

# CHICAGO, ROCK ISLAND & PACIFIC RAILWAY

## TIME TABLE OF THE DES MOINES DIVISION

OF THE

### FIRST DISTRICT

# No. 11

EFFECTIVE 12:01 A. M.--CENTRAL STANDARD TIME  
**SUNDAY, SEPTEMBER 29, 1940**  
DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of Employees.

J. D. FARRINGTON,  
Chief Operating Officer

C. J. BROWN,  
General Manager

A. R. RUITER,  
Superintendent Motive Power

J. R. PICKERING,  
Sup't Transportation

G. W. RANEY,  
General Superintendent

C. C. CUNNINGHAM,  
Superintendent

# MAIN LINE WESTWARD

| SECOND CLASS                          |                                           |                     |                                  |                                 |                       | SUB-DIVISION 4 STATIONS                 |                                     |    |       |       |           | FIRST CLASS |                             |            |            |                            |                     |            |            |            |            |
|---------------------------------------|-------------------------------------------|---------------------|----------------------------------|---------------------------------|-----------------------|-----------------------------------------|-------------------------------------|----|-------|-------|-----------|-------------|-----------------------------|------------|------------|----------------------------|---------------------|------------|------------|------------|------------|
| 903                                   | 91                                        | 1039                | 99                               | 97                              | 905                   | STATIONS                                |                                     |    |       |       |           | 43          | 23                          | 5          | 9          | 3                          | 475                 | 7          | 505        | 19         | 1          |
| Tri Cities<br>Twin Cities<br>Red Ball | Chicago<br>Colorado<br>Calif.<br>Red Ball | Freight             | Chicago<br>Peoria<br>Twin Cities | Chicago<br>Colorado<br>Red Ball | East Iowa<br>Red Ball | Time Table No. 11<br>September 29, 1940 |                                     |    |       |       |           | Californian | Iowa<br>Nebraska<br>Limited | Passenger  | Passenger  | Golden<br>State<br>Limited | Passenger<br>Motor  | Rocket     | Rocket     | Passenger  | Passenger  |
| Daily                                 | Daily                                     | Daily Ex.<br>Sunday | Daily                            | Daily                           | Daily                 | LEAVE                                   |                                     |    |       |       |           | Daily       | Daily                       | Daily      | Daily      | Daily                      | Daily Ex.<br>Sunday | Daily      | Daily      | Daily      | Daily      |
| PM<br>7.30                            | PM<br>4.35                                |                     | AM<br>8.00                       | AM<br>6.15                      | AM<br>3.45            |                                         |                                     |    |       |       |           | AM<br>12.12 | AM<br>12.50                 | AM<br>2.51 | AM<br>5.28 | PM<br>1.35                 |                     | PM<br>4.33 | PM<br>7.42 | PM<br>8.41 | PM<br>9.30 |
|                                       |                                           |                     |                                  |                                 |                       | 173 S.                                  | SILVIS                              | TO | 173.7 |       | R Yd      |             |                             |            |            |                            |                     |            |            |            |            |
|                                       |                                           |                     |                                  |                                 |                       | 181 RK.                                 | ROCK ISLAND, ILL.                   | TO | 181.1 | 7.4   | R Yd      | s 12.35     | s 12.50                     | s 3.20     | s 5.55     | s 2.00                     |                     | s 4.53     | s 7.58     | s 9.10     |            |
|                                       |                                           |                     |                                  |                                 |                       |                                         | C. B. & Q. Crossing                 | UX | 181.3 | 7.6   |           | s 12.45     |                             | s 3.30     | s 6.15     | s 2.10                     |                     |            |            | s 9.25     |            |
|                                       |                                           |                     |                                  |                                 |                       | 183 VN.                                 | DAVENPORT, IA.                      | TO | 182.8 | 9.1   | Yd        | s 12.54     | s 1.05                      | s 3.40     | s 6.35     | s 2.19                     |                     | s 4.59     | s 8.04     | s 9.35     | s 9.40     |
| 8.05                                  | 5.02                                      |                     | 8.30                             | 6.45                            | 4.15                  | WU.                                     | MO. DIV. JCT.                       | TO | 183.7 | 10.0  | Yd        | 12.57 AM    | 1.08                        | 3.42       | 6.37       | 2.22 PM                    |                     | 5.01       | 8.06       | 9.38       | 9.43 PM    |
|                                       |                                           |                     |                                  |                                 |                       | 32 A                                    | FARNAM                              | P  | 186.0 | 12.3  |           |             | 1.12                        | 3.46       | 6.42       |                            |                     | 5.04       | 8.09       | 9.41       |            |
|                                       |                                           |                     |                                  |                                 |                       | A                                       | TURNOUT                             | P  | 190.1 | 16.4  |           |             | 1.17                        | 3.51       | 6.49       |                            |                     |            |            | 9.46       |            |
|                                       |                                           |                     |                                  |                                 |                       | 48 A                                    | WALCOTT                             | TO | 194.9 | 21.2  |           |             | 1.22                        | 3.56       | s 6.55     |                            |                     |            |            | 9.52       |            |
|                                       |                                           |                     |                                  |                                 |                       | 21 A                                    | STOCKTON                            | P  | 199.2 | 25.5  | Yd T      |             | 1.26                        | 4.00       | s 7.01     |                            |                     |            |            | 9.57       |            |
|                                       |                                           |                     |                                  |                                 |                       | 45 A                                    | DURANT                              | TO | 202.0 | 28.3  |           |             | 1.29                        | 4.03       | s 7.06     |                            |                     |            |            | 10.00      |            |
|                                       |                                           |                     |                                  |                                 |                       | 90 A                                    | WILTON                              | TO | 207.6 | 33.9  | W         |             | 1.35                        | 4.09       | s 7.15     |                            | 5.23                | 8.29       | s 10.06    |            |            |
|                                       |                                           |                     |                                  |                                 |                       | 12 A                                    | MOSCOW                              | P  | 211.1 | 37.4  |           |             | 1.39                        | 4.13       | s 7.19     |                            |                     |            |            | 10.10      |            |
|                                       |                                           |                     |                                  |                                 |                       | 40 A                                    | ATALISSA                            | P  | 215.9 | 42.2  |           |             | 1.44                        | 4.18       | s 7.25     |                            | 5.30                | 8.37       | 10.15      |            |            |
| 9.10 PM                               | 5.52                                      |                     | 9.30 AM                          | 7.55                            | 6.15                  | 438 A                                   | WEST LIBERTY                        | TO | 221.3 | 47.6  | R Yd FWY  |             | 1.58                        | 4.24       | s 7.35     |                            | 5.35                | 8.42       | 10.25      |            |            |
|                                       |                                           |                     |                                  |                                 |                       |                                         | C. R. I. & P. Crossing              | UX | 221.3 | 47.6  |           |             |                             |            |            |                            |                     |            |            |            |            |
|                                       |                                           |                     |                                  |                                 |                       | 42 A                                    | DOWNNEY                             | TO | 226.7 | 53.0  |           |             | 2.06                        | 4.30       | s 7.58     |                            | 5.40                | 8.47       |            |            |            |
|                                       | 6.12                                      |                     |                                  | 8.25                            | 7.00                  | 220 A                                   | IOWA CITY                           | TO | 236.8 | 63.1  | WRYd      |             | 2.30                        | 4.47       | s 8.18     |                            | 5.50                | 8.57       |            |            |            |
|                                       |                                           |                     |                                  |                                 |                       |                                         | STADIUM                             | P  | 238.0 | 64.3  | Yd        |             | 2.32                        |            | 8.20       |                            |                     |            |            |            |            |
|                                       | 6.15                                      |                     |                                  | 8.29                            | 7.03                  |                                         | VERNON                              | P  | 241.0 | 67.3  |           |             | 2.35                        | 4.57       | 8.25       |                            | 5.54                | 9.02       |            |            |            |
|                                       | 6.19                                      |                     |                                  | 8.34                            | 7.08                  |                                         | TIFFIN                              | P  | 244.7 | 71.0  |           |             | 2.39                        | 5.01       | s 8.31     |                            | 5.57                | 9.05       |            |            |            |
|                                       | 6.24                                      |                     |                                  | 8.40                            | 7.13                  |                                         | OXFORD                              | TO | 251.5 | 77.8  |           |             | 2.46                        | 5.08       | s 8.41     |                            | 6.03                | 9.11       |            |            |            |
