.15	
								89.....	ASCALON.....	TO	65.3	12.15	9.28	2.10			11.50	
									M. & St. L. Crossing.....	UX								
								173 GR.....	GRINNELL.....	TO	59.9	11.50	9.15	1.54			\$11.25	
								94.....	TURNER.....	TO	54.0	11.30	8.58	1.30			\$10.50	
								58 KG.....	KELLOGG.....	TO	48.9	11.10	8.45	1.15			\$10.18	
								54.....	AMBOY.....	TO	44.9	10.50	8.35	1.05			10.05	
								152 G.....	NEWTON.....	TO	40.1	10.35	8.25	12.50			\$ 9.52	
								56.....	METZ.....	TO	34.1	10.02	8.10	12.20			\$ 9.00	
								45 FX.....	COLFAX.....	TO	28.0	9.20	7.55	12.05			\$ 8.35	
									C. N. Crossing.....	UX								
								77.....	CISCO.....	TO	25.4	9.00	7.45	11.55			8.25	
								62 SU.....	MITCHELLVILLE.....	TO	22.0	8.45	7.35	11.45			\$ 8.10	
								25 AO.....	ALTOONA.....	TO	15.8	8.15	7.20	11.30			\$ 7.50	
								WN.....	SHORT LINE JCT.....	TO	6.9							
									E. DES MOINES.....	TO	5.4							
								1D MS.....	DES MOINES.....	TO	4.8						\$ 7.15	
								VJ BR.....	VALLEY JCT.....	TO		7.30 AM	6.30 PM	10.45 PM			7.00 AM	
									LEAVE.....			Daily	Daily	Daily	Daily	Tuesday Thur.Sat.	Monday Wed.Fri.	
									AVERAGE SPEED PER HOUR.....			13.4	19.9	16.8	15.8	13.6	11.7	
									SCHEDULE TIME.....			14.00	10.00	11.15	2.15	3.30	8.00	

# MAIN LINE WESTWARD

THIRD CLASS		SECOND CLASS					SUB-DIVISION 5 STATIONS					FIRST CLASS						
87	85	97	905	907	1025	1015	Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUB-DIVISION 5 STATIONS	Distance from Valley Junction	Distance from Chicago	Fuel, Water, Turn Table and Wye	13	301	5	303	7
Local Freight	Local Freight	Chicago Colorado Red Ball	Peoria Silvis Western Red Ball	Chicago Western Mer'dise Red Ball	Mixed	Mixed								Passenger	Passenger	Passenger	Passenger	Rocky Mount'n Limited
Tuesday Thursday Saturday	Monday Wed'y Friday	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	LEAVE					Daily	Daily	Daily	Daily	Daily		
	AM 7.30	PM 11.45	PM 10.20	PM 1.45			1250		A179	VJ VALLEY JUNCTION TO	362.6		FWTY	AM 3.45	AM 5.05	AM 8.40	PM 5.40	PM 7.28
	s 7.45	PM 12.01	10.33	2.00			25	56	A183	3.7 COMMERCE TO	3.7	366.3		3.50	5.10	8.47	s 5.45	7.34
	s 8.10	AM 12.19	10.53	2.25			22	57	A189	6.4 ON BOONVILLE TO	10.1	372.7		3.59	5.18	8.58	s 5.55	7.43
	s 8.30	12.30	11.05	2.40			35	59	A193	3.9 VR VAN METER TO	14.0	376.6	W	4.05	5.23	s 9.07	s 6.01	7.48
	s 8.42	12.40	11.15	2.52			41	56	A196	3.1 DE SOTO TO	17.1	379.7		4.10	5.27	s 9.15	s 6.07	7.52
		8.55	12.50	11.25	3.05			57	A200	4.4 CLUCAS TO	20.4	383.0		4.15	5.32	9.21		6.13
	s 9.10	1.02	11.38	3.20			50	59	A204	4.4 EARLHAM TO	24.8	387.4		4.22	5.38	s 9.30	s 6.25	8.02
	s 9.30	1.18	11.57	3.40			47	56	A209	5.7 DEXTER TO	30.5	393.1		4.30	5.45	s 9.43	s 6.37	8.12
		9.55	1.35	12.15	3.59	AM 10.55	303	76	A215	4.9 OS STUART TO	35.6	398.2	FWTY	4.37	s 5.53	s 9.55	s 6.55	8.20
	s 10.15	1.50	12.30	4.15		11.05	39	55	A219	6.9 GH MENLO TO	40.5	403.1	T	4.43	6.00	s 10.08	s 7.05	8.27
	s 11.30	2.10	12.50	4.50		8.5-8.8 AM	52	53	A226	6.9 RA CASEY TO	47.4	410.0	W	4.55	6.10	s 10.20	s 7.18	8.37
	s 11.59	2.32	1.15	5.25			54	56	A234	7.4 AD ADAIR TO	54.8	417.4		5 10	6.20	s 10.32	s 7.30	8.56
	s 1.00	3.00	1.37	6.04			55	56	A242	7.0 NI ANITA TO	62.9	425.5	W	5.22	6.32	s 10.44	s 7.45	9.08
	s 2.20	3.17	1.57	7.10			25	57	A249	7.4 WA WIOTA TO	69.9	432.5		5.32	6.42	10.55	s 7.59	9.18
AM 7.30	2.45	3.35	2.20	7.40			43	153	A256	5.9 WN ATLANTIC TO	77.3	439.9	FWY	s 5.45	s 6.55	s 11.15	8.15	s 9.30
s 8.00		3.50	2.40	8.40			48	49	A262	6.8 NE MARNE TO	83.2	445.8		5.55	f 7.05	s 11.26		9.42
s 8.50		4.16	3.05	9.10			57	53	A269	6.8 FD WALNUT TO	89.8	452.4		6.05	s 7.15	s 11.37		9.52
s 9.30		4.35	3.25	9.40	AM 9.00		231	71	A275	6.3 HR AVOCA TO	96.1	458.7	WY	s 6.15	s 7.25	s 11.50		10.02
										7.0 HARLAN JCT. TO	97.8	460.2						
s 10.20		5.05	3.54	10.15			50	39	A284	6.4 BY SHELBY TO	104.6	467.2		6.28	s 7.37	s 12.03		10.15
s 11.00		5.27	4.15	10.40			42	58	A290	4.5 MK MINDEN TO	111.0	473.6		6.38	f 7.47	s 12.13		10.26
s 11.30		5.41	4.35	10.55			59	30	A295	0.4 UK NEOLA TO	115.5	478.1	W	6.48	f 7.57	s 12.21		10.33
s 12.05		6.00	4.55	11.15			30	56	A300	5.0 NA C. M. & St. P. Crossing TO	115.9	478.5						
s 12.17		6.13	5.15	11.40			35	56	A305	4.8 WD UNDERWOOD TO	120.9	483.5		6.57	8.05	s 12.30		10.39
12.30		6.29	5.35	12.05			2	59	A310	5.4 WESTON TO	125.7	488.3		7.03	8.14	s 12.37		10.45
				12.05			428	108		5.1 CHAUTAUQUA TO	131.1	493.7		7.10	8.21	12.44		10.52
										0.4 EAST YARD TO	136.2	498.8						
										0.4 Wabash, C. B. & Q. and C. M. & St. P. Crossings TO	136.5	499.1						
12.45		6.45	6.00	12.30			993	E 21	A316	0.7 Q COUNCIL BLUFFS TO	136.6	499.3	FWT	s 7.20	s 8.30	s 12.55		11.05
										0.3 I. C. Crossing TO	137.3	499.9						
										0.2 C. B. & Q.-C. & N. W. Crossing TO	137.6	500.2						
										0.2 U. P. TRANSFER TO	137.8	500.4		s 7.30	s 8.40	s 1.10		11.20
										U. P. TRANSFER. See Time Table 2.8 Rule 17b TO	140.6	503.2		7.45	9.00	1.25		11.35
										140.6 AVERAGE SPEED PER HOUR TO				35.1	35.9	30.4	29.7	34.6
										SCHEDULE TIME TO				4.00	3.55	4.45	2.35	4.12

# MAIN LINE EASTWARD

FIRST CLASS					SUB-DIVISION 5 STATIONS Time Table No. 20 May 16, 1926	SECOND CLASS					THIRD CLASS				
14	6	10	304	8		96	94	90	1024	1014	86	88			
Passenger	Passenger	Passenger	Passenger	Passenger		Colorado Chicago Red Ball	Colorado Chicago Red Ball	Omaha To Chicago Red Ball	Mixed	Mixed	Local Freight	Local Freight			
PM-905 10.20	PM 8.00	AM 11.10	AM 9.40	AM 6.35	VJ BR.....	VALLEY JUNCTION.....	TO	136.6	PM 5.30	PM 9.30	AM 6.20		PM 3.30		
10.12	7.53	11.03	s 9.30	6.27		COMMERCE.....		132.9	5.20	9.00	6.10		s 3.15		
10.03	7.43	10.53	s 9.17	6.17	ON.....	BOONEVILLE.....	TO	126.5	5.05	8.45	5.54		s 2.55		
9.56	7.30	10.47	s 9.07	6.10	VR.....	VAN METER.....	TO	122.6	4.55	8.29	5.40		s 2.40		
9.51	7.25	10.42	s 9.00	6.05	SO.....	DE SOTO.....	TO	119.5	4.47	8.22	5.27		s 2.25		
9.46	7.20	10.37	s 8.55	6.00		CLUCAS.....		116.2	4.40	8.15	5.15		2.10		
9.40	7.12	10.30	s 8.45	5.53	F.....	HARLEHAM.....	TO	111.8	4.30	8.02	5.05		s 1.50		
9.32	7.03	10.22	s 8.35	5.45	DR.....	DEXTER.....	TO	106.1	4.15	7.35	4.50		s 1.20		
9.24	s 6.55	10.15	s 8.25	5.37	CS.....	STUART.....	TO	101.0	907 3.59	7.20 303	4.37	PM 4.25 907	PM 12.50 AM 1015		
9.18	s 6.44	10.08	s 8.10	5.31	GH.....	MENLO.....	TO	96.1	3.35	7.05	4.10	PM 4.15	s 11.05		
9.08	s 6.31	9.59	s 7.53	5.21	RA.....	CASBY.....	TO	89.2	3.15	6.47	3.50		s 10.20		
8.56	s 6.19	9.48	s 7.40	5.10	AD.....	ADAIR.....	TO	81.8	2.55	6.30	3.25		s 9.48		
8.42	s 6.04	9.35	s 7.25	4.58	NI.....	ANITA.....	TO	73.7	2.35	6.04	3.00		s 8.30		
8.31	s 5.52	9.25	s 7.12	4.48	WA.....	WIOTA.....	TO	66.7	2.20	5.40	2.40		s 8.00		
8.20	s 5.40	9.15	s 7.00	4.37	WN.....	ATLANTIC.....	TO	59.3	2.00	5.20	2.20		PM 7.30 AM		
8.05	f 5.22	f 8.59		4.25	NE.....	MARNE.....	TO	53.4	1.40	4.55	2.05		s 12.30		
7.53	s 5.12	f 8.50		4.16	FD.....	WALNUT.....	TO	46.8	1.25	4.40	1.50		s 11.37		
7.41	s 5.00	s 8.41		4.07	HR.....	AVOCA.....	TO	40.5	1.10	4.25	1.35	AM 11.10	s 11.00		
7.25	f 4.45	f 8.29		3.54		HARLAN JOT.....		39.0							
7.13	f 4.31	8.20		3.44	BY.....	SHILBY.....	TO	32.0	12.50	4.00	1.15		s 10.20		
7.04	f 4.22	8.13		3.37	MK.....	MINDEN.....	TO	25.6	12.35	3.45	1.00		s 9.50		
6.56	4.12	8.05		3.27	UK.....	NEOLA.....		21.1	12.21	3.30	12.45		s 9.30		
6.50	4.05	7.57		3.20	NA.....	C. M. & St. P. Crossing.....	TO	20.7	12.05				s 8.50		
6.44	3.59	7.50		3.13	WD.....	UNDERWOOD.....	TO	15.7	AM 11.52	3.15	12.30		s 8.14		
						WESTON.....		10.9	5.5	3.00	12.20		s 7.58		
						CHAUTAUQUA.....		5.5	11.42	2.45	12.05				
						EAST YARD.....		0.4							
6.35	3.50	s 7.40		3.05		Wabash, C. B. & Q. and C. M. & St. P. Crossing.....	UX								
6.28	3.45			3.00	Q.....	COUNCIL BLUFFS.....	TO		11.30 AM	2.30 PM	11.30 PM		10 7.45 AM		
6.23	3.40	s 7.35		2.55		I. C. Crossing..... UX C. B. & Q. and C. & N. W. Cross. UX U. P. TRANSFER.....									
6.08 PM	3.25 PM	7.20 AM		2.40 AM		U. P. TRANSFER See Time Table 2.8 Rule 17b OMAHA.....	TO								
Daily	Daily	Daily	Daily	Daily		LEAVE			Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Tuesday Thursday Saturday	Monday Wedn'dy Friday
34.4	31.2	35.6	28.0	36.7		140.6 AVERAGE SPEED PER HOUR.....			20.0	17.1	19.9	18.0	29.4	09.7	11.2
4.12	4.35	3.50	2.40	3.55		SCHEDULE TIME.....			6.00	7.00	6.50	0.05	0.10	8.00	5.15

WESTWARD

KEOKUK AND DES MOINES VALLEY BRANCH

EASTWARD

THIRD CLASS			Second Class	FIRST CLASS		Capacity of Other Tracks	Capacity of Siding	SUB-DIVISION 4A STATIONS Time Table No. 20 May 16, 1926	M. P. Distance from Chicago	M. P. Distance from Keokuk	Station Numbers	Fuel, Water, Turn Table and Wye	FIRST CLASS		Second Class	THIRD CLASS			
895	839	831	1077	473	475								472	474	1076	832	838	894	
M. & St. L. Freight	Local Switcher	Local Freight	Mixed	Passenger	Passenger Motor								Passenger	Passenger Motor	Mixed	Local Freight	Local Switcher	M. & St. L. Freight	
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	
			PM 3.30		AM 7.40	200		DO KEOKUK TO			N151	FWT	PM 6.10		PM 2.15				
								C. B. & Q. Crossing	0.7										
			3.48		7.54	10		BUENA VISTA	2.0	0.7	N149								
			f 3.50		f 7.55			SUGAR CREEK SIDING	4.5	2.7			5.55		1.50				
								SUGAR CREEK	0.2	7.2	N145		f 5.54		f 1.48				
								CONNABLES	4.4	7.4									
			s 4.10		s 8.10	22		SAND PRAIRIE	3.0	11.8	N140								
			f 4.16		f 8.15	11		HINSDALE	2.2	14.8	N137		s 5.42		s 1.19				
			f 4.25		f 8.22	16		BELFAST	3.0	17.0	N134		f 5.37		f 1.10				
			f 4.41		f 8.37	12		CROTON	5.5	20.0	N131		f 5.30		f 12.59				
			s 5.10 472		s 8.55	20	FR	FARMINGTON TO	4.5	25.5	N126		f 5.20		f 12.41				
								C. B. & Q. Crossing	0.0	30.0	N122	W	s 5.10		s 12.25				
			s 5.24		s 9.06	38	BN	BONAPARTE TO	6.5	30.0					AM				
			s 5.40		s 9.15	20		BENTONSPORT	3.6	35.5	N116		s 4.45		s 11.50				
			6.10		9.30	3		MT. ZION	6.5	39.1	N112		s 4.32		s 11.17				
			1076-1081 7.05		1076-1078 10.04	30		KILBOURNE	6.5	45.6	N106		4.15 10.57 473-1078 3.40 10.04		473-1078 10.04				
			f 7.15		f 10.08	20		DOUDS	2.3	47.9	N104		f 3.32		f 9.40				
			s 7.40		s 10.22	28	F	SEILMA TO	6.8	54.7	N 97		s 3.14		s 9.02				
			s 8.05		s 10.33	13	J	C. R. I. & P. Crossing	4.9	58.9	N 93		s 3.03		s 8.40				
	AM 8.30	AM 5.00	s 8.45		s 10.45	160	11 NE	BLDON TO	0.0	63.8	294	FWT	s 2.50	PM 11.10	s 8.10	PM 1.50	PM 6.45		
	8.50	f 5.20	f 9.00		f 11.00	14		CLIFFLAND	6.5	70.3	N 81		f 2.30	f 10.52	f 7.45	f 1.20	6.25		
	9.10	s 5.45	9.20		11.12	180	12 N	OTTUMWA TO	0.6	75.8	N 77	W	2.16	10.41	7.31	s 12.55	6.05		
	9.15 AM	s 5.50	9.25 PM		11.15 11.35		CW	OTTUMWA U. D. TO	0.8	76.4	N 76		2.15 2.00	s 10.38	7.30 AM	s 12.50	6.00 PM		
								C. M. & St. P. Crossing	7.4	77.2									
		s 6.15			s 11.50	30		KIRKVILLE	7.0	84.6	N 67		s 1.45	f 10.18		s 12.28			
		s 6.40			AM 12.02 832-PM	19	8 VI	EDDYVILLE TO	6.0	91.6	N 60	W	s 1.30	s 10.02		473-PM s 12.02			
		s 6.58				24	24 GI	M. & St. L. Crossing	0.0	96.6	N 55		s 1.19	s 9.51		AM s 11.30			
		s 7.10			s 12.21	52		GIVIN TO	3.7	100.3	N 51		s 1.10	s 9.41		s 11.10			
PM 2.00					12.30 472 12.45	108	19 GH	OSKALOOSA (See Sub-Division 4C and D) TO	0.2	301.3	I 53	WY	1.00 473-836 12.45	9.31 9.16				PM 10.30	
								C. B. & Q. Crossing	4.4	301.5									
PM 2.15		s 7.35			s 1.00	167	DM	EVANS TO	0.1	305.9	103.5	N 48	FWT	4.29 s 12.30	s 9.05		s 11.00	PM 10.15	
								C. R. I. & P. Crossing	3.8	306.0	103.6								
2.27		s 8.06 475			s 1.08	17	18 GN	LEIGHTON TO	7.8	309.8	107.4	N 44		PM 12.17 AM s 11.59	s 8.56	s 10.40	10.00		
2.53		s 8.35			s 1.28	106	23 PA	PELLA TO	7.9	317.6	115.2	N 36	W	11.41	s 8.39	s 10.15	9.30		
3.18		9.20			1.44	8.40	20	OTLEY SIDING	0.5	325.5	123.1			8.21		9.24	9.02		
								OTLEY	5.5	326.0	123.6	N 28		s 11.40	s 8.20	s 9.22 831	9.00		
3.20		s 9.22 832			s 1.45	8.41	27	MONROE	4.3	331.5	129.1	N 22	WY	s 11.27	s 8.07	s 8.54 475	8.42		
3.37		s 10.08			s 2.00	8.54	27	FAIRMOUNT	4.9	335.8	133.4	N 18		f 11.16	f 7.57	s 8.05	8.27		
3.55		s 10.25			s 2.17	9.04	38	PRAIRIE CITY TO	3.6	340.7	138.3	N 13	W	s 11.06	s 7.46	s 7.35	8.12		
4.15		s 11.06 472			s 2.32	9.15	40	ZACHARYS	4.1	344.3	141.9	N							
							8	NOBLETON	5.5	348.4	146.0	N 6		f 10.50	f 7.28	f 7.00	7.48		
4.42		f 11.35			f 2.52	9.30	21	ALTOONA	8.9	353.9	151.5	A163		s 10.40 AM	s 7.15 PM	6.40 AM	7.30 PM		
5.00 PM		11.55 AM			s 3.05	9.45	41	SHORT LINE JCT.	1.5	362.8	160.4	A172	Y	10.26	6.54				
								EAST DES MOINES	0.6	364.3	161.9	A173	W	s 10.22	s 6.47				
5.30 PM		s 12.30 PM 1.00 PM			s 3.30	10.10		DES MOINES	4.8	364.9	162.5	A174		10.20 10.05	6.45 6.25	s 6.10		7.00 PM	
					3.45 PM	10.25 AM		VALLEY JCT		369.7	167.3	A179	FWTY	9.50 AM	6.10 PM	5.50 AM			
								LEAVE											
								AVERAGE SPEED PER HOUR						Daily Ex. Sunday 23.0	Daily Ex. Sunday 25.0	Daily Ex. Sunday 13.1	Daily Ex. Sunday 12.9	Daily Ex. Sunday 16.8	Daily 18.0
								SCHEDULE TIME						8.20	5.00	6.45	8.00	0.45	3.15