|                                       | 6.33                                      |                     |                                  | 9.00                            | 7.22                  | 35 A                                    | HOMESTEAD                           | TO | 256.6 | 82.9  |           |             | 2.51                        | 5.13       | s 8.56     |                            | 6.07                | 9.15       |            |            |            |
|                                       | 6.41                                      |                     |                                  | 9.10                            | 7.31                  | 53 A                                    | SOUTH AMANA                         | P  | 262.1 | 88.4  |           |             | 2.56                        | 5.18       | s 9.05     |                            | 6.11                | 9.20       |            |            |            |
|                                       | 6.48                                      |                     |                                  | 9.17                            | 7.39                  | 33 A                                    | MARENGO                             | TO | 267.3 | 93.6  | R Yd FWY  |             | 3.08                        | 5.26       | s 9.20     |                            | 6.15                | 9.24       |            |            |            |
|                                       | 7.03                                      |                     |                                  | 9.30                            | 8.15                  | 124 A                                   | LADORA                              | TO | 273.9 | 100.2 |           |             | 3.16                        | 5.34       | s 9.30     |                            | 6.20                | 9.30       |            |            |            |
|                                       | 7.13                                      |                     |                                  | 9.40                            | 8.42                  | 24 A                                    | VICTOR                              | TO | 279.9 | 106.2 |           |             | 3.22                        | 5.40       | s 9.40     |                            | 6.25                | 9.35       |            |            |            |
|                                       | 7.22                                      |                     |                                  | 9.48                            | 8.52                  | 20 A                                    | C. & N. W. Crossing                 |    | 282.5 | 108.8 |           |             |                             |            |            |                            |                     |            |            |            |            |
|                                       | 7.26                                      |                     |                                  | 9.52                            | 8.56                  | 8 A                                     | CARNFORTH                           | TO | 282.5 | 108.8 |           |             | 3.25                        | 5.43       | 9.43       |                            |                     |            |            |            |            |
|                                       | 7.33                                      |                     |                                  | 9.59                            | 9.15                  | 85 A                                    | BROOKLYN                            | TO | 287.7 | 114.0 | W         |             | 3.30                        | 5.48       | s 9.51     |                            | 6.31                | 9.42       |            |            |            |
|                                       | 7.41                                      |                     |                                  | 10.15                           | 9.30                  | 47 A                                    | MALCOM                              | TO | 293.7 | 120.0 |           |             | 3.36                        | 5.54       | 10.01      |                            | 6.36                | 9.47       |            |            |            |
|                                       | 7.46                                      |                     |                                  | 10.20                           | 10.07                 | A                                       | ASCALON                             | P  | 297.3 | 123.6 |           |             | 3.40                        | 5.58       | 10.07      |                            | 6.39                | 9.51       |            |            |            |
|                                       |                                           |                     |                                  |                                 |                       |                                         | M. & St. L. Crossing                | UX | 302.7 | 129.0 |           |             |                             |            | 9.05-9.2   |                            |                     |            |            |            |            |
|                                       | 7.55                                      |                     |                                  | 10.30                           | 10.30                 | 127 A                                   | GRINNELL                            | TO | 302.7 | 129.0 | Yd        |             | 3.59                        | 6.07       | 10.20      |                            | 6.45                | 9.56       |            |            |            |
|                                       | 8.18                                      |                     |                                  | 10.38                           | 11.00                 | 94 A                                    | TURNER                              | P  | 308.7 | 135.0 |           |             | 4.06                        | 6.14       | 10.28      |                            | 6.52                | 10.02      |            |            |            |
|                                       | 8.26                                      |                     |                                  | 10.45                           | 11.20                 | 54 A                                    | KELLOGG                             | TO | 313.8 | 140.1 | W         |             | 4.11                        | 6.19       | 10.35      |                            | 6.57                | 10.07      |            |            |            |
|                                       | 8.32                                      |                     |                                  | 10.50                           | 11.45                 | 54 A                                    | AMBOY                               | P  | 317.6 | 143.9 |           |             | 4.15                        | 6.23       | 10.40      |                            |                     | 10.11      |            |            |            |
|                                       | 8.41                                      |                     |                                  | 11.01                           | 12.16                 | 210 A                                   | NEWTON                              | TO | 322.5 | 148.8 | Yd        |             | 4.25                        | 6.35       | 10.54      |                            | 7.07                | 10.17      |            |            |            |
|                                       | 8.51                                      |                     |                                  | 11.09                           | 12.47                 | A                                       | METZ                                | P  | 328.6 | 154.9 |           |             | 4.34                        | 6.42       | 11.02      |                            | 7.14                | 10.24      |            |            |            |
|                                       | 9.12                                      |                     |                                  | 11.20                           | 1.07                  | 125 A                                   | COLFAX                              | TO | 334.7 | 161.0 | FW        |             | 4.42                        | 6.49       | 11.12      |                            | 7.20                | 10.31      |            |            |            |
|                                       | 9.16                                      |                     |                                  | 11.24                           | 1.10                  |                                         | CISCO                               |    | 337.2 | 163.5 |           |             | 4.45                        | 6.52       | 11.15      |                            |                     |            |            |            |            |
|                                       | 9.24                                      |                     |                                  | 11.30                           | 1.20                  | 52 A                                    | MITCHELLVILLE                       | TO | 340.6 | 166.9 |           |             | 4.50                        | 6.56       | 11.23      |                            | 7.26                | 10.38      |            |            |            |
|                                       | 9.35                                      |                     |                                  | 11.39                           | 1.35                  | 66 A                                    | ALTOONA                             | TO | 346.9 | 173.2 | R Yd      |             | 4.58                        | 7.04       | 11.32      |                            | 7.32                | 10.45      |            |            |            |
|                                       | 10.30 PM                                  | 2.10 PM             |                                  | 12.15 PM                        | 3.00 PM               | 1383 A                                  | SHORT LINE JCT. (CR&P Crossing)     | TO | 355.6 | 181.9 | R Yd FWTY |             | 5.08                        | 7.15       | 11.43 AM   |                            | 5.48                | 7.42       | 10.55      |            |            |
|                                       |                                           |                     |                                  |                                 |                       |                                         | D.M.U.-C.G.W.-Ft.D.D.M.&S. Crossing | UX | 356.2 | 182.5 |           |             |                             |            |            |                            |                     |            |            |            |            |
|                                       |                                           |                     |                                  |                                 |                       |                                         | C. & N.W. Crossing                  | UX | 357.2 | 183.5 |           |             |                             |            |            |                            |                     |            |            |            |            |
|                                       |                                           |                     |                                  |                                 |                       | 341 A                                   | DES MOINES                          | TO | 357.8 | 184.1 | R Yd      |             | 5.20 AM                     | 7.30 AM    | 12.01 PM   |                            | 6.00 PM             | 7.50 PM    | 11.05 PM   |            |            |
| 28.6                                  | 29.8                                      | 20.9                | 31.7                             | 32.1                            | 16.5                  | AVERAGE SPEED PER HOUR                  |                                     |    |       |       |           | 13.0        | 39.3                        | 44.2       | 32.0       | 13.0                       | 27.2                | 59.9       | 56.7       | 40.2       | 12.0       |
| 1.40                                  | 5.55                                      | 0.25                | 1.30                             | 6.00                            | 11.15                 | SCHEDULE TIME                           |                                     |    |       |       |           | 0.12        | 4.30                        | 4.00       | 5.46       | 0.12                       | 0.24                | 2.57       | 3.07       | 1.00       | 0.13       |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF NOS. 7, 8, 505 AND 506 NOT LESS THAN 10 MINUTES.

TIME TABLE RULE 14A IN EFFECT.

ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

Local Extra leaves Silvis 6:00 AM Monday, Wednesday and Friday, for Marengo.

Local Extra leaves Marengo 6:00 AM Tues., Thurs. and Sat. for Short Line Jct.

# MAIN LINE EASTWARD

| FIRST CLASS                  |                |              |            |                     |             |            |                            |              |            | Capacity of<br>Sittings                     | SUB-DIVISION 4<br>STATIONS              |      | Office Hours<br>Week Days<br>*Sundays and<br>Holidays |     | Distance from<br>Des Moines | SECOND CLASS                              |                                     |         |                              |                  |                                 |                     |             |
|------------------------------|----------------|--------------|------------|---------------------|-------------|------------|----------------------------|--------------|------------|---------------------------------------------|-----------------------------------------|------|-------------------------------------------------------|-----|-----------------------------|-------------------------------------------|-------------------------------------|---------|------------------------------|------------------|---------------------------------|---------------------|-------------|
| 14                           | 6              | 10           | 2          | 474                 | 506         | 8          | 4                          | 44           | 20         |                                             | Time Table No. 11<br>September 29, 1940 | From | To                                                    | 904 |                             | 92                                        | 1038                                | 90      | 94                           | 96               |                                 |                     |             |
| Iowa-<br>Nebraska<br>Limited | Passenger      | Passenger    | Passenger  | Passenger<br>Motor  | Rocket      | Rocket     | Golden<br>State<br>Limited | Californian  | Passenger  |                                             |                                         |      |                                                       |     |                             | Minn.<br>Chicago<br>Kan. City<br>Red Ball | California<br>Chicago<br>Perishable | Freight | Omaha<br>Chicago<br>Red Ball | N. W.<br>Special | Colorado<br>Chicago<br>Red Ball |                     |             |
| AM<br>3.35                   | AM<br>12.43    | PM<br>4.43   |            |                     | AM<br>10.30 | AM<br>6.19 | AM<br>5.17                 | AM<br>4.43   |            | S.....SILVIS.....                           | See<br>Time<br>Table<br>Rule<br>15      | TO   | Continuous                                            |     | 184.1                       | AM<br>5.45                                | PM<br>3.30                          |         | PM<br>7.00                   | PM<br>8.15       | AM<br>4.45                      |                     |             |
| 3.20<br>3.12                 | 12.25<br>12.15 | 4.25<br>4.15 | AM<br>8.55 |                     | 10.19       | 6.08       | 5.05<br>4.55               | 4.30<br>4.20 | AM<br>3.40 | RK.....ROCK ISLAND, ILL..                   |                                         |      | TWO MAIN<br>TRACKS                                    | TO  | Continuous                  |                                           | 176.7                               |         |                              |                  |                                 |                     |             |
|                              | AM<br>12.01    | 4.05         | 8.45       |                     | 10.10       | 5.56       | 4.45                       | 4.00         | 3.31       | .....C. B. & Q. Crossing..                  |                                         |      |                                                       |     | UX                          | Continuous                                |                                     | 176.5   |                              |                  |                                 |                     |             |
| 2.58                         |                |              |            |                     |             |            |                            |              |            | VN.....DAVENPORT, IA..                      | TWO MAIN<br>TRACKS                      | TO   |                                                       |     |                             | Continuous                                |                                     | 175.0   |                              |                  |                                 |                     |             |
| 2.54                         | PM<br>11.49    | 3.58         | 8.42<br>AM |                     | 10.06       | 5.52       | 4.42<br>AM                 | 3.55<br>AM   | 3.29       | WU.....MO. DIV. JCT....                     |                                         |      | TWO MAIN<br>TRACKS                                    | P   |                             | Continuous                                |                                     | 174.1   | 5.00                         | 2.15             |                                 | 6.00                | 7.45        |
| 2.50                         | 11.44          | 3.54         |            |                     | 10.03       | 5.49       |                            |              | 3.25       | FARNAM.....                                 |                                         |      |                                                       |     | TWO MAIN<br>TRACKS          | P                                         | Continuous                          |         | 171.8                        |                  |                                 |                     |             |
| 2.45                         | 11.39          | 3.49         |            |                     |             |            |                            |              | 3.20       | TURNOUT.....                                | TWO MAIN<br>TRACKS                      | P    |                                                       |     |                             |                                           | Continuous                          |         | 167.7                        |                  |                                 |                     |             |
| 2.40                         | 11.33          | 3.44         |            |                     | 9.55        | 5.41       |                            |              | 3.15       | HM.....WALCOTT.....                         |                                         |      | TWO MAIN<br>TRACKS                                    | TO  |                             |                                           | 6.30 am 3.30 pm                     |         | 162.9                        |                  |                                 |                     |             |
| 2.35                         | 11.27          | 3.39         |            |                     |             |            |                            |              | 3.11       | STOCKTON.....                               |                                         |      |                                                       |     | TWO MAIN<br>TRACKS          | P                                         | Continuous                          |         | 158.6                        |                  |                                 |                     |             |
| 2.32                         | 11.22          | 3.36         |            |                     |             |            |                            |              | 3.08       | OR.....DURANT.....                          | TWO MAIN<br>TRACKS                      | TO   |                                                       |     |                             |                                           | 6.30 am 3.30 pm                     |         | 155.8                        |                  |                                 |                     |             |
| 2.26                         | 11.14          | 3.30         |            |                     | 9.43        | 5.30       |                            |              | 3.03       | JN.....WILTON.....                          |                                         |      | TWO MAIN<br>TRACKS                                    | TO  |                             |                                           | 6.45 am 3.45 pm                     |         | 150.2                        |                  |                                 |                     |             |
| 2.22                         | 11.08          | 3.24         |            |                     |             |            |                            |              | 3.00       | MOSCOW.....                                 |                                         |      |                                                       |     | TWO MAIN<br>TRACKS          | P                                         | Continuous                          |         | 146.7                        |                  |                                 |                     |             |
| 2.17                         | 11.02          | 3.19         |            |                     |             |            |                            |              | 2.55       | ATALISSA.....                               | TWO MAIN<br>TRACKS                      | P    |                                                       |     |                             |                                           | Continuous                          |         | 141.9                        |                  |                                 |                     |             |
| 2.10                         | 10.54          | 3.12         |            |                     | 9.29        | 5.17       |                            |              | 2.50<br>AM | W.....WEST LIBERTY.....                     |                                         |      | TWO MAIN<br>TRACKS                                    | TO  |                             |                                           | Continuous                          |         | 136.5                        | 4.00<br>AM       | 12.45                           |                     | 4.15        |
|                              |                |              |            |                     |             |            |                            |              |            | .....C. R. I. & P. Crossing..               |                                         |      |                                                       |     | TWO MAIN<br>TRACKS          | UX                                        | Continuous                          |         | 136.5                        |                  |                                 |                     |             |
| 2.02                         | 10.39          | 3.02         |            |                     | 9.24        | 5.12       |                            |              |            | NY.....DOWNEY.....                          | TWO MAIN<br>TRACKS                      | TO   |                                                       |     |                             |                                           | 8.15 am 5.15 pm                     |         | 131.1                        |                  |                                 |                     |             |
| 1.51                         | 10.24          | 2.50         |            |                     | 9.15        | 5.03       |                            |              |            | IC.....IOWA CITY.....                       |                                         |      | TWO MAIN<br>TRACKS                                    | TO  |                             |                                           | Continuous                          |         | 121.0                        |                  | PM<br>12.01                     |                     | 3.30        |
| 1.49                         | 10.10          | 2.40         |            |                     |             |            |                            |              |            | STADIUM.....                                |                                         |      |                                                       |     | TWO MAIN<br>TRACKS          | P                                         | Continuous                          |         | 119.8                        |                  | 11.52                           |                     | 3.10        |
| 1.45                         | 10.07          | 2.37         |            |                     | 9.09        | 4.57       |                            |              |            | VERNON.....                                 | TWO MAIN<br>TRACKS                      | P    |                                                       |     |                             |                                           | Continuous                          |         | 116.8                        |                  | 11.47                           |                     | 3.02        |
| 1.41                         | 10.01          | 2.33         |            |                     | 9.06        | 4.53       |                            |              |            | TIFFIN.....                                 |                                         |      | TWO MAIN<br>TRACKS                                    | P   |                             |                                           | Continuous                          |         | 113.1                        |                  | 11.42                           |                     | 2.55        |
| 1.34                         | 9.51           | 2.26         |            |                     | 9.00        | 4.47       |                            |              |            | OXFORD.....                                 |                                         |      |                                                       |     | TWO MAIN<br>TRACKS          | TO                                        | 7.30 am 4.30 pm                     |         | 106.3                        |                  | 11.33                           |                     | 2.43        |
| 1.29                         | 9.42           | 2.21         |            |                     | 8.56        | 4.42       |                            |              |            | HOMESTEAD.....                              | TWO MAIN<br>TRACKS                      | TO   |                                                       |     |                             |                                           | 8.00 am 5.00 pm                     |         | 101.2                        |                  | 11.25                           |                     | 2.33        |