C. R. I. & P.—  
Iowa Division.

# WESTWARD

# KNOXVILLE BRANCH

# EASTWARD

THIRD CLASS			FIRST CLASS				Capacity of Other Tracks	Capacity of Siding	Station Numbers	SUB-DIVISION 4-C STATIONS			Distance from Chicago	Distance from Washington	Fuel Water, Turn Table and Wye	FIRST CLASS				THIRD CLASS			
895	835	833	49	473	429	475				STATIONS	Time Table No. 20	May 16, 1926				50	472	430	474	836	834	894	
M. & St. L. Freight	Local Freight	Local Freight	Passenger Motor	Passenger Motor	Passenger Motor	Passenger Motor	LEAVE			Passenger Motor	Passenger	Passenger Motor	Passenger Motor	Local Freight	Local Freight	M. & St. L. Freight							
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday																	
	AM 8:30 50		PM 6:25		AM 9:30		269		248	WA.....	WASHINGTON.....	TO	248.2		F W T	AM 8:35		PM 5:50		PM 5:00			
	8:55		8:45		9:45		49		I 8	WH.....	C. M. & St. P. Crossing.....	TO	248.8	0.6									
	9:35		7:02		10:03		68		I 15	KP.....	WESTCHESTER.....	TO	255.6	7.4		8:12		5:30		4:30			
	10:00		7:15		10:15		35		I 20	OW.....	KEOTA.....	TO	262.9	14.7		7:54		5:10		3:55			
	10:35		7:35		10:35		27	20	I 29	SG.....	HARPER.....	TO	268.0	19.8		7:40		4:55		3:15			
	11:10		7:52		10:51		46		I 36	U.....	SIGOURNEY.....	TO	276.6	28.4	W...	7:20		4:37		2:40			
	11:30		8:02		11:00		20		I 40		DELTA.....	TO	283.9	35.7		7:03		4:18		2:05			
	11:50		8:09		11:10		35		I 43		C. N. W. Crossing.....	UX	288.1	39.9									
PM 2:00	AM 12:20 PM	AM 7:20	8:30 PM	PM 12:30 12:45	AM 11:35 AM 12:05 PM 7:45	AM 7:35 PM 7:45	123	22	I 53	RH.....	ATWOOD.....	TO	288.1	39.9		6:53		4:08		1:45			
										GH.....	ROSEHILL.....	TO	291.1	42.9		6:45		4:00		1:30			
										DM.....	OSKALOOSA.....	TO	301.3	53.1	W Y	6:25 AM	PM 1:00 473-836 12:45	3:40 3:30	PM 9:31 9:16	AM 11:35	PM 10:30		
											C. B. & Q. Crossing.....	UX	301.4	53.2									
											EVANS.....	TO	305.9	57.7	F W T	429 PM 12:30	3:15	9:05 PM		11:15 11:00	10:15 PM		
											C. R. I. & P. Crossing.....	UX	305.9	57.7									
											OLIVET.....	TO	311.1	62.9									
											Wabash Crossing.....	UX	316.2	68.0									
											HARVEY.....	TO	316.2	68.0									
											ANDERSON SPUR.....		320.7	72.6									
											RECTOR.....		321.8	73.6									
											KNOXVILLE.....	TO	325.9	77.7	W T								
											LEAVE												
											AVERAGE SPEED PER HOUR.....					Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily		
											SCHEDULE TIME.....					25.4	18.4	24.5	25.1	14.7	13.4	18.4	
																2.05	0.15	3.20	0.11	4.00	1.50	0.15	

Nos. 833 and 835 are superior to Nos. 834 and 836. Sub-Division 4C. See Time Table Rule 1-a.

**C. W. LAFLER, Train Master, Iowa City, Iowa.**  
Sub Divisions 4 and 4b.

**G. W. HEGGENBERGER, Train Master, Des Moines, Iowa.**  
Des Moines and Valley Junction Terminals.

**H. C. HIGGINS, Train Master, Council Bluffs, Iowa.**  
Omaha and Council Bluffs Terminals.  
Sub Divisions 5, 5a, 5b, 5c, 5d, 5e.

**C. G. SMITH, Train Master, Des Moines, Iowa.**  
Sub Divisions 4a, 4c, 4d, and 4e.

**J. C. RHODES, Road Foreman Equipment, Des Moines, Iowa.**  
Sub Divisions 4 and 4b.

**H. E. STONE, Road Foreman Equipment, Des Moines, Iowa.**  
Sub Divisions 4a, 4c, 4d, 4e, 5, 5a, 5b, 5c, 5d and 5e.

**J. R. JONES, Chief Dispatcher, Des Moines, Iowa.**

**B. TAZEWELL, Night Chief Dispatcher, Des Moines, Iowa.**

**J. E. FOLEY, Asst. to Chief Dispatcher, Des Moines, Iowa.**

**J. W. PORTER,  
E. C. RYAN,  
L. A. NICHOLS,  
B. J. DONOHUE,  
E. W. STUART,  
W. L. CROXTON,  
C. D. OVERTURFF,  
G. H. LEFFLER,  
E. BYLANDER,**

**Train  
Dispatchers,  
Des Moines,  
Iowa.**

WESTWARD MONROE BRANCH EASTWARD											WESTWARD AUDUBON BRANCH EASTWARD							WESTWARD HARLAN BRANCH EASTWARD							
<b>Sub-Division 4-B STATIONS</b> Time Table No. 20 May 16, 1926					<b>Third Class</b> 1032 Mixed			<b>Second Class</b> 1019 1021 Mixed Mixed			<b>Sub-Division 5-B STATIONS</b> Time Table No. 20 May 16, 1926			<b>Third Class</b> 1020 1018 Mixed Mixed			<b>Second Class</b> 1025 Mixed			<b>Sub-Division 5-D STATIONS</b> Time Table No. 20 May 16, 1926					
LEAVE					PM 3:50			AM 11:35 AM 5:50			LEAVE			AM 8:40 PM 4:45			AM 9:05			LEAVE					
NEWTON TO 16.8 322.5					f 3:35			f 6:05			WN ATLANTIC TO 25.2 439.9			AM 8:40 PM 4:45			AM 9:05			HARLAN JCT TO 11.8 480.2					
COAL SIDING 13.4 325.9					s 3:10			f 6:20			A. N. and S. Crossing 18.4 446.7			s 8:20 s 4:15			s 9:25			CORLEY TO 5.3 466.7					
WILSON 12.0 327.3					s 3:00			s 6:30			LORAH 18.1 452.0			s 7:55 s 3:30			9:50 AM			HARLAN TO 472.0 WT					
REASONOR 6.9 332.4					f 3:00			f 6:50			BRAYTON TO 13.1 452.0			f 7:40 s 3:00						LEAVE 11.8					
FRANKLIN 4.1 335.2					Daily Ex. Sunday 2:45 PM			7:10 AM			KA KXIRA TO 9.4 455.7			Daily ex. Sunday 7:25 AM			Daily Ex. Sunday 2:45 PM			AVERAGE SPEED PER HOUR 15.7					
MONROE TO 16.8 339.3					1.05			13.1 18.8			MN HAMLIN TO 4.1 481.0			Daily ex. Sunday 7:25 AM			Daily Ex. Sunday 2:45 PM			SCHEDULE TIME 0.45					
LEAVE 16.8					15.5			13.1 18.8			DU AUDUBON TO 25.2 465.1			Daily ex. Sunday 7:25 AM			Daily Ex. Sunday 2:45 PM			15.7					
AVERAGE SPEED PER HOUR					1.05			13.1 18.8			LEAVE 25.2			Daily ex. Sunday 7:25 AM			Daily Ex. Sunday 2:45 PM			0.45					
SCHEDULE TIME					1.55 1.20			13.1 18.8			AVERAGE SPEED PER HOUR 20.1 12.6			Daily ex. Sunday 7:25 AM			Daily Ex. Sunday 2:45 PM			15.7					
SCHEDULE TIME					1.05			13.1 18.8			SCHEDULE TIME 1.15 2.00			Daily ex. Sunday 7:25 AM			Daily Ex. Sunday 2:45 PM			0.45					

WESTWARD GUTHRIE CENTER BRANCH EASTWARD											WESTWARD GRISWOLD BRANCH EASTWARD							WESTWARD CARSON BRANCH EASTWARD							
<b>Sub-Division 5-A STATIONS</b> Time Table No. 20 May 16, 1926					<b>Third Class</b> 1014 Mixed			<b>Second Class</b> 1035 1037 Mixed Mixed			<b>Sub-Division 5-C STATIONS</b> Time Table No. 20 May 16, 1926			<b>Third Class</b> 1036 1034 Mixed Mixed			<b>Second Class</b> 1029 Mixed			<b>Sub-Division 5-E STATIONS</b> Time Table No. 20 May 16, 1926					
LEAVE					PM 4:10			AM 1:00 AM 9:00			LEAVE			AM 11:10 PM 4:00			PM 12:25			LEAVE					
MENLO TO 14.7 408.1					s 3:35			f 1:10 f 9:15			WN ATLANTIC TO 14.6 439.9			AM 11:10 PM 4:00			PM 12:25			HR AVOCA TO 17.7 458.7					
GLENNDON 8.3 409.5					s 3:10			s 1:30 s 9:30			HOPLEY 9.4 445.1			f 10:50 f 3:30			s 12:50			HK HANCOCK TO 11.3 465.1					
MONTEITH TO 5.2 412.6					s 3:10			s 1:30 s 9:30			LEWIS TO 5.9 448.6			s 10:40 s 3:15			s 1:25			KN OAKLAND TO 5.4 471.0					
GUTHRIE CENTER TO 14.7 417.8					Daily Ex. Sunday 2:50 PM			2:00 AM 9:55			GRISWOLD TO 14.6 454.5			WT 10:15 AM 2:45 PM			1:55 PM			CN CARSON TO 476.4 WT					
LEAVE 14.7					11.0			14.6 15.6			LEAVE 14.6			Daily Ex. Sunday 10:15 AM			Daily Ex. Sunday 2:45 PM			LEAVE 17.7					
AVERAGE SPEED PER HOUR					12.0			14.6 15.6			AVERAGE SPEED PER HOUR 15.6 11.7			Daily Ex. Sunday 10:15 AM			Daily Ex. Sunday 2:45 PM			AVERAGE SPEED PER HOUR 10.6					
SCHEDULE TIME					1.20			1.00 0.55			SCHEDULE TIME 0.55 1.15			Daily Ex. Sunday 10:15 AM			Daily Ex. Sunday 2:45 PM			SCHEDULE TIME 1.40					

WESTWARD KEOSAUQUA BRANCH EASTWARD													
<b>Second Class</b> 1081 1079 Mixed Mixed				<b>First Class</b> 4405 4403 Passenger Passenger		<b>Sub-Division 4-E STATIONS</b> Time Table No. 20 May 16, 1926				<b>First Class</b> 4404 4406 Passenger Passenger		<b>Second Class</b> 1078 1080 Mixed Mixed	
Daily Ex. Sunday				Daily Ex. Sunday		LEAVE				Daily Ex. Sunday		Daily Ex. Sunday	
PM 6:48				PM 3:53 AM 9:52		K KEOSAUQUA TO 4.5 NA 4				AM 4:03 9:52		AM 10:20 6:34	
7:00 1077 PM				4:15 10:04		MOUNT ZION N 106				4:15 10:04		4:15 10:04	
10:57 AM				4:15 10:04		LEAVE 4.5				Daily Ex. Sunday 4:15		Daily Ex. Sunday 4:15	
AVERAGE SPEED PER HOUR				12.0		AVERAGE SPEED PER HOUR				12.0		12.0	
SCHEDULE TIME				0.22		SCHEDULE TIME				0.22		0.22	

WESTWARD BEACON CUT OFF EASTWARD											
<b>First Class</b> 473 475 Passenger Passenger						<b>Sub-Division 4-D STATIONS</b> Time Table No. 20 May 16, 1926				<b>First Class</b> 472 474 Passenger Passenger	
Daily Ex. Sunday						LEAVE				Daily Ex. Sunday	
PM 12:21						BEACON TO 51 N				PM 1:10 PM 9:41	
7:35 AM						C. B. & Co. Crossing UX				1:00 PM 9:31 PM	
12:30 PM						OSKALOOSA TO 53 I				Daily Ex. Sunday 1:00 PM	
AVERAGE SPEED PER HOUR						AVERAGE SPEED PER HOUR				15.6 15.6	
SCHEDULE TIME						SCHEDULE TIME				0.10 0.10	