| 1.23                         | 9.34           | 2.15         |            |                     | 8.51        | 4.37       |                            |              |            | SOUTH AMANA.....                            |                                         |      | TWO MAIN<br>TRACKS                                    | P   |                             |                                           | Continuous                          |         | 95.7                         |                  | 11.15                           |                     | 2.22        |
| 1.18                         | 9.24           | 2.04         |            |                     | 8.47        | 4.32       |                            |              |            | MARENGO.....                                |                                         |      |                                                       |     | TWO MAIN<br>TRACKS          | TO                                        | Continuous                          |         | 90.5                         |                  | 11.05                           |                     | 2.04        |
| 1.10                         | 9.12           | 1.56         |            |                     | 8.42        | 4.26       |                            |              |            | LADORA.....                                 | TWO MAIN<br>TRACKS                      | TO   |                                                       |     |                             |                                           | 8.30 am 5.30 pm                     |         | 83.9                         |                  | 10.49                           |                     | 1.45        |
| 1.04                         | 9.02           | 1.50         |            |                     | 8.37        | 4.21       |                            |              |            | VICTOR.....                                 |                                         |      | TWO MAIN<br>TRACKS                                    | TO  |                             |                                           | 7.30 am 4.30 pm                     |         | 77.9                         |                  | 10.39                           |                     | 1.30        |
|                              |                |              |            |                     |             |            |                            |              |            | .....C. & N. W. Crossing..                  |                                         |      |                                                       |     | TWO MAIN<br>TRACKS          | TO                                        | Continuous                          |         | 75.3                         |                  |                                 |                     |             |
| 1.01                         | 8.58           | 1.47         |            |                     |             |            |                            |              |            | CARNFORTH.....                              | TWO MAIN<br>TRACKS                      | TO   |                                                       |     |                             |                                           | 8.30 pm 5.30 am                     |         | 75.3                         |                  | 10.33                           |                     | 1.23        |
| 12.55                        | 8.52           | 1.41         |            |                     | 8.31        | 4.14       |                            |              |            | BROOKLYN.....                               |                                         |      | TWO MAIN<br>TRACKS                                    | TO  |                             |                                           | 7.30 am 4.30 pm                     |         | 70.1                         |                  | 10.25                           |                     | 1.12        |
| 12.49                        | 8.42           | 1.35         |            |                     | 8.26        | 4.09       |                            |              |            | MALCOM.....                                 |                                         |      |                                                       |     | TWO MAIN<br>TRACKS          | TO                                        | 8.30 am 5.30 pm                     |         | 64.1                         |                  | 10.15                           |                     | 12.57       |
| 12.45                        | 8.36           | 1.31         |            |                     | 8.22        | 4.05       |                            |              |            | ASCALON.....                                | TWO MAIN<br>TRACKS                      | P    |                                                       |     |                             |                                           | Continuous                          |         | 60.5                         |                  | 10.07                           |                     | 12.50       |
|                              |                |              |            |                     |             |            |                            |              |            | .....M. & St. L. Crossing..                 |                                         |      | TWO MAIN<br>TRACKS                                    | UX  |                             |                                           | Continuous                          |         | 55.1                         |                  |                                 |                     |             |
| 12.39                        | 8.30           | 1.24         |            |                     | 8.17        | 3.59       |                            |              |            | GRINNELL.....                               |                                         |      |                                                       |     | TWO MAIN<br>TRACKS          | TO                                        | Continuous                          |         | 55.1                         |                  | 9.48                            |                     | 12.36       |
| 12.31                        | 8.18           | 1.13         |            |                     | 8.10        | 3.53       |                            |              |            | TURNER.....                                 | TWO MAIN<br>TRACKS                      | P    |                                                       |     |                             |                                           | Continuous                          |         | 49.1                         |                  | 9.38                            |                     | 12.22       |
| 12.26                        | 8.11           | 1.08         |            |                     | 8.05        | 3.48       |                            |              |            | KELLOGG.....                                |                                         |      | TWO MAIN<br>TRACKS                                    | TO  |                             |                                           | 6.00 am 3.00 pm                     |         | 44.0                         |                  | 9.31                            |                     | 11.59       |
| 12.22                        | 8.03           | 1.04         |            |                     |             |            |                            |              |            | AMBOY.....                                  |                                         |      |                                                       |     | TWO MAIN<br>TRACKS          | P                                         | Continuous                          |         | 40.2                         |                  | 9.25                            |                     | 11.45       |
| 12.17                        | 7.57           | 12.58        |            |                     | 7.56        | 3.39       |                            |              |            | NEWTON.....                                 | TWO MAIN<br>TRACKS                      | TO   |                                                       |     |                             |                                           | Continuous                          |         | 35.3                         |                  | 9.17                            |                     | 11.25       |
| 12.10                        | 7.44           | 12.47        |            |                     | 7.49        | 3.32       |                            |              |            | METZ.....                                   |                                         |      | TWO MAIN<br>TRACKS                                    | P   |                             |                                           | 6.30 am 3.30 pm                     |         | 29.2                         |                  | 9.04                            |                     | 11.09       |
| 12.02                        | 7.36           | 12.39        |            |                     | 7.42        | 3.25       |                            |              |            | COLFAX.....                                 |                                         |      |                                                       |     | TWO MAIN<br>TRACKS          | TO                                        | 6.30 am 3.30 pm                     |         | 23.1                         |                  | 8.53                            |                     | 10.45       |
| 11.59                        | 7.31           | 12.36        |            |                     |             |            |                            |              |            | CISCO.....                                  | TWO MAIN<br>TRACKS                      | TO   |                                                       |     |                             |                                           | 6.30 am 3.30 pm                     |         | 20.6                         |                  | 8.49                            |                     | 10.42       |
| 11.55                        | 7.26           | 12.32        |            |                     | 7.36        | 3.19       |                            |              |            | MITCHELLVILLE.....                          |                                         |      | TWO MAIN<br>TRACKS                                    | TO  |                             |                                           | 6.30 am 3.30 pm                     |         | 17.2                         |                  | 8.44                            |                     | 10.35       |
| 11.49                        | 7.09           | 12.25        |            | AM<br>8.51<br>1038  | 7.30        | 3.13       |                            |              |            | ALTOONA.....                                |                                         |      |                                                       |     | TWO MAIN<br>TRACKS          | TO                                        | Continuous                          |         | 10.9                         |                  | 8.34                            | 9.05<br>AM          | 10.22       |
| 11.37                        | 6.57           | 12.13        |            | 8.36                | 7.20        | 3.03       |                            |              |            | .....SHORT LINE JCT. (CRI&P Crossing)       | TWO MAIN<br>TRACKS                      | TO   |                                                       |     |                             |                                           | Continuous                          |         | 2.2                          |                  | 8.10<br>AM                      | 8.40<br>AM          | 10.00<br>AM |
|                              |                |              |            |                     |             |            |                            |              |            | .....D.M.U.-C.G.W.-F.L.D.D.M.&S. Crossing.. |                                         |      | TWO MAIN<br>TRACKS                                    | UX  |                             |                                           | Continuous                          |         | 1.6                          |                  |                                 |                     |             |
|                              |                |              |            |                     |             |            |                            |              |            | .....C. & N.W. Crossing..                   |                                         |      |                                                       |     | TWO MAIN<br>TRACKS          | UX                                        | Continuous                          |         | 0.6                          |                  |                                 |                     |             |
| 11.30<br>PM                  | 6.50<br>PM     | 12.06<br>PM  |            | 8.30<br>AM          | 7.15<br>AM  | 2.58<br>AM |                            |              |            | DES MOINES.....                             | TWO MAIN<br>TRACKS                      | TO   |                                                       |     |                             |                                           | Continuous                          |         | 184.1                        |                  |                                 |                     |             |
| Daily                        | Daily          | Daily        | Daily      | Daily Ex.<br>Sunday | Daily       | Daily      | Daily                      | Daily        | Daily      | LEAVE                                       |                                         |      | TWO MAIN<br>TRACKS                                    |     |                             |                                           |                                     |         |                              | Daily            | Daily                           | Daily Ex.<br>Sunday | Daily       |
| 47.8                         | 32.6           | 42.6         | 12.0       | 30.7                | 57.6        | 55.8       | 12.0                       | 06.2         | 48.2       | AVERAGE SPEED PER HOUR.....                 |                                         |      |                                                       |     | TWO MAIN<br>TRACKS          |                                           |                                     |         |                              | 27.2             | 24.8                            | 20.9                | 20.0        |
| 3.42                         | 5.25           | 4.09         | 0.13       | 0.21                | 3.04        | 3.10       | 0.13                       | 0.25         | 0.50       | SCHEDULE TIME.....                          | TWO MAIN<br>TRACKS                      |      |                                                       |     |                             |                                           |                                     |         |                              | 1.45             | 7.20                            | 0.25                | 9.00        |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF NOS. 7, 8, 505 AND 506 NOT LESS THAN 10 MINUTES.

C. R. I. & P.—Des Moines Division

TIME TABLE RULE 14A IN EFFECT.

ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

Local Extra leaves Marengo 6:00 AM Tuesday, Thursday and Saturday, for Silvis.

Local Extra leaves Short Line Jct. 7:35 AM Monday, Wednesday and Friday, for Marengo.

## WESTWARD

## MAIN LINE

## EASTWARD

| SECOND CLASS                     |                             |                           |                       | FIRST CLASS |                |                       |                     | SUB-DIVISION 5 STATIONS  |                 |                               |                                          |                                                                   |            |                                                                                       |        |           |          | Office Hours Week Days |           | Distance from Council Bluffs | Signs    | FIRST CLASS           |           |                       |                               | SECOND CLASS           |  |  |
|----------------------------------|-----------------------------|---------------------------|-----------------------|-------------|----------------|-----------------------|---------------------|--------------------------|-----------------|-------------------------------|------------------------------------------|-------------------------------------------------------------------|------------|---------------------------------------------------------------------------------------|--------|-----------|----------|------------------------|-----------|------------------------------|----------|-----------------------|-----------|-----------------------|-------------------------------|------------------------|--|--|
| 91                               | 907                         | 97                        | 3                     | 7           | 5              | 23                    | Capacity of Sidings | Capacity of Other Tracks | Station Numbers | Distance from Short Line Jct. | M. P. Distance from Chicago              | STATIONS                                                          |            | *Sundays and Holidays                                                                 |        | From      | To       | 8                      | 4         |                              |          | 6                     | 14        | 92                    | 90                            |                        |  |  |
| Chicago Colorado Calif. Red Ball | Des Moines Western Red Ball | Chicago Colorado Red Ball | M. & St. L. Passenger | Rocket      | Passenger      | Iowa Nebraska Limited |                     |                          |                 |                               |                                          | Time Table No. 11<br>September 29, 1940                           | LEAVE      |                                                                                       |        |           |          |                        | 8         |                              |          | M. & St. L. Passenger | Passenger | Iowa Nebraska Limited | California Chicago Perishable | Chicago Omaha Red Ball |  |  |
| Daily                            | Daily                       | Daily                     | Daily                 | Daily       | Daily          | Daily                 |                     |                          |                 |                               |                                          |                                                                   |            |                                                                                       |        |           |          |                        |           |                              |          |                       |           |                       |                               |                        |  |  |
| PM 11.10                         | PM 9.00                     | PM 3.00                   | PM 8.00               | PM 7.55     | AM 8.00        | AM 5.35               |                     | 1383                     | A172            |                               | 355.6                                    | WX X. SHORT LINE JCT. (RI Crossing) 2.2                           | TO         | Continuous                                                                            | 143.6  | R Yd FWTY |          | AM 2.53                | AM 7.15   | PM 6.35                      | PM 11.10 | AM 7.30               | AM 6.30   |                       |                               |                        |  |  |
|                                  |                             |                           |                       |             |                |                       |                     | 341                      | A174            | 2.2                           | 357.8                                    | D MS..... DES MOINES..... 0.5                                     | TO         | Continuous                                                                            | 141.4  | R Yd      |          |                        |           |                              |          |                       |           |                       |                               |                        |  |  |
|                                  |                             |                           |                       |             |                |                       |                     |                          |                 |                               | 358.3                                    | D. M. U. Crossing..... 4.3                                        | UX         |                                                                                       | 140.9  |           |          |                        |           |                              |          |                       |           |                       |                               |                        |  |  |
| 11.35                            | 9.25                        | 3.25                      | 8.13 PM               | 8.02        | 8.11           | 5.45                  | 122                 | 396                      | A179            | 7.0                           | 362.6                                    | BR.... WEST DES MOINES..... 3.7                                   | TO         | Continuous                                                                            | 136.6  | R Yd WY   | 2.45     | 7.01 AM                | 6.21      | 10.55                        | 6.55     | 5.25                  |           |                       |                               |                        |  |  |
| 11.43                            | 9.33                        | 3.32                      |                       | 8.06        | 8.17           | 5.50                  | 56                  |                          | A183            | 10.7                          | 366.3                                    | ..... COMMERCE..... 6.4                                           | P          |                                                                                       | 132.9  |           | 2.41     |                        | 6.14      | 10.50                        | 6.44     | 5.10                  |           |                       |                               |                        |  |  |
| 11.53                            | 9.43                        | 3.40                      |                       | 8.12        | 8.25           | 5.57                  | 57                  | 22                       | A189            | 17.1                          | 372.7                                    | ..... BOONEVILLE..... 3.9                                         | P          |                                                                                       | 126.5  |           | 2.35     |                        | 6.06      | 10.43                        | 6.34     | 4.57                  |           |                       |                               |                        |  |  |
| 11.59 PM                         | 9.50                        | 3.46                      |                       | 8.16        | 8.32           | 6.01                  | 56                  | 34                       | A193            | 21.0                          | 376.6                                    | VR..... VAN METER..... 3.2                                        | TO         | 7.00 am 4.00 pm                                                                       | 122.6  |           | 2.31     |                        | 6.01      | 10.39                        | 6.27     | 4.47                  |           |                       |                               |                        |  |  |
| 12.07 AM                         | 9.57                        | 3.52                      |                       | 8.20        | 8.38           | 6.06                  | 56                  | 53                       | A196            | 24.2                          | 379.8                                    | SO..... DE SOTO..... 3.4                                          | TO         | 8.30 am 5.30 pm                                                                       | 119.4  |           | 2.26     |                        | 5.54      | 10.34                        | 6.20     | 4.40                  |           |                       |                               |                        |  |  |
| 12.14                            | 10.04                       | 3.59                      |                       | 8.24        | 8.43           | 6.11 92               | 57                  |                          | A200            | 27.6                          | 383.2                                    | ..... CLUCAS..... 2.4                                             | P          |                                                                                       | 116.0  |           | 2.22     |                        | 5.47      | 10.29                        | 6.11     | 4.30                  |           |                       |                               |                        |  |  |
|                                  |                             |                           |                       |             |                |                       |                     | 125                      |                 |                               | 385.6                                    | ..... QUARRY..... 1.8                                             | P          |                                                                                       | 113.6  |           |          |                        |           |                              |          |                       |           |                       |                               |                        |  |  |
| 12.23                            | 10.24 14                    | 4.07                      |                       | 8.28        | 8.51           | 6.16                  | 59                  | 50                       | A204            | 31.8                          | 387.4                                    | F..... EARLHAM..... 5.7                                           | TO         | 7.30 am 4.30 pm                                                                       | 111.8  |           | 2.17     |                        | 5.41      | 10.24 907                    | 5.40     | 4.20                  |           |                       |                               |                        |  |  |
| 12.33                            | 10.35                       | 4.14                      |                       | 8.34        | 9.00           | 6.22                  | 56                  | 47                       | A209            | 37.5                          | 393.1                                    | DR..... DEXTER..... 5.1                                           | TO         | 8.30 am 5.30 pm                                                                       | 106.1  |           | 2.12     |                        | 5.33      | 10.18                        | 5.27     | 4.05                  |           |                       |                               |                        |  |  |
| 12.43                            | 10.45                       | 4.21                      |                       | 8.39        | 9.10           | 6.27                  | 76                  | 165                      | A215            | 42.6                          | 398.2                                    | CS..... STUART..... 4.9                                           | TO         | 2.00 am 10.00 am 11.00 am 7.00 pm *2.00 am 10.00 am *11.00 am 7.00 pm 8.30 am 5.30 pm | 101.0  | YD FWTY   | 2.07     |                        | 5.25      | 10.13                        | 5.19     | 3.53                  |           |                       |                               |                        |  |  |
| 12.52                            | 10.55                       | 4.29                      |                       | 8.44        | 9.19           | 6.32                  | 80                  | 34                       | A219            | 47.5                          | 403.1                                    | GH..... MENLO..... 7.0                                            | TO         |                                                                                       | 96.1   |           | 2.02     |                        | 5.14      | 10.08                        | 5.12     | 3.40                  |           |                       |                               |                        |  |  |
| 1.05                             | 11.10                       | 4.38                      |                       | 8.52        | 9.29           | 6.40                  | 70                  | 52                       | A226            | 54.5                          | 410.1                                    | RA..... CASEY..... 7.3                                            | TO         | 7.30 am 5.30 pm                                                                       | 89.1   |           | 1.54 91  |                        | 5.03 97   | 10.00                        | 5.02     | 3.20                  |           |                       |                               |                        |  |  |
| 1.45 8                           | 11.25                       | 4.52 6                    |                       | 9.01        | 9.42           | 6.50                  | 56                  | 54                       | A234            | 61.8                          | 417.4                                    | AD..... ADAIR..... 8.1                                            | TO         | 8.30 am 5.30 pm                                                                       | 81.8   |           | 1.45     |                        | 4.52      | 9.51                         | 4.51     | 3.02                  |           |                       |                               |                        |  |  |
| 1.57                             | 11.40                       | 5.03                      |                       | 9.10        | 9.55           | 7.00                  | 56                  | 68                       | A242            | 69.9                          | 425.5                                    | BG..... ANITA..... 7.0                                            | TO         | 8.30 am 5.30 pm                                                                       | 73.7   |           | 1.36     |                        | 4.40      | 9.42                         | 4.36     | 2.52                  |           |                       |                               |                        |  |  |