## TIME-TABLE RULES.

1. On single track, **Eastward** trains are superior to Westward trains of the same class. (See General Rule 71.)
    - 1a. Nos. 833 and 835 are superior to Nos. 834 and 836 subdivision 4c,
  2. Trains date from their initial station on each subdivision. (See General Rule 4 and 88.)
    - 2a. Silvis is the initial station for westward freight trains leaving that station.
    - 2b. Rock Island is the initial station for westward passenger trains leaving that station.
    - 2c. Valley Junction is the initial station for eastward Iowa Division trains.
    - 2d. Council Bluffs is the initial station for eastward First Class trains leaving that station.
  3. A train must not leave its initial station on any Subdivision without clearance Form A unless otherwise prescribed by Time Table rule. (See General Rule 83.)
    - 3a. A train will not leave West Liberty without clearance Form A.
    - 3b. Harlan Branch trains, Subdivision 5d, at Harlan Junction are excepted.
    - 3c. A train must not leave Ottumwa Union Depot without Clearance Form "A," unless relieved by train order.
    - 3d. A train must not leave Eldon passenger station without Clearance Form "A," unless relieved by train order.
    - 3e. Trains will leave Keosauqua, Beacon and Mt Zion without Clearance Form "A."
  - 3f. Second paragraph General Rule 83 will not apply at Mt. Zion, Subdivision 4A, trains 472, 473, 1076 and 1077 will resume their schedules from Mt. Zion after returning from Keosauqua branch.
  - 3g. Second paragraph General Rule 83 will not apply at Beacon, Subdivision 4A, trains 474 and 472 will resume their schedule after arriving from Oskaloosa.
  - 3h. It will not be necessary to secure Clearance Form "A" at Evans when train order office is closed.
4. Train registering books (See General Rule 83a) are located at:
 

Silvis. Rock Island (for passenger trains). West Liberty. Iowa City. Marengo. Newton, Subdivision 4B (for Monroe Branch trains). Altoona. Valley Junction. Passenger Station for passenger trains. Yard Office for freight trains. Monroe (for trains Subdivision 4B). Stuart (for trains originating and terminating). Meale (for trains Subdivision 5A). Atlantic (for trains originating and terminating). Avoca, Subdivisions 5D, 5E. Guthrie Center, Subdivision 5A. Audubon, Subdivision 5B. Griswold, Subdivision 5C. Harlan, Subdivision 5D. Carson, Subdivision 5E. Council Bluffs—Passenger Station. Omaha—Union Depot.	Keokuk Union Depot Mt. Zion Eldon Ottumwa Union Depot Beacon Evans Washington Oskaloosa Keosauqua Knoxville
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- 4a. A train relieved from registering by time table rule, or train order, will be cleared of register by train order. Conductor will register by ticket (Form 1339) and Operator will record same in train register. Operator after entering information from register ticket on train register will repeat same to Dispatcher from register.
  - 4b. At West Liberty trains Nos. 5, 7, 9, 13, 23, 6, 8, 10 and 14 will register by ticket on Form 1339. Conductor hand same to operator.
  - At Marengo Nos. 5, 7, 9, 13, 23, 6, 8, 10 and 14 will register by register ticket on Form 1339. Conductor hand same to operator.
  - At Altoona all trains will register by ticket on Form 1339. Conductor hand same to operator.
  - At Iowa City No. 14 and eastward freight trains will register by ticket on Form 1339. Conductor hand same to operator.
5. Bulletin Boards and General Order Books (See General Rule 83b) are located at:
 

Silvis yard office. Silvis round house. Rock Island passenger station. West Liberty. Marengo passenger station. Newton. Des Moines passenger station. Valley Junction passenger station. Valley Junction yard office. Valley Junction round house. Stuart passenger station. Atlantic passenger station. Avoca. Council Bluffs passenger station. Council Bluffs round house.	Keokuk Union Depot Eldon Evans Washington Oskaloosa
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- 5a. Conductors and Enginemen are not required to consult Bulletin Boards and General Order Books at intermediate points on a Subdivision.
  - 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.
- C. R. I. & P.—Iowa Division.

6. Standard Clocks (See General Rules 3, 3a, 3b and 3c) are located at:

Silvis Yard Office. Silvis Round House. Rock Island, Telegraph Office. West Liberty Telegraph office. Iowa City. Marengo passenger station. Des Moines Passenger Station (Telegraph Office). Valley Junction Passenger Station. Valley Junction Yard Office. Stuart Passenger Station.	Atlantic Passenger Station. Avoca. Council Bluffs Passenger Station Council Bluffs Yard Office. Keokuk Eldon Ottumwa Union Depot Oskaloosa Evans Washington
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7. Company Surgeons are located as follows:

Name	Location	Office	Residence
S. C. Plummer, Chief Surgeon	Chicago, Ill.	La Salle Street Station	4539 Oakenwald Ave. Tel. Oakland 0097
A. W. Elmer, Referee Examiner	Davenport, Ia.	517 Whittaker Block	
W. D. Chapman	Silvis, Ill.	133 Ninth Street	133 Ninth Street
A. H. Arp	Moline, Ill.	508 Fifteenth Street	718 Fifth Avenue
S. B. Hall	Rock Island, Ill.	302 Twentieth Street	608 Thirtieth St., Tel. 277
G. M. Middleton	Davenport, Ia.	First National Bank Bldg.	1221 Scott Street
A. W. Elmer	Davenport, Ia.	57 Whitaker Block, Tel. 248	730 E. Locust St., Tel. 493
A. E. Gillett	Walcott, Ia.	Davenport 1931	Walcott
A. R. Leith	Wilton, Ia.	Fourth and Cherry	West Fourth Street
E. E. Brisbine	Atalissa, Ia.	Fourth and Linn	Atalissa
J. E. Kimball	West Liberty, Ia.	Ia. State Bank Bldg.	Spencer Street.
E. F. Fitzpatrick, Surgeon & Examiner	Iowa City, Ia.	109 1/2 South Clinton Street	903 East College Street
Wm. Moershell	Homestead, Ia.	One block south depot	Homestead
Henry Moershell			
Asst Local Surgeon	Homestead, Ia.	One block south depot	Above office, Tel. Oxford 49
E. N. Brown	Marengo, Ia.	Opera House Building	312 Marengo Avenue
W. D. Hall, Asst. Surgeon & Examiner	Marengo, Ia.	Mineral Springs Hospital	Phone 55 or 246
C. D. Busby	Brooklyn, Ia.	Telephone L-32	Brooklyn
O. F. Parrish	Grinnell, Ia.	813 1/2 4th Ave.	1409 Park Street
I. L. Gould	Kellogg, Ia.	Telephone 101	Telephone 101 1/2
L. L. Smead, Consulting Surgeon	Newton, Ia.	Telephone 15	305 First Avenue, Tel. 87
W. E. Lyon	Newton, Ia.	Jasper County Bank Bldg.	724 2nd Ave., Tel. 26R3
F. E. Boyd	Colfax, Ia.	Telephone Iowa 92	East Howard Street
Wilton McCarthy	Des Moines, Ia.	1016 Equitable Bldg.	3007 Grand, Tel. Drake 267
P. G. Watters, Substitute Surgeon	Des Moines, Ia.	1016 Equitable Bldg. Telephone Market 522	1528 Washington St. Telephone Drake 3216-W
C. M. Post, District & Hospital Surgeon	Des Moines, Ia.	610 Equitable Bldg. Telephone Walnut 3844	650 17th St., Telephone Drake 6210
F. E. V. Shore, Oculist & Aurist	Des Moines, Ia.	501 Iowa Natl. Bank Bldg.	Telephone Drake 1478
J. Brown (Substitute Examiner)	Des Moines, Ia.	203 Citizens Bank Bldg.	1034 West Ninth Street
P. G. Watters, Local Surgeon	Valley Jct., Ia.	201 Razz Bldg.	1528 Washington St. Telephone Drake 3216-W Telephone 80
B. H. Sherman, Local Surgeon	Dexter, Ia.	Telephone 83	
I. F. Crosby, Local Surgeon	Stuart, Ia.		
H. F. Clark (Substitute Surgeon)	Stuart, Ia.	Telephone 309-R2	Telephone 309-R3
W. R. Van Duzer	Casey, Ia.	Main St.	Tel. 2R45
E. L. Bower	Guthrie Cen., Ia.	Telephone 26	Telephone 27
H. E. Campbell	Anita, Ia.	Citizens Bank	Maple Avenue
C. L. Campbell	Atlantic, Ia.	Gillispie Building Tel. 307	611 Poplar St., Tel. 138
R. F. Childs	Audubon, Ia.	326 1/2 Broadway, Tel. 37	602 Tracy St., Tel. 99
S. Emmert, Local Surgeon	Avoca, Ia.	Telephone 40-B	Wool Street and Park Place
S. M. Ferguson, Substitute Surgeon	Avoca, Ia.	Telephone X-18	Telephone Y-18
W. F. Pierce	Carson, Ia.	Main Street	
J. M. Doyle	Neola, Ia.	Clifton House	Fourth Street, Tel. Black 5
Donald Macrae, Jr., Local Surgeon	Council Bluffs, Ia.	Clinic Bldg., 532 1st Ave., Telephone 5600	809 5th Ave., Phone 218
D. W. Thompson, Medical Examiner	Council Bluffs, Ia.	45-47 Co. Bluffs Savings Bank, Phone 4490	303 Locust Lodge, Phone Black 4709
V. L. Treynor, Asst. Local Surgeon	Council Bluffs, Ia.	Clinic Bldg., 532 1st Ave., Telephone 5600	811 3d Ave., Phone 9
J. P. Lord	Omaha, Neb.	482 Aquilla Court Bldg.	3421 Farnum Street

Name	Location	Office	Residence
K. D. Senroek, Asst. Local Surgeon	Omaha, Neb.	830 City Nat'l. Bank Bldg.	
A. A. Fricke	Omaha, Neb.	4838 S. Twenty-fourth St.	3 Twenty-second Street 2314 N Street
H. C. Miller, Sub. Local Surgeon	Omaha, Neb.	4838 S. Twenty-fourth St.	Main St., Tel. 62
C. E. Van Voorheis	Prairie City, Ia.	Main St., Tel. 62	Res. Phone Green 300
F. F. Carpenter	Monroe, Ia.	Office Phone 79	500 Franklin St., Tel. 42
F. Carpenter	Pella, Iowa	834 Main St., Tel. 42 1/2	
O. A. Ayres	Leighton, Ia.	Tel. Oskaloosa 10-6; Pella 4-13	Leighton, Iowa
S. W. Clark	Oskaloosa, Ia.	106 E. 1st Ave., Tel. 201	401 S. Market St. Tel. 105
C. W. McLaughlin	Washington, Ia.	227 W. Main St., Tel. 49	318 W. Main St., Tel. 388
M. E. Kemp	Sigourney, Ia.	Wilcoxon Bldg., Tel. 297	Wilcoxon Bldg., Tel. 297
H. E. White	Knoxville, Ia.	Bosquet Bldg., Tel. 86	1514 Main Street, Tel. 196
F. E. Vance	Eddyville, Ia.	Walnut and 3d Sts., Tel. 2 on 43	Church and Borden Sts., Tel. 3 on 43
A. O. Williams, Consulting Surgeon	Ottumwa, Ia.	Main & Court Sts., Tel. 90	216 N. Jefferson, Tel. 90
W. C. Newell	Ottumwa, Ia.	303 E Second, Tel. 65	121 Penn Ave., Tel. 969
B. D. LaForce, Oculist & Aurist	Ottumwa, Ia.	103 South Market St., Tel. B 863	301 East Maple Ave., Tel. 2575 J
A. B. Fair, Substitute Oculist and Aurist	Ottumwa, Ia.	103 South Market St., Tel. B 863	437 East 4th St., Tel. 2231 J
S. H. Sawyer, Surgeon and Examiner	Eldon, Ia.	Cor. Main & Court Sts.	Railroad St., Tel. 48
F. B. Dorsey	Keokuk, Ia.	7th & Blondeau Sts., Tel. Iowa 300-B1	712 Orleans St., Tel. Iowa 300-B3
F. B. Dorsey, Jr., Asst. Local Surgeon	Keokuk, Ia.	Dorsey Bldg., 701 Blondeau	709 Orleans Ave.