| 2.07                             | 11.51 PM                    | 5.12                      |                       | 9.17        | 10.05          | 7.08                  | 57                  | 25                       | A249            | 76.9                          | 432.5                                    | WI..... WIOTA..... 7.4                                            | P          |                                                                                       | 66.7   |           | 1.29     |                        | 4.30      | 9.34 7                       | 4.25     | 2.40 91               |           |                       |                               |                        |  |  |
| 2.25 90                          | 12.17 AM                    | 5.30                      |                       | 9.25 14     | 10.25          | 7.25                  | 453                 | A256                     | 84.3            | 439.9                         | WN..... ATLANTIC See T.T. Rule 20... 5.9 | TO                                                                | Continuous | 59.3                                                                                  | Yd FWY | 1.21      |          | 4.18                   | 9.25      | 4.10                         | 2.25     |                       |           |                       |                               |                        |  |  |
| 2.35                             | 12.30                       | 5.40                      |                       | 9.32        | 10.35          | 7.34                  | 49                  | 31                       | A262            | 90.2                          | 445.8                                    | ..... MARNE..... 6.6                                              | P          |                                                                                       | 53.4   |           | 1.14 907 |                        | 4.07      | 9.02                         | 3.51     | 1.48                  |           |                       |                               |                        |  |  |
| 2.45                             | 1.08 8                      | 5.50                      |                       | 9.39        | 10.45          | 7.42                  | 53                  | 57                       | A269            | 96.8                          | 452.4                                    | FD..... WALNUT..... 6.3                                           | TO         | 8.30 am 5.30 pm 1.00 am 5.00 pm *6.30 am 8.30 am *9.00 am 5.00 pm                     | 46.8   |           | 1.08     |                        | 3.57      | 8.54                         | 3.38     | 1.35 907              |           |                       |                               |                        |  |  |
| 2.54                             | 1.20 90                     | 6.00                      |                       | 9.45        | 11.00          | 7.49                  | 73                  | 200                      | A275            | 103.1                         | 458.7                                    | HR..... AVOCA..... 1.5                                            | TO         |                                                                                       | 40.5   | Yd WY     | 1.01     |                        | 3.47      | 8.45                         | 3.23     | 1.20                  |           |                       |                               |                        |  |  |
|                                  |                             |                           |                       |             |                |                       |                     |                          |                 | 104.6                         | 460.2                                    | ..... HARLAN JCT..... 7.0                                         | P          |                                                                                       | 39.0   |           |          |                        |           |                              |          |                       |           |                       |                               |                        |  |  |
| 3.08 92                          | 1.40                        | 6.12                      |                       | 9.54        | 11.13          | 8.00                  | 54                  | 75                       | A284            | 111.6                         | 467.2                                    | BY..... SHELBY..... 6.4                                           | TO         | 7.30 am 4.30 pm                                                                       | 32.0   |           | 12.53 90 |                        | 3.33      | 8.33                         | 3.08 91  | 12.53 8               |           |                       |                               |                        |  |  |
| 3.18                             | 1.55                        | 6.21                      |                       | 10.01       | 11.22          | 8.08                  | 58                  | 21                       | A290            | 118.0                         | 473.6                                    | MK..... MINDEN..... 4.9                                           | TO         | 8.00 am 5.00 pm                                                                       | 25.6   |           | 12.46    |                        | 3.24      | 8.25                         | 2.52     | 12.25                 |           |                       |                               |                        |  |  |
|                                  |                             |                           |                       |             |                |                       |                     |                          |                 |                               |                                          | ..... C. M. St. P. & P. Crossing..... 0.0                         |            |                                                                                       |        |           |          |                        |           |                              |          |                       |           |                       |                               |                        |  |  |
| 3.28                             | 2.10                        | 6.31                      |                       | 10.07       | 11.30          | 8.14                  | 59                  | 55                       | A295            | 122.9                         | 478.5                                    | NA..... NEOLA..... 5.0                                            | TO         | Continuous                                                                            | 20.7   |           | 12.40    |                        | 3.16      | 8.18                         | 2.42 907 | 12.11 PM              |           |                       |                               |                        |  |  |
| 3.35                             | 2.35 92                     | 6.39                      |                       | 10.12       | 11.37          | 8.20                  | 55                  | 30                       | A300            | 127.9                         | 483.5                                    | WD..... UNDERWOOD..... 4.8                                        | TO         | 7.00 am 4.00 pm                                                                       | 15.7   |           | 12.36    |                        | 3.09      | 8.11                         | 2.35     | 11.59                 |           |                       |                               |                        |  |  |
| 3.43                             | 2.50                        | 6.46                      |                       | 10.16       | 11.43          | 8.25                  | 56                  | 4                        | A305            | 132.7                         | 488.3                                    | ..... WESTON..... 5.4                                             | P          |                                                                                       | 10.9   |           | 12.32    |                        | 3.04      | 8.05                         | 2.28     | 11.50                 |           |                       |                               |                        |  |  |
| 3.51                             | 3.05                        | 6.53                      |                       | 10.21       | 11.49          | 8.32                  | 59                  |                          | A310            | 138.1                         | 493.7                                    | ..... CHAUTAUQUA..... 4.5                                         | P          |                                                                                       | 5.5    |           | 12.27    |                        | 2.58      | 7.59 97                      | 2.20     | 11.41                 |           |                       |                               |                        |  |  |
| 3.59                             | 3.20                        | 7.53 14                   |                       |             | 11.57 AM       | 8.37                  | 108                 | 428                      |                 |                               | 142.6                                    | ..... EAST YARD..... 0.9                                          |            |                                                                                       | 1.0    | Yd        |          |                        | 2.52      | 7.53                         | 2.13     | 11.32                 |           |                       |                               |                        |  |  |
|                                  |                             |                           |                       |             |                |                       |                     |                          |                 |                               | 143.5                                    | ..... Wabash, C. B. & Q. and C. M. St. P. & P. Crossings..... 0.1 | UX         |                                                                                       | 0.1    |           |          |                        |           |                              |          |                       |           |                       |                               |                        |  |  |
| 4.30 AM                          | 4.00 AM                     | 8.30 PM                   |                       | 10.29       | 12.05 PM 12.15 | 8.42 8.50             | 21                  | 975                      | A316            | 143.6                         | 499.2                                    | Q..... CO. BLUFFS..... 0.7                                        | TO         | Continuous                                                                            |        | R Yd FWT  | 12.20    |                        | 2.50 2.45 | 7.49                         | 2.10 AM  | 11.30 PM              |           |                       |                               |                        |  |  |
|                                  |                             |                           |                       |             |                |                       |                     |                          |                 |                               | 144.3                                    | ..... I. C. and C. & N. W. Crossing..... 0.3                      | UX         |                                                                                       |        |           |          |                        |           |                              |          |                       |           |                       |                               |                        |  |  |
|                                  |                             |                           |                       |             |                |                       |                     |                          |                 |                               | 144.6                                    | ..... C. B. & Q. and C. & N. W. Crossing..... 0.2                 | UX         |                                                                                       |        |           |          |                        |           |                              |          |                       |           |                       |                               |                        |  |  |
|                                  |                             |                           |                       | 10.44       | 12.25          | 8.55                  |                     |                          | A317            | 144.8                         | 500.4                                    | U. P. TRANSFER, IA..... (See Time Table Rule 16) 2.7              |            |                                                                                       |        | Yd        | 12.14    |                        | 2.40      | 7.42                         |          |                       |           |                       |                               |                        |  |  |
|                                  |                             |                           |                       | 11.01 PM    | 12.40 PM       | 9.10 AM               |                     |                          | A320            | 147.5                         | 503.1                                    | YD..... OMAHA, NEB.....                                           | TO         | Continuous                                                                            |        | Yd R      | 12.06 AM |                        | 2.30 PM   | 7.30 PM                      |          |                       |           |                       |                               |                        |  |  |
|                                  |                             |                           |                       |             |                |                       |                     |                          |                 |                               | 147.5                                    | LEAVE                                                             |            |                                                                                       |        |           | Daily    | Daily                  | Daily     | Daily                        | Daily    | Daily                 |           |                       |                               |                        |  |  |
| 26.9                             | 20.5                        | 26.1                      | 22.2                  | 46.8        | 32.3           | 42.1                  |                     |                          |                 |                               |                                          |                                                                   |            |                                                                                       |        |           |          | 52.2                   | 20.6      | 36.3                         | 39.6     | 26.9                  | 20.5      |                       |                               |                        |  |  |
| 5.20                             | 7.00                        | 5.30                      | 0.13                  | 3.06        | 4.40           | 3.35                  |                     |                          |                 |                               |                                          |                                                                   |            |                                                                                       |        |           |          | 2.47                   | 0.14      | 4.05                         | 3.40     | 5.20                  | 7.00      |                       |                               |                        |  |  |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF NOS. 7 AND 8 NOT LESS THAN 10 MINUTES.