7a. Official Hospitals are located as follows:

Name	Place	Office Location	Telephone
Mercy Hospital	Des Moines, Iowa	Fourth and Ascension Sts.	Market 040
Mercy Hospital	Council Bluffs, Ia.	Harmony and Frank St.	573
St. Luke's Hospital	Davenport, Iowa	1228 East High St.	Davenport 516

Emergency Hospitals are located as follows:

Name	Place	Office Location	Telephone
Mercy Hospital	Iowa City, Iowa	Cor. Fourth and Reed Sts.	319
Grinnell Community Hospital	Grinnell, Iowa	102 1/2 Naussa St.	98
Atlantic Hospital	Atlantic, Iowa	Fifth and Oak Sts.	236
Mahaska Hospital	Oskaloosa, Iowa	1229 C Ave. East	330
Abbott Hospital	Oskaloosa, Iowa	214 Second Ave. East	309
Mercy Hospital	Oskaloosa, Iowa	214 North Market St.	451
St. Joseph's Hospital	Keokuk, Iowa	118 South Fourteenth St.	10
Ottumwa Hospital	Ottumwa, Iowa	113 East Fourth St.	1406
St. Joseph's Hospital	Ottumwa, Iowa	516 East Market	893
Washington Co. Hospital	Washington, Iowa	South Fourth Ave.	7

7b. Prompt report must be made of all accidents (personal injuries) when train is not wrecked—by message to the Superintendent, who will promptly advise claim department. In case of a train wreck, Telegraph Accident Report must be made at once on Form 588 as per instructions thereon. Mail reports of all accidents and casualties must be promptly made, using the following forms, according to instructions thereon and in the Rules and Regulations of the Operating Department:

Personal Injury Report (Form G41 or G42).  
 List of Passengers (Form CT29).  
 Ejection (Form 1337).  
 Inspection (Form MP171).  
 Fire Report (Form MW48).  
 Stock Report (Enginemen—Form 1801).  
 Stock Report (Sectionmen—Form 1251).

7c. **SURGICAL ATTENTION.** (Passengers and Employees)—Whenever passengers or employes are injured, everything must be done to care for them properly, either calling the Company's nearest surgeon to treat them (and if seriously injured, calling the nearest competent surgeon to be had to attend them until the Company's surgeon can get to the place of accident), or if they are able to be moved, taking them to the nearest place at which the Company has a surgeon and turning them over to him for care and treatment. If other than a Company surgeon is called, he is to be advised that he is called for first attention only, beyond which the Company assumes no responsibility for his bill.

(Others)—When persons not employes or passengers (for example, persons injured at crossings, trespassers, outsiders at work around depots or industries, etc.) are injured, and unable to care for themselves, and if no friend or others are at hand to care for them, the nearest Company surgeon should be called, or if he cannot be reached, the nearest other competent surgeon, which surgeon must be advised that he is called for emergency attention only and that the Company does not assume responsibility for his bill. If trespassers are not taken charge of by friends or others, they should be turned over to the public authorities as soon as possible, and no expense incurred on behalf of the Company except the emergency attention above noted.

7d. Parties calling surgeons should explain as fully as possible the nature of the injuries so that the surgeon may know what equipment to bring with him.

7e. Claim Agent—J. S. Palmer, La Salle St. Station, Chicago, Ill.

8. Explanation of characters (see General Rule 6):

Opposite Stations—

- "B" Block station.
- "TO" Train order station.
- "W" Water station.
- "UX" Railroad crossing not protected by interlocking.
- "F" Fuel station.
- "T" Turntable.
- "Y" Wye.

Opposite Schedule Figures—

- "r" Stop for meals.
- "g" Regular stop.
- "f" Flag stop to receive or discharge passengers or freight.
- "g" Flag stop for purposes as follows:

No. 5—At West Liberty to let off pay passengers from Tri-Cities and east holding through tickets to Burlington and beyond and to pick up pay passengers holding through tickets from points south of West Liberty.

Walcott to Altoona and Marne to Weston to receive pay passengers for Denver and Colorado Springs and discharge pay passengers at stations Marne to Weston, inclusive, from Des Moines and points Van Meter to Anita inclusive.

No. 6—At Wiota, Dexter, Desoto and Van Meter to let off pay passengers from Omaha and Council Bluffs and take on pay passengers for Chicago.

All stations Altoona to Walcott, inclusive, to let off pay passengers from Colorado Springs and Denver.

No. 7—Stop at Wilton to take on pay passengers from Muscatine for points where No. 7 stops. Iowa City to Grinnell to let off pay passengers from Chicago on Sunday.

Avoca to let off pay passengers from Des Moines and points east and to pick up pay passengers for Council Bluffs and west.

No. 8—Stop at Wilton to let off pay passengers holding tickets for Muscatine from points where No. 8 stops.

No. 13—At Wilton to let off pay passengers from Chicago.

No. 19—At Durant to let off or pick up pay passengers only.

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

Territory	Passenger Trains		Freight Trains	
	Tangent	Curves	Tangent	Curves
Subdivision 4 (except as shown below)	60	45	35	30
MP 211 to 211-20 (On Curve just East of Cedar River Bridge)	..	30	..	25
MP 305.5, 305.8 (County Line Curve)	..	25	..	25
MP 316-80 (on Curve East Amboy)	..	25	..	25
MP 333 to 334 (Reverse Curve East of Colfax)	..	30	..	20
MP 352.25 to 353.25 (Four Mile Curve)	..	30	..	20
Eastward over switches at end of double track	..	..	..	..
Iowa City and Altoona	15	15	15	15
At Brooklyn passing coal chute	15	15	15	15
Subdivision 5 (except as shown below)	60	45	35	30
MP 377.5 to 378 (Coon Point Curve)	..	30	..	20
Between Adair and Casey	..	..	25	25
Subdivisions 4b, 5a, 5b, 5c, 5d, 5e	25	25	25	25
Subdivision 4a (except as shown below)	35	30	25	20
Between Keokuk and Eldon	25	20	25	15
Ottumwa, all Street Crossings between May Street and Wapello Street inclusive	5	5	5	5
Ottumwa, C. B. & Q. overhead crossing	5	10	5	10
First crossing east of Monroe Depot	5	..	5	..
Between Oskaloosa and Altoona:	..	..	..	..
Engines Numbers 1200 or heavier	20	20	20	20
Subdivision 4c (except as shown below)	30	25	25	20
Engines Number 1200 or heavier	20	20	20	20
Between Evans and Knoxville except as shown below	30	25	20	15
MP 314.5	15	..	15	..
Subdivisions 4a (except between Altoona and Eldon), 4c, 5b, 5c, and 5e:	..	..	..	..
100,000 capacity cars loaded to permissible load limit may be handled over bridges when separated from engine and each other by loaded 80,000 capacity car or less	..	..	10	10
Subdivision 4d	25	20	20	15
First Curve West of Beacon	..	15	..	10
Subdivision 4e (except as shown below)	28	25	20	18
Trains making back-up movements	12	12	12	12

C. R. I. & P.—Iowa Division.

Territory	Passenger Trains		Freight Trains	
	Tangent	Curves	Tangent	Curves
All Subdivisions (except as shown below)	25	20	20	20
Railroad Crossing protected by interlocking	10	10	10	10
Railroad crossings not protected by interlocking	..	..	..	..
Trains hauling dead engines, steam derrick (boom supported) steam shovel, pile driver and coal hoist (with boom trailing when possible)	..	..	20	..
Engines running backward with or without train	15	15	15	15
In and out of turnouts and over Junction switches	..	15	..	15
Dead engines with all rods down	..	..	15	15
Eastern Line high side hopper bottom coal cars under load	..	..	25	20
Light engines running forward, not to exceed Freight Train speed	..	..	..	..

12. A train movement authorized by a Home Interlocking signal (See General Rule 605) is confined to the distance between the Outer Home Signals.

A train movement, authorized by slow speed signal (General Rule 601-g) when continued beyond the home signal limits into automatic block signal territory, must be made as provided for, on single track, by General Rule 509-a, on double track, by General Rule 509-b.

12a. All railroad crossings at Grade are protected by Interlocking signals (See General Rules 601 to 676) except as follows:

Subdivision	M. P. Location	Crossing	Remarks	Operated by
4	MP-221.3 (West Liberty)	C. R.-Minn. Divn.		Trainmen
4	MP-302.7 (Grinnell)	M. & St. L.	Gate normally across M. & St. L.	Trainmen
4	MP-356.2 (Des Moines, East 16th St.)	D. M. U., C. G. W., Ft. D. D. M. & S.		
4	MP-357.2 (Des Moines, East 4th St.)	C. & N. W.		
4	MP-358.3 (Des Moines, West 11th St.)	D. M. U.	Gate	Gateman
5	MP-499.1 (Council Bluffs, Main Street)	Wab., C. B. & Q., C. M. & St. P.	Pole target, Vertical by day and green light by night C. R. I. & P. trains proceed. Horizontal by day and red light by night, Wabash, C. B. & Q., C. M. & St. P. trains proceed.	Towerman
5	MP 500.0 (Council Bluffs, bet 14th & 15th)	Ill. Cent. and C. & N. W. Rys.		
5	MP-500.3 (Council Bluffs, 18th Street)	C. & N. W. and C. B. & Q. Rys.		
5b	MP-440.8 (Atlantic)	Audubon Br. & A. N. Ry.		
4a	0.7 (Keokuk)	C. B. & Q.		
4a	30.0 (Farmington)	C. B. & Q.		
4a	63.8 (Eldon)	Mo. Division		
4a	96.6 (Givin)	M. & St. L.		
4a	305.9 (Evans)	Mo. Division		
4c	288.1 (Atwood)	C. & N. W.		
4c	301.5 (Oskaloosa)	C. B. & Q.		
4c	316.2 (Harvey)	Wabash		

All trains approaching above crossings will stop at point designated by Stop Board and not proceed until track is clear, except at crossings shown as equipped with gate, which will be normally set against foreign line track, at which points our trains will approach crossing at speed of not to exceed ten miles per hour and be prepared to stop before reaching crossing in event it is occupied by foreign line train or gate is set across our track. After engine has passed over the crossing, speed of train may then be increased to maximum speed authorized under time table or other speed restrictions over interlocked railroad crossings.

13. The following are auxiliary lines (See General Rules 14f and 14g):
- Missouri Division Junction—Missouri Division.
  - Stockton—Cedar Rapids-Minnesota Division.
  - Wilton—Missouri Division.
  - West Liberty—Cedar Rapids-Minnesota Division.
  - Iowa City—Cedar Rapids-Minnesota Division.
  - Newton—Subdivision 4b.
  - Altoona—Subdivision 4a.
  - Short Line Junction—Missouri and Cedar Rapids-Minnesota Divisions.
  - Menlo—Subdivision 5a.
  - Atlantic—Subdivisions 5b and 5c.
  - Avoca—Subdivision 5e.
  - Harlan Jet.—Subdivision 5d.
  - Mt. Zion—Subdivision 4e.
  - Eldon—Subdivision 4a.
  - Beacon—Subdivision 4d.
  - Evans—Subdivision 4c.
  - Oskaloosa—Beacon Cut-off, Subdivision 4d.
  - Monroe—Subdivision 4b.

14. Passengers may be carried on following freight trains:  
Last section local freight trains.
15. MP-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 first be released, then, beginning at the lower end of the section of the train to be 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.

16. Yard limits are indicated by "Yard Limit" Boards.  
(See General Rule 93.)
- |              |                 |                |            |
|--------------|-----------------|----------------|------------|
| Davenport    | Newton          | Atlantic       | Oskaloosa  |
| West Liberty | Colfax          | Avoca          | Evans      |
| Iowa City    | Altoona         | Council Bluffs | Pella      |
| Marengo      | Des Moines      | Keokuk         | Washington |
| Brooklyn     | Valley Junction | Mt. Zion       | Eldon      |
| Grinnell     | Stuart          | Ottumwa        | Knoxville  |

- 16a. Track east of station at Givin Subdivision 4a will be known as "Siding".
- 16b. 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 tables of all divisions, shall approach such stations under control, prepared to stop should the track be occupied.

16c. Engines and trains will run within Davenport yard limits without orders, but under yard rules. (See C. R. I. & P., Silvis & Nahant Joint Time Table.)

16d. Engines and trains will run between East Yard Limit Board East Des Moines and passenger station Valley Junction without orders but under yard rules. (See C. R. I. & P., Altoona & Valley Junction Joint Time Table.)

16e. At Ottumwa. Industry track in front of Ottumwa Railway and Light Plant located between Green and Jefferson Streets, will not be used for any purpose except loading of cinders and storing of cinder cars. Cinder loading spouts over this track will not clear a car higher than Rock Island Coal Cars.

16f. C. R. I. & P. trains will use tracks between Wapello St. and Market St., Ottumwa on authority of Switch Tenders. Trains and engines will move as the way is seen to be clear.

16g. Trains turning on the Wye at Oskaloosa must in all cases head Eastward on West Wye.

17. Between Silvis and Missouri Division Junction trains will be governed by C. R. I. & P., Silvis & Nahant Joint Time Table.

17a. Between Altoona and Valley Junction trains will be governed by C. R. I. & P., Altoona & Valley Junction Joint Time Table.

17b. Between Union Pacific Transfer and C. R. I. & P. Junction, So. Omaha trains will be governed by Union Pacific (Nebraska Division Bridge District) Time Table.

18. All trains must stop at points designated by Stop Board before crossing the following intersections:
- |  |           |
|--|-----------|
| MP-183.7 Missouri Division (Eastward Trains) | Mt. Zion  |
| MP-362.6 Valley Junction (Westward Trains)   | Beacon    |
|  | Evans     |
|  | Oskaloosa |

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

19a. All trains must move under control at intersection of gauntlet 3400 feet west of Oskaloosa and 900 feet west of Beacon.

19b. All trains must approach Oskaloosa, Mount Zion, Monroe and Washington under control.

19c. At Mt. Zion the Junction Switch may be left set for the track last used.

21. Harlan Branch trains will have the right to main track between Harlan Junction and Avoca on time and ten minutes thereafter over all other trains. If more than ten minutes late, they must protect as per General Rule 99.

All Main Line trains must keep out of the way of Harlan Branch trains on time and ten minutes thereafter.

22. At interlockers following whistle signals designate route desired:
- Carnforth—Westward—Four short.
  - Eastward—For main line—Four short.

27. Automatic Block System Rules Nos. 501 to 513, inclusive, are in effect between Missouri Division Junction and Council Bluffs.

27a. Signals are numbered as follows:

Westward	Eastward	Westward	Eastward	Westward	Eastward
1841	1848	2871	2872	3795	3796
1849	1856	2881	2882	3801	3802
1861	Farnum	2889	2894	3811	3816
1875		2903	2904	3829	3830
1887	1872	2911	2912	3835	3836
		2921	2926	3849	3856
		2933	2934	3865	3868
1901	Turnout	2939	2940	3873	3874
1923		2949	2954	3879	3880
1943	Walcott	2969	2970	3901	3906
1953		2977	2978	3927	3928
1971		2995	3000	3933	3934
1991	Stockton	3015	3016	3951	3958
2003		3027	3028	3979	3980
2017	Durant	3033	3034	3987	3988
2029		3053	3058	4005	4010
2047		3085	3086	4031	4032
2069	Wilton	3093	3094	4035	4036
2079		3103	3112	4055	4062
2093		3137	3138	4083	4088
2105	Moscow	3143	3144	4099	4100
2113		3157	3162	4105	4106
2123		3173	3174	4123	4128
2145		3179	3180	4145	4150
2157	Atalissa	3201	3206	4173	4174
2163		3217	3218	4179	4180
2187		3231	3232	4193	4198
2203		3255	3264	4227	4232
		3285	3286	4253	4254
		3291	3292	4259	4260
		3317	3322	4289	4294
		3345	3346	4324	4324
		Home Signal	Home Signal	4327	4328
		3355	3358	4349	4354
		3367	3376	4371	4376
		3375	3384	4395	4396
		3389	3394	4407	4408
		3403	3404	4421	4428
		3409	3410	4445	4448
		3429	3436	4457	4458
		3459	3462	4477	4482
		Home Signal	Home Signal	4507	4514
		3473	3478	4521	4522
		3515	3518	4527	4528
		3545	3548	4543	4548
		Home Signal	Home Signal	4567	4570
		3557	3566	4585	4586
		3561	3562	4593	4594
		3569	3570	4603	4604
		3573	3574	4619	4624
		3585	3588	4645	4650
		3597	3598	4671	4672
		3611	3612	4679	4680
		3623	3624	4693	4698
		3625	3626	4715	4718
		3627	3628	4735	4736
		3633	3634	4741	4742
		3637	3638	4757	4762
		3647	3652	4777	4778
		3661	3662	Home Signal	Home Signal
		3667	3668	4791	4794
		3685	3688	4811	4818
		3701	3706	4833	4834
		3723	3724	4839	4840
		3729	3730	4857	4860
		3743	3748	4881	4882
		3761	3762	4887	4888
		3767	3768	4907	4914
		3779	3782	4935	4936
				4941	4942
				4957	4964
				4979	4980
					4990

28. Missouri Division Junction Semi-Automatic signals operated in connection with cross-over switches govern trains as follows:

Upper arm on westward Home Signal mast governs and will also be used as a train order signal for westward Iowa Division trains.  
 Lower arm governs westward Missouri Division trains.  
 Eastward Home Signal controls the movement of eastward Iowa Division trains over the interlocking switch and governs to Signal 1831, west of Davenport Passenger Station.  
 All eastward Iowa Division trains must come to a stop before passing eastward home signal and must not proceed while it indicates "stop," except as provided by General Rule 663.  
 The engines of westward Iowa Division trains must not pass westward home signal while "stop" is indicated, without clearance. (Form a.)

C. R. I. & P.—Iowa Division.

All trains and engines must approach the Junction under control, prepared to stop before reaching the signal governing their movement.

28a. The end of the double track at Iowa City is protected by electric interlocking. Movements with the current of traffic over the electric switch at this point, are governed by the home signals. Trains must not pass these signals while "stop" is indicated, except as provided by General Rule 663.

The dwarf signal located south of the eastward main track governs movements of trains from the eastward main to single track. This is a slow speed signal and trains will be governed by General Rule 509-a.

The end of the double track at Altoona is protected by mechanical interlocking. The normal position of the cross-over switches is for westward Subdivision 4 and eastward Subdivision 4a trains. The semi-automatic signals operated in connection with cross-over switches govern trains as follows:

Westward Home Signals located to the right of their respective tracks govern westward trains Subdivisions 4 and 4a.

Upper arm on eastward Home Signal mast governs eastward Subdivision 4 trains.

Lower arm eastward Subdivision 4a trains.

Trains must not pass these signals while "stop" is indicated except as provided by General Rule 663.

An eastward train awaiting the arrival of a westward Subdivision 4 and Subdivision 4a train must stop clear of the eastward Home Signal, until the expected train has passed.

A westward Subdivision 4a train awaiting the arrival of an eastbound Subdivision 4 train before crossing over to the westward main line must stop clear of the Home Signal.

28c. Harlan Junction. Signal 4606, governing Eastward Harlan Branch trains stands normally at "stop" and will not indicate "proceed" unless the block is clear and switch has been turned to permit of movement of train Branch to Main Line.

Eastward Harlan Branch trains must stop before reaching Signal 4606, and not proceed until signal indicates "clear," except that if signal does not change to "clear" when the switch is thrown, the train may, after waiting five minutes, proceed under protection. (See General Rule 99). Harlan Branch Train on arrival at Avoca will head in at the West switch of the siding.

28d. At Council Bluffs the square end, semaphore arm; red with white stripe, below east-bound semaphore arm, on train order mast at passenger station governs eastbound C., M. & St. P. passenger trains.

30. Draw bridges are located as follows (see Rule 98): Mississippi River, Rock Island.

31. Maximum clearance of Bridges:  
 Main Line—Height 19 feet, width 13 feet.  
 Branches—Height 20 feet 1 inch, width 13 feet.

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

Subdivi- sion	Mile Post	Kind of Structure	Height above top of rail	Width of load At Height shown
4	199.8	Overhead Railway Crossing	19 ft. 6 in.	
4	230.0	Overhead Bridge	21 ft. 10 in.	
4	236.4	Overhead Street Crossing	19 ft.	
4	239.3	Span Bridge	21 ft. 6 in.	
4	268.6	Span Bridge	19 ft. 11 in.	
4	323.1	Overhead Street Crossing	19 ft. 6 in.	
4	358.9	Overhead Street Crossing	21 ft. 5 in.	
4	361.1	Span Bridge	21 ft. 10 in.	
5	373.0	Span Bridge	21 ft. 10 in.	
5	380.5	Span Bridge	21 ft. 10 in.	
5	407.3	Overhead Bridge	21 ft.	
5	417.6	Overhead Street Crossing	20 ft. 8 in.	
5	430.0	Overhead Bridge	20 ft. 1 in.	
5	447.2	Span Bridge	21 ft. 10 in.	
4b	334.0	Span Bridge	20 ft. 1 in.	
4b	338.8	Overhead Crossing	20 ft. 2 in.	
5a	409.3	Span Bridge	21 ft.	
5a	414.5	Span Bridge	20 ft. 10 in.	
5e	447.0	Span Bridge	20 ft. 9 in.	
5e	449.2	Span Bridge	21 ft. 5 in.	
5e	461.8	Span Bridge	20 ft. 8 in.	
4a	7	Through Lattice Span	21 ft. 6 in.	
4a	17.8	Overhead Railway Crossing and Telegraph Wires	19 ft. 7 in.	
4a	36	Through Lattice Span	21 ft. 2 in.	
4a	47.7	Through Lattice Span	21 ft. 2 in.	
4a	74.5	Overhead Railway Crossing	22 ft. 6 in.	
4a	93.2	Through Lattice Span	21 ft. 8 in.	
4a	93.3	Overhead Railway Crossing	22 ft. 10 in.	
4a	100.6	Overhead Railway Crossing	23 ft.	
4c	249.3	Viaduct	21 ft. 1 in.	
4c	271.9	Viaduct	21 ft. 8 in.	
4c	276.5	Viaduct	19 ft. 7 in.	
4c	285.2	Viaduct	23 ft. 5 in.	