TIME TABLE RULE 14A IN EFFECT.

Local Extra leaves Short Line Jct. 5:15 AM Mon., Wed. and Fri., for Council Bluffs.  
Local Extra leaves Stuart 7:00 AM daily, except Sunday for Quarry and return to Menlo.  
Local Extra leaves Avoca 8:05 AM daily, except Sunday for Harlan Jct.

Local Extra leaves Council Bluffs 5:30 AM Tues., Thurs. and Sat., for Short Line Jct.  
Local Extra leaves Harlan Jct. 9:40 AM daily, except Sunday for Avoca.  
Local Extra leaves Menlo 1:00 PM daily, except Sunday for Stuart.

## NORTHWARD

1

## SOUTHWARD

## MAIN LINE

## NORTHWARD

| SECOND CLASS                          |                                    |                  | FIRST CLASS |            |                          |                       | Capacity of Sidings | Capacity of Other Tracks | Station Numbers                         | SUB-DIVISION 31 STATIONS                                                       |                 | Office Hours Week Days |       | M. P. Distance from West Wye Switch Allerton | Distance from Chicago via Short Line Jct. | Signs                     | FIRST CLASS           |        |                          |                           | SECOND CLASS                          |                                                   |       |
|---------------------------------------|------------------------------------|------------------|-------------|------------|--------------------------|-----------------------|---------------------|--------------------------|-----------------------------------------|--------------------------------------------------------------------------------|-----------------|------------------------|-------|----------------------------------------------|-------------------------------------------|---------------------------|-----------------------|--------|--------------------------|---------------------------|---------------------------------------|---------------------------------------------------|-------|
| 915                                   | 911                                | 829              |             | 507        | 17                       | 15                    |                     |                          |                                         | Time Table No. 11<br>September 29, 1940                                        |                 | *Sundays and Holidays  |       |                                              |                                           |                           | 18                    | 508    | 18                       |                           | 912                                   | 914                                               | 830   |
| Twin Cities<br>Kans. City<br>Red Ball | Des M.<br>St. J. K. C.<br>Red Ball | Mixed            |             | Rocket     | Mid-Continent<br>Special | Short Line<br>Express |                     |                          |                                         | LEAVE                                                                          |                 | From                   | To    |                                              |                                           |                           | Short Line<br>Express | Rocket | Mid-Continent<br>Special |                           | Kans. City<br>Twin Cities<br>Red Ball | Kans. City<br>Twin Cities<br>Nebraska<br>Red Ball | Mixed |
| Daily                                 | Daily                              | Daily Ex. Sunday |             | Daily      | Daily                    | Daily                 |                     |                          |                                         |                                                                                |                 |                        |       |                                              |                                           |                           |                       |        |                          |                           |                                       |                                                   |       |
|                                       |                                    | AM<br>8.30       |             |            | AM<br>7.17               | AM<br>12.55           |                     | 341 A 174                | D MS.....DES MOINES....                 | } See Time Table Rule 15c } TWO MAIN TRACKS TO                                 | Continuous      | 75.6                   | 357.6 | R Yd                                         | AM<br>6.15                                |                           | PM<br>11.35           |        |                          |                           | PM<br>4.00                            |                                                   |       |
|                                       |                                    |                  |             |            |                          |                       |                     |                          | 2.0                                     |                                                                                |                 |                        |       |                                              |                                           |                           |                       |        |                          |                           |                                       |                                                   |       |
|                                       |                                    |                  |             |            |                          |                       |                     |                          | X WX..SHORT LINE JCT. (CRI&PCrossing).. |                                                                                |                 | Continuous             | 73.6  | 355.6                                        | R Yd<br>FWT                               | 5.59                      | PM<br>12.59           | 11.19  |                          | AM<br>5.50                | PM<br>2.00                            | 3.40                                              |       |
|                                       |                                    |                  |             |            |                          |                       |                     |                          | 0.2                                     |                                                                                |                 | 73.4                   | 355.8 |                                              |                                           |                           |                       |        |                          |                           |                                       |                                                   |       |
|                                       |                                    |                  |             |            |                          |                       |                     |                          | D. M. U. Crossing.....                  |                                                                                |                 | 72.9                   | 356.3 |                                              |                                           |                           |                       |        |                          |                           |                                       |                                                   |       |
|                                       |                                    |                  |             |            |                          |                       |                     |                          | 0.5                                     |                                                                                |                 |                        |       |                                              |                                           |                           |                       |        |                          |                           |                                       |                                                   |       |
|                                       |                                    |                  |             |            |                          |                       |                     |                          | C. B. & Q. Crossing.....                |                                                                                |                 | 70.9                   | 358.3 |                                              | 5.55                                      | 12.53                     | 11.15                 |        | 5.05                     | 1.27                      | f 3.28                                |                                                   |       |
| 6.51                                  | 10.21                              | f 8.55           |             | 5.26       | 7.28                     | 1.05                  | 57                  | AC 5                     | GOODWIN.....                            |                                                                                |                 |                        |       |                                              |                                           |                           |                       |        |                          |                           |                                       |                                                   |       |
| 7.03                                  | 10.31                              | 9.10<br>AM       |             | 5.33       | f 7.36                   | 1.13                  | 53                  | AC 11                    | CK.....CARLISLE.....                    | } 7.00 am 3.00 pm<br>3.15 pm 11.15 pm }                                        |                 | 64.7                   | 364.5 | R                                            | f 5.47                                    | 12.47                     | 11.07                 |        | 4.56                     | 1.18                      | 3.15<br>PM                            |                                                   |       |
|                                       |                                    |                  |             |            |                          |                       |                     |                          | 5.1                                     |                                                                                |                 |                        |       |                                              |                                           |                           |                       |        |                          |                           |                                       |                                                   |       |
|                                       |                                    |                  |             |            |                          |                       |                     |                          |                                         |                                                                                |                 |                        |       |                                              |                                           |                           |                       |        |                          |                           |                                       |                                                   |       |
| 7.12                                  | 10.39                              |                  |             | 5.38       | f 7.43                   | 1.19                  | 55                  | OD 60                    | HARTFORD.....                           |                                                                                |                 | 59.6                   | 369.6 |                                              | f 5.40                                    | 12.42                     | 11.01                 |        | 4.48                     | 1.10                      |                                       |                                                   |       |
| 7.24                                  | 10.49                              |                  |             | 5.45       | f 7.51                   | 1.27                  | 85                  | OD 53                    | BEECH.....                              |                                                                                |                 | 52.8                   | 376.4 | W                                            | f 5.32                                    | 12.35                     | 10.53                 |        | 4.37                     | 1.00                      |                                       |                                                   |       |
| 7.30                                  | 10.55                              |                  |             | 5.49       | 7.55                     | 1.31                  | 56                  | OD 49                    | KIMBALL.....                            |                                                                                |                 | 49.0                   | 380.2 |                                              | 5.26                                      | 12.31                     | 10.47                 |        | 4.30                     | 12.53                     |                                       |                                                   |       |
| 7.37                                  | 11.04                              |                  |             | 5.54       | 8.01                     | 1.37                  | 51                  | OD 44                    | NEPAS.....                              |                                                                                |                 | 44.0                   | 385.2 |                                              | 5.19                                      | 12.26                     | 10.41                 |        | 4.21                     | 12.45                     |                                       |                                                   |       |
| 7.47                                  | 11.13                              |                  |             | 6.00       | f 8.08                   | g 1.43                | 85                  | OD 40                    | MELCHER.....                            |                                                                                | 7.00 am 4.00 pm | 39.5                   | 389.7 |                                              | s 5.12                                    | 12.15                     | f 10.36               |        | 4.12                     | 12.37                     |                                       |                                                   |       |
| 8.03                                  | 11.26                              |                  |             | 6.10       | f 8.21                   | 1.54                  | 106                 | OD 30                    | WILLIAMSON.....                         |                                                                                | 7.30 am 4.30 pm | 29.9                   | 399.3 | Yd<br>FWY                                    | g 4.56                                    | 12.10                     | f 10.24               |        | 3.55                     | 12.22                     |                                       |                                                   |       |
|                                       |                                    |                  |             |            |                          |                       |                     |                          |                                         |                                                                                |                 |                        |       |                                              |                                           |                           |                       |        |                          |                           |                                       |                                                   |       |
| 8.25                                  | 11.35                              |                  |             | g 6.18     | s 8.33                   | s 2.20                | 76                  | OD 23                    | CN.....CHARITON.....                    | } Continuous<br>* 1.00 am 5.00 am<br>* 8.00 am 4.00 pm<br>* 6.00 pm 10.20 pm } |                 | 23.4                   | 405.8 | Yd                                           | s 4.46                                    | PM<br>12.03<br>AM-911-914 | s 10.15               |        | 3.42                     | PM<br>12.10<br>AM-508-911 |                                       |                                                   |       |
| 8.35                                  | 11.57                              |                  |             | 6.24       | 8.40                     | 2.26                  | 52                  |                          | HAIG.....                               |                                                                                |                 |                        | 17.6  | 411.6                                        |                                           | 4.25                      | 11.57                 | 10.01  |                          | 3.33                      | 11.57                                 |                                                   |       |
| 8.45                                  | 12.07                              |                  |             | 6.31       | f 8.48                   | 2.34                  | 80                  | OD 11                    | MILLERTON.....                          |                                                                                |                 |                        | 11.2  | 418.0                                        |                                           | f 4.14                    | 11.50                 | 9.54   |                          | 3.23                      | 11.30                                 |                                                   |       |
| 8.55                                  | 12.17                              |                  |             | 6.38       | s 8.58                   | s 2.42                | 50                  | OD 5                     | CD.....CORYDON.....                     |                                                                                | 8.15 am 5.15 pm | 4.5                    | 424.7 |                                              | s 4.04                                    | 11.43                     | 9.47<br>9.15          |        | 3.10<br>15               | 11.15                     |                                       |                                                   |       |
| 9.40<br>PM-18                         | 12.30<br>PM                        |                  |             | 6.45<br>PM | 9.12<br>AM               | 3.00<br>AM-912        | N 125<br>N 44       | 207 365                  | AR.....ALLERTON.....                    |                                                                                | Continuous      |                        | 429.6 | R Yd<br>FWY                                  | 3.52<br>AM                                | 11.37<br>AM               | 9.40<br>PM            |        | 3.00<br>AM               | 11.05<br>AM               |                                       |                                                   |       |
|                                       |                                    |                  |             |            |                          |                       |                     |                          | LEAVE                                   |                                                                                |                 |                        |       |                                              | Daily                                     | Daily                     | Daily                 |        | Daily                    | Daily                     | Daily Ex. Sunday                      |                                                   |       |
|                                       |                                    |                  |             |            |                          |                       |                     |                          | 76.0                                    |                                                                                |                 |                        |       |                                              |                                           |                           |                       |        |                          |                           |                                       |                                                   |       |
| 25.4                                  | 32.1                               | 16.3             |             | 53.5       | 39.7                     | 36.5                  |                     |                          | AVERAGE SPEED PER HOUR.....             |                                                                                |                 |                        |       |                                              | 31.9                                      | 54.1                      | 39.7                  |        | 26.1                     | 25.4                      | 14.5                                  |                                                   |       |
| 2.55                                  | 2.15                               | 0.40             |             | 1.23       | 1.55                     | 2.05                  |                     |                          | SCHEDULE TIME.....                      |                                                                                |                 |                        |       |                                              | 2.23                                      | 1.22                      | 1.55                  |        | 2.50                     | 2.55                      | 0.45                                  |                                                   |       |

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF NOS. 507 AND 508 NOT LESS THAN 10 MINUTES.

Local Extra leaves Short Line Jct. 7:00 AM Mon., Wed. and Fri. for Allerton

TIME TABLE RULE NO. 14-A IN EFFECT.

Local Extra leaves Allerton 7:00 AM Tues., Thurs. and Sat. for Short Line Jct.

## WESTWARD

## WINTERSET BRANCH

## EASTWARD

| Second Class |                  | Capacity of Sidings | Capacity of Other Tracks | Station Numbers | SUB-DIVISION 31A STATIONS |                             | Office Hours          |                                       | M. P. Distance from Chicago Via Des Moines | Distance from Carlisle | Signs | Second Class     |  |
|--------------|------------------|---------------------|--------------------------|-----------------|---------------------------|-----------------------------|-----------------------|---------------------------------------|--------------------------------------------|------------------------|-------|------------------|--|
|              | 829              |                     |                          |                 | Time Table No. 11         |                             | Week Days             |                                       |                                            |                        |       | 830              |  |
|              | Mixed            |                     |                          |                 | September 29, 1940        |                             | *Sundays and Holidays |                                       |                                            |                        |       | Mixed            |  |
|              | Daily Ex. Sunday |                     |                          |                 | LEAVE                     |                             | From                  | To                                    |                                            |                        |       |                  |  |
| .....        | AM 9.20          | 53                  | 31                       | AC 11           | CK.....                   | CARLISLE.....               | TO                    | { 7.00 am 3.00 pm<br>3.15 pm 11.15 pm | 368.8                                      | .....                  | R     | PM 3.05          |  |
| .....        | s 9.35           | 13                  | .....                    | AC 16           | .....                     | SUMMERSET JCT.....          |                       |                                       | 373.9                                      | 5.1                    | R W Y | s 2.45           |  |
| .....        | 10.50            |                     | .....                    | AC 22           | .....                     | SPRING HILL.....            |                       |                                       | 379.9                                      | 11.1                   |       | f 2.30           |  |
| .....        | f 11.10          |                     |                          |                 | .....                     | C. B. & Q. Crossing.....    | UX                    |                                       |                                            |                        |       |                  |  |
| .....        | f 11.30          |                     | 8                        | AC 27           | .....                     | MARTENSDALE.....            |                       |                                       | 385.1                                      | 16.3                   |       | f 2.10           |  |
| .....        | f 11.40          |                     | 20                       | AC 30           | .....                     | BEVINGTON.....              |                       |                                       | 388.2                                      | 19.4                   |       | f 2.00           |  |
| .....        | f 11.55          |                     | 18                       | AC 35           | .....                     | PATTERSON.....              |                       |                                       | 392.9                                      | 24.1                   |       | f 1.45           |  |
| .....        | AM 12.15         |                     | 67                       | .....           | .....                     | TILEVILLE.....              |                       |                                       | 397.4                                      | 28.6                   |       | 1.30             |  |
| .....        | PM 12.30         |                     | 76                       | AC 42           | A.....                    | WINTERSET.....              | TO                    | 8.00 am 5.00 pm                       | 400.7                                      | 31.9                   | R W T | 1.15             |  |
| .....        | PM               |                     |                          |                 |                           | LEAVE                       |                       |                                       |                                            |                        |       | PM               |  |
| .....        |                  |                     |                          |                 |                           | 31.9                        |                       |                                       |                                            |                        |       | Daily Ex. Sunday |  |
| .....        | 16.6             |                     |                          |                 | .....                     | AVERAGE SPEED PER HOUR..... |                       |                                       |                                            |                        |       | 17.4             |  |
| .....        | 3.10             |                     |                          |                 | .....                     | SCHEDULE TIME.....          |                       |                                       |                                            |                        |       | 1.50             |  |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT NO. 829 IS SUPERIOR TO NO. 830.  
C. R. I. & P.—Des Moines Division

TIME TABLE RULE NO. 14 IN EFFECT.

## WESTWARD

## INDIANOLA BRANCH

## EASTWARD

| Second Class |                  | Capacity of Sidings | Capacity of Other Tracks | Station Numbers | SUB-DIVISION 31B STATIONS        |  | Office Hours Week Days |       | M. P. Distance from Chicago | Distance from Summerset Jct. | Signs            | Second Class |  |
|--------------|------------------|---------------------|--------------------------|-----------------|----------------------------------|--|------------------------|-------|-----------------------------|------------------------------|------------------|--------------|--|
|              | 827              |                     |                          |                 | Time Table No. 11                |  | *Sundays and Holidays  |       |                             |                              |                  | 828          |  |
|              | Mixed            |                     |                          |                 | September 29, 1940               |  |                        |       |                             |                              |                  | Mixed        |  |
|              | Daily Ex. Sunday |                     |                          |                 | LEAVE                            |  | From To                |       |                             |                              |                  |              |  |
| .....        | AM 9.40          | 13                  | .....                    | AC 16           | .....SUMMERSET JCT.....          |  |                        | 373.9 | .....                       | R W Y                        | AM 10.45         | .....        |  |
| .....        | f 9.45           | .....               | 5                        | AD 1            | .....SUMMERSET.....              |  |                        | 374.5 | 0.6                         |                              | f 10.40          | .....        |  |
| .....        | 10.05 AM         | 6                   | 55                       | AD 6            | ND.....INDIANOLA.....TO          |  | 8.30 am 5.30 pm        | 380.1 | 6.2                         | R                            | 10.20 AM         | .....        |  |
|              |                  |                     |                          |                 | 6.2 LEAVE                        |  |                        |       |                             |                              | Daily Ex. Sunday |              |  |
|              | 14.9             |                     |                          |                 | .....AVERAGE SPEED PER HOUR..... |  |                        |       |                             |                              | 14.9             |              |  |
|              | 0.25             |                     |                          |                 | .....SCHEDULE TIME.....          |  |                        |       |                             |                              | 0.25             |              |  |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT NO. 827 IS SUPERIOR TO NO. 828.  
TIME TABLE RULE NO. 14 IN EFFECT.

| WESTWARD         |                     |                          |                 | SIBLEY BRANCH                                 |                                |                        |                  | EASTWARD                    |                               |           |                  |
|------------------|---------------------|--------------------------|-----------------|-----------------------------------------------|--------------------------------|------------------------|------------------|-----------------------------|-------------------------------|-----------|------------------|
| Second Class     | Capacity of Sidings | Capacity of Other Tracks | Station Numbers | SUB-DIVISION 23 STATIONS                      |                                | Office Hours Week Days |                  | M. P. Distance from Chicago | Distance from Short Line Jct. | Signs     | Second Class     |
| 431              |                     |                          |                 | Time Table No. 11                             |                                | *Sundays and Holidays  |                  |                             |                               |           | 432              |
| Mixed            |                     |                          |                 | September 29, 1940                            |                                |                        |                  |                             |                               |           | Mixed            |
| Daily Ex. Sunday |                     |                          |                 | LEAVE                                         | From To                        |                        |                  |                             |                               |           |                  |
| AM 7.50          | .....               | 1383                     | A 172           | X WX...SHORT LINE JCT. (CRI & P Crossing) 2.2 | TWO MAIN TRACKS                | TO                     | Continuous       | 355.6                       | 0.0                           | R Yd FWTY | PM 4.20          |
| 8.05             | .....               | 341                      | A 174           | D MS.....DES MOINES. 0.5                      |                                | TO                     | Continuous       | 357.8                       | 2.2                           | R Yd      | s 3.55           |
|                  | .....               |                          |                 | D. M. U. Crossing 4.3                         |                                | UX                     |                  | 358.3                       | 2.7                           |           |                  |
| s 8.20           | .....               |                          | A 179           | BR..WEST DES MOINES. 62.4                     |                                | TO                     | Continuous       | 362.6                       | 7.0                           | R Yd      | 3.40             |
| 11.10            | .....               | 74                       | M 62            | GR.....GOWRIE. 6.4                            |                                | TO                     | 1.45 am 5.45 pm  | 425.0                       | 69.4                          | R Yd FWY  | 1.10             |
| f 11.25          | .....               | 25                       | MA 5            | SLIFER 3.6                                    |                                |                        |                  | 431.4                       | 75.8                          |           | f 12.50          |
| s 11.35 AM       | .....               | 28                       | MA 10           | S.....SOMERS. 0.2                             |                                | TO                     | 8.30 am 5.30 pm