4c	288.3	Through Span	23 ft.
4c	290.5	Viaduct	20 ft. 2 in.
4c	294.0	Through Span	22 ft. 4 in.
4c	301.8	Viaduct	17 ft. 6 in.
4c	301.9	Viaduct	23 ft. 5 in.
4c	301.95	Viaduct	19 ft. 2 in.
4c	302.0	Viaduct	22 ft. 5 in.
4c	314.9	Through Span	21 ft.
4c	315.7	Through Span	20 ft. 6 in.
4c	316.7	Through Span	22 ft. 5 in.
4d	100.6	Viaduct	23 ft.

31b. All employees are hereby notified that it is dangerous to stand on the steps or other parts of a pilot of a locomotive while in motion (See General Rule 702). Engine-men are required to assist in the observance of this rule.

32. Track scales are located as follows:

Location	Length, feet	Capacity, tons
Iowa City	40	100
East Des Moines	40	100
Valley Junction	46	150
Atlantic	46	150
Council Bluffs	46	150
Evans	40	100
Eldon	40	100
Ottumwa	40	100
Washington	40	100

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

Sub- Div.	Milepost	Name	Car Capacity
4	239.6	Coralville Spur	
4	352.4	Economy Coal Spur	
4a	318.9	Central College Spur	2
4c	300.0	Holiness University Spur	3
4c	315.6	Harvey Gravel Pit	26
4c	319.0	Van Nostrum Spur	7
4c	320.7	McCagg Mine	16
4c	321.7	American Coal Co.	9
4c	323.7	English Creek Coal Co.	30
4c	325.15	Knox Clay Products Co.	11
5	334.8	Hawkeye Portland Cement Co. Spur	
5d	462.3	Frederickson Siding	4

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

36a. Normal indication of train order signals on main line, Missouri Division Junction to Downey, will be "proceed."

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

38. The rear trainman and, when a train has more than one engine, each engineman must be provided with copies of all train orders and clearances. Copies delivered to rear trainman are to enable him to be in position to assist in fulfilling them (see rule 211-C) and does not relieve conductor or enginemen of their responsibility.

(a) On single track, when a train is stopped by a stop and proceed signal (501-A, page 99) it may proceed when a caution or clear signal is displayed. If a caution or clear signal is not immediately displayed and there are no train orders or time table restrictions affecting its movement (see Rule 505) it may after waiting five minutes proceed under control but at a speed not exceeding eight miles per hour to the next signal in advance in the direction in which the train is moving, expecting to find a train in the block, broken rail, obstructions or switch improperly set.

At night, and in foggy and stormy weather an electric headlight in good working condition must be displayed on front of engine in direction it is moving. In absence of electric headlight properly displayed a train must be preceded by flagman to next clear or caution signal. During foggy weather additional precaution must be taken and speed further reduced, sending flagman ahead if necessary.

A train having passed a signal in clear or caution position and afterwards is delayed will proceed to next signal under control but at a speed not exceeding eight miles per hour.

(b) At meeting point when stop and proceed signal governing siding is at stop, train having right to main track may proceed without stopping, but at a speed not to exceed eight miles per hour to clearance point of switch used by opposing train.

(c) The train taking siding may pass stop and proceed signal governing siding without stopping, but at a speed not to exceed eight miles per hour into siding.

(d) On double track, train or engines running against current of traffic by train order, must move within yard limits at restricted speed.

(c) When the rear of a train is stopped in close proximity to street car or highway crossing, unless such crossing is protected by a watchman, a trainman must take conspicuous place on the crossing while the engine is attached to the train. When train takes a siding to meet or be passed by another train, and it is necessary to cut one or more street crossings, such crossing must be protected by a trainman until the expected train has passed.

39. The following rules outlining precautions to be taken to insure safe train operation during and following severe storms will be observed by all employees:

**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 FOREMEN**—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.**

**TRAIN AND ENGINEMEN**—Bring train under control 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 Dispatcher or Section Foreman and there is a doubt as to it 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 Road Master are properly notified and that Section Foremen are patrolling track and get all information necessary to protect safe movement of trains quickly as possible. If necessary, have Operator call Section Foreman.

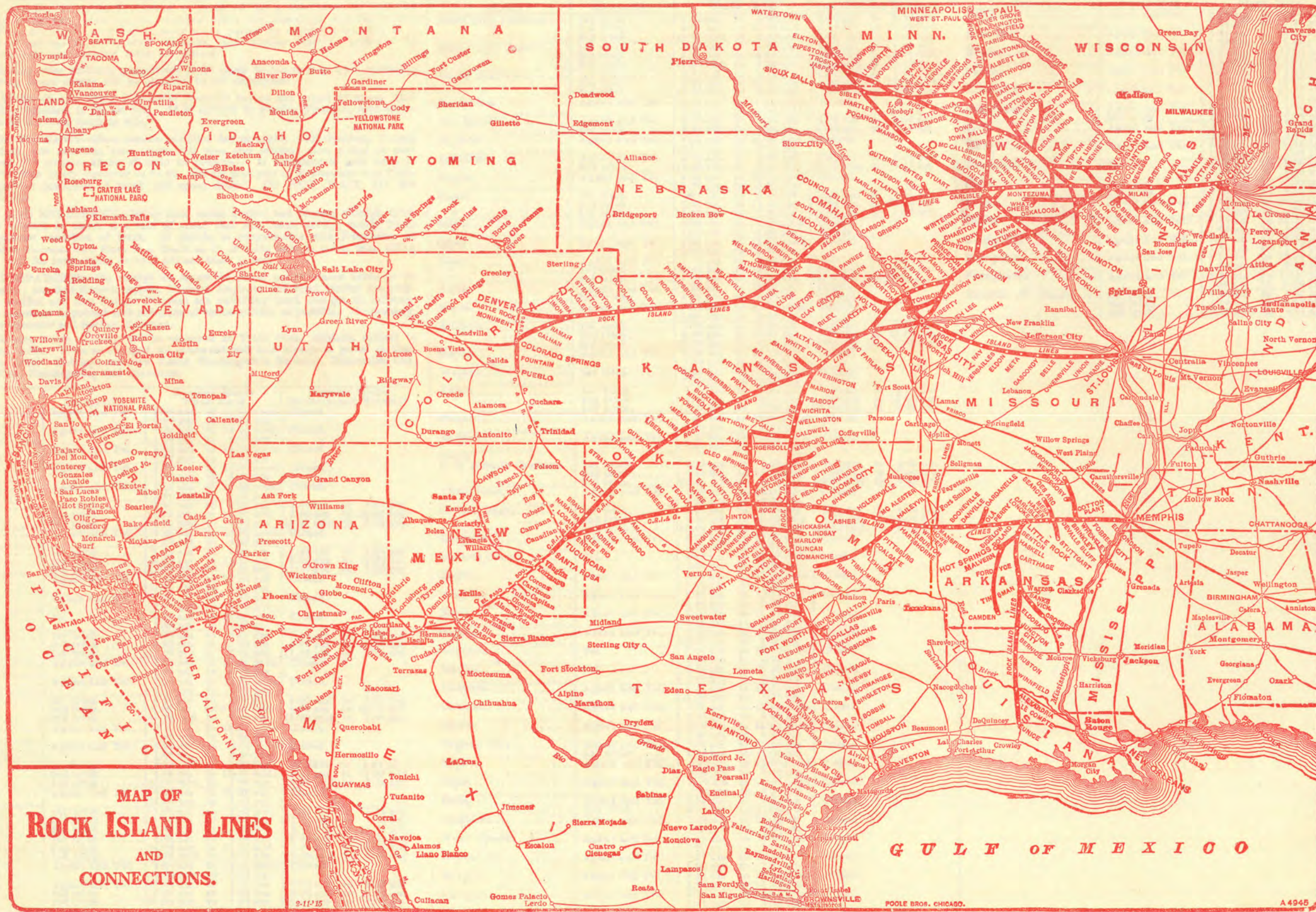
40. The following hours of duty will be observed at Train Order stations, subject to change by General Order. When so changed, all concerned will note change in pencil on their copy of the Time Table: Holidays are New Years, Washington's Birthday, Decoration Day, July 4th, Labor Day, Thanksgiving and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

Station	Occupation	Regular Hours Week Days	Regular Hours Sundays and Holidays
Walcott	Agent and Tel.	8:00 am to 12:00 noon 1:00 pm to 5:00 pm	Closed.
Stockton	Agent and Tel.	7:00 am to 12:00 noon 1:00 pm to 4:00 pm	Closed.
Durant	Agent and Tel.	8:00 am to 12:00 noon 1:00 pm to 5:00 pm	Closed.
Wilton	Agent and Tel.	8:00 am to 12:00 noon 1:00 pm to 5:00 pm	Closed.
Atalissa	Agent and Tel.	8:00 am to 12:00 noon 1:00 pm to 5:00 pm	Closed.
West Liberty	1st trick	8:00 am to 4:00 pm	8:00 am to 4:00 pm
"	2nd trick	4:00 pm to 12:00 mid.	4:00 pm to 12:00 mid.
"	3rd trick	12:00 mid. to 8:00 am	12:00 mid. to 8:00 am
Downey	Agent and Tel.	7:00 am to 12:00 noon 1:00 pm to 4:00 pm	Closed.
Iowa City	1st trick	7:30 am to 3:30 pm	7:30 am to 3:30 pm
"	2nd trick	3:30 pm to 11:30 pm	3:30 pm to 11:30 pm
"	3rd trick	11:30 pm to 7:30 am	11:30 pm to 7:30 am
Tiffin	Agent and Tel.	7:40 am to 11:40 am 12:40 pm to 4:40 pm	Closed.
Oxford	Agent and Tel.	8:00 am to 4:00 pm 12:00 mid. to 8:00 am	Closed.
Homestead	Tel.	8:00 am to 12:00 noon 1:00 pm to 5:00 pm	Closed.
Marengo	1st trick	7:00 am to 3:00 pm	7:00 am to 3:00 pm
"	2nd trick	3:00 pm to 11:00 pm	3:00 pm to 11:00 pm
"	3rd trick	11:00 pm to 7:00 am	11:00 pm to 7:00 am
Ladora	Agent and Tel.	7:30 am to 12:00 noon 1:00 pm to 4:30 pm	Closed.
Victor	Agent and Tel.	7:00 am to 12:00 noon 1:00 pm to 4:00 pm	Closed.
Carnforth	1st trick	8:00 am to 4:00 pm	8:00 am to 4:00 pm
"	2nd trick	4:00 pm to 12:00 mid.	4:00 pm to 12:00 mid.
"	3rd trick	12:00 mid. to 8:00 am	12:00 mid. to 8:00 am
Brooklyn	Agent and Tel.	8:00 am to 12:00 noon 1:00 pm to 5:00 pm	Closed.
Malcom	Agent and Tel.	8:30 am to 12:00 noon 1:00 pm to 6:30 pm	Closed.
Grinnell	1st trick	8:00 am to 4:00 pm	8:00 am to 4:00 pm
"	2nd trick	4:00 pm to 12:00 mid.	4:00 pm to 12:00 mid.
"	3rd trick	12:00 mid. to 8:00 am	12:00 mid. to 8:00 am
Kellogg	Agent and Tel.	6:45 am to 11:30 am 12:30 pm to 3:45 pm	Closed.
Newton	1st trick	7:45 am to 3:45 pm	7:45 am to 3:45 pm
"	2nd trick	11:45 pm to 7:45 am	11:45 pm to 7:45 am
"	3rd trick	3:45 pm to 11:45 pm	3:45 pm to 11:45 pm
Colfax	1st trick	8:00 am to 4:00 pm	8:00 am to 4:00 pm
"	2nd trick	4:00 pm to 12:00 mid.	4:00 pm to 12:00 mid.
"	3rd trick	12:00 mid. to 8:00 am	12:00 mid. to 8:00 am
Mitchellville	Agent and Tel.	8:00 am to 12:00 noon 1:00 pm to 5:00 pm	Closed.
Altoona	Agent and Tel.	7:00 am to 3:00 pm 3:00 pm to 11:00 pm	7:00 am to 3:00 pm 3:00 pm to 11:00 pm
"	3rd trick	11:00 pm to 7:00 am	11:00 pm to 7:00 am

C. R. I. & P.—Iowa Division.

Station	Occupation	Regular Hours Week Days	Regular Hours Sundays and Holidays
Short Line Junction	1st trick	8:00 am to 4:00 pm	8:00 am to 4:00 pm
"	2nd trick	4:00 pm to 12:00 mid.	4:00 pm to 12:00 mid.
"	3rd trick	12:00 mid. to 8:00 am	12:00 mid. to 8:00 am
Valley Jct. Depot	1st trick	8:00 am to 4:00 pm	8:00 am to 4:00 pm
"	2nd trick	4:00 pm to 12:00 mid.	4:00 pm to 12:00 mid.
"	3rd trick	12:00 mid. to 8:00 am	12:00 mid. to 8:00 am
Valley Jct. Yard	1st trick	8:00 am to 4:00 pm	8:00 am to 4:00 pm
"	2nd trick	4:00 pm to 12:00 mid.	4:00 pm to 12:00 mid.
"	3rd trick	12:00 mid. to 8:00 am	12:00 mid. to 8:00 am
Booneville	Agent and Tel.	8:00 am to 12:00 noon 1:00 pm to 5:00 pm	Closed.
Van Meter	Agent and Tel.	8:00 am to 4:00 pm 5:30 pm to 1:30 am	8:00 am to 4:00 pm 5:30 pm to 1:30 am
De Soto	Agent and Tel.	8:30 am to 11:50 am 12:50 pm to 5:30 pm	Closed.
Earlham	Agent and Tel.	8:00 am to 4:00 pm 12:00 mid. to 8:00 am	8:00 am to 4:00 pm 12:00 mid. to 8:00 am
Dexter	Agent and Tel.	8:30 am to 12:00 noon 1:00 pm to 5:30 pm	Closed.
Stuart	1st trick	7:00 am to 3:00 pm	7:00 am to 3:00 pm
"	2nd trick	3:00 pm to 11:00 pm	3:00 pm to 11:00 pm
"	3rd trick	11:00 pm to 7:00 am	11:00 pm to 7:00 am
Menlo	Agent and Tel.	8:00 am to 12:00 noon 1:00 pm to 5:00 pm	Closed.
Casey	Agent and Tel.	8:00 am to 12:00 noon 1:00 pm to 5:00 pm	Closed.
Adair	Agent and Tel.	7:00 am to 3:00 pm 3:00 pm to 11:00 pm	7:00 am to 3:00 pm 3:00 pm to 11:00 pm
"	3rd trick	11:00 pm to 7:00 am	11:00 pm to 7:00 am
Anita	Agent and Tel.	7:30 am to 3:30 pm 3:30 pm to 11:30 pm	Closed.
Wiota	Agent and Tel.	6:45 am to 12:00 noon 1:00 pm to 3:45 pm	Closed.
Atlantic	1st trick	7:00 am to 3:00 pm	7:00 am to 3:00 pm
"	2nd trick	3:00 pm to 11:00 pm	3:00 pm to 11:00 pm
"	3rd trick	11:00 pm to 7:00 am	11:00 pm to 7:00 am
Marna	Agent and Tel.	6:00 am to 12:10 pm 1:10 pm to 3:00 pm	Closed.
Walnut	1st trick	9:00 am to 1:00 pm	Closed.
"	2nd trick	2:00 pm to 6:00 pm	Closed.
Avoca	1st trick	7:00 am to 3:00 pm	7:00 am to 3:00 pm
"	2nd trick	3:00 pm to 11:00 pm	3:00 pm to 11:00 pm
"	3rd trick	11:00 pm to 7:00 am	11:00 pm to 7:00 am
Shelby	Agent and Tel.	7:30 am to 12:00 noon 1:00 pm to 4:30 pm	Closed.
Minden	Agent and Tel.	7:40 am to 12:00 noon 1:00 pm to 4:40 pm	Closed.
Neola	1st trick	8:00 am to 4:00 pm	8:00 am to 4:00 pm
C. M. & St. P. Crossing	2nd trick	4:00 pm to 12:00 mid.	4:00 pm to 12:00 mid.
"	3rd trick	12:00 mid. to 8:00 am	12:00 mid. to 8:00 am
Underwood	Agent and Tel.	7:00 am to 12:00 noon 1:00 pm to 4:00 pm	Closed.
Council Bluffs	1st trick	8:00 am to 4:00 pm	8:00 am to 4:00 pm
"	2nd trick	4:00 pm to 12:00 mid.	4:00 pm to 12:00 mid.
"	3rd trick	12:00 mid. to 8:00 am	12:00 mid. to 8:00 am
Montelth	Agent and Tel.	8:30 am to 12:30 pm 1:30 pm to 5:30 pm	Closed.
Guthrie Center	Tel.	8:00 am to 12:00 noon 1:00 pm to 5:00 pm	Closed.
Lewis	Agent and Tel.	7:00 am to 12:00 noon 1:00 pm to 4:00 pm	Closed.
Brayton	Agent and Tel.	8:30 am to 11:30 am 12:30 pm to 5:30 pm	Closed.
Exira	Agent and Tel.	8:30 am to 11:30 am 12:30 pm to 5:30 pm	Closed.
Hamlin	Agent and Tel.	8:30 am to 11:30 am 12:30 pm to 5:30 pm	Closed.
Audubon	Tel.	7:00 am to 12:00 noon 1:00 pm to 4:00 pm	Closed.
Harlan	Tel.	8:00 am to 12:00 noon 1:00 pm to 5:00 pm	Closed.
Hancock	Agent and Tel.	8:30 am to 11:30 am 12:30 pm to 5:30 pm	Closed.
Oakland	Agent and Tel.	8:30 am to 12:00 noon 1:00 pm to 5:30 pm	Closed.
Carson	Agent and Tel.	7:30 am to 12:00 noon 1:00 pm to 4:30 pm	Closed.
Prairie City	Agent and Tel.	7:00 am to 3:00 pm 3:00 pm to 11:00 pm	Closed.
Monroe	Agent and Tel.	8:00 am to 12:00 noon 1:00 pm to 5:00 pm	Closed.
Otley	Agent and Tel.	8:00 am to 12:00 noon 1:00 pm to 5:00 pm	Closed.
Pella	Agent and Tel.	7:30 am to 3:30 pm 3:30 pm to 11:30 pm	Closed.
Leighton	Agent and Tel.	7:15 am to 12:15 pm 1:15 pm to 4:15 pm	Closed.
West Chester	Agent and Tel.	8:00 am to 12:00 noon 1:00 pm to 5:00 pm	Closed.
Keota	Agent and Tel.	7:30 am to 12:00 noon 1:00 pm to 4:30 pm	Closed.
Harper	Agent and Tel.	8:30 am to 12:00 noon 1:00 pm to 5:30 pm	Closed.
Sigourney	Agent and Tel.	8:30 am to 12:00 noon 1:00 pm to 5:30 pm	Closed.

Station	Occupation	Regular Hours Week Days	Regular Hours Sundays and Holidays
Delta	Agent and Tel.	8:30 am to 12:00 noon 1:00 pm to 5:30 pm	Closed.
Rose Hill	Agent and Tel.	8:30 am to 12:00 noon 1:00 pm to 5:30 pm	Closed.
Evans	Agent and Tel.	8:00 am to 12:00 noon 1:00 pm to 5:00 pm	Closed.
Harvey	Agent and Tel.	8:00 am to 1:00 pm 2:00 pm to 5:00 pm	Closed.
Knoxville	Agent and Tel.	7:30 am to 11:30 am 12:30 pm to 4:30 pm	Closed.
Oskaloosa	Agent and Tel.	6:00 am to 2:00 pm 2:00 pm to 10:00 pm	12:30 pm to 2:30 pm
Givin	Agent and Tel.	6:30 am to 11:30 am 12:30 pm to 3:30 pm	Closed.
Eddyville	Agent and Tel.	6:45 am to 12:15 pm 1:15 pm to 3:45 pm	Closed.
Ottumwa	Tel.	8:00 am to 12:00 noon 1:00 pm to 5:00 pm	Closed.
Eldon	1st trick	9:30 am to 5:30 pm	9:30 am to 11:30 am
"	2nd trick	10:00 pm to 6:00 am	10:00 pm to 3:00 am
Selma	Agent and Tel.	7:30 am to 12:00 noon 1:00 pm to 4:30 pm	Closed.
Douds	Agent and Tel.	7:45 am to 12:00 noon 1:00 pm to 4:45 pm	Closed.
Keosauqua	Agent and Tel.	9:30 am to 12:30 pm 1:30 pm to 7:00 pm	Closed.
Bonaparte	Agent and Tel.	8:30 am to 12:30 pm 1:30 pm to 5:30 pm	Closed.
Farmington	Agent and Tel.	8:30 am to 12:30 pm 1:30 pm to 5:30 pm	Closed.
Keokuk (U. Depot)	1st trick	8:00 am to 4:00 pm	Closed.
"	2nd trick	4:00 pm to 12:00 mid.	Closed.
"	3rd trick	12:00 mid. to 8:00 am	Closed.



**MAP OF  
ROCK ISLAND LINES  
AND  
CONNECTIONS.**

9-11-15

POOLE BROS. CHICAGO.

A 4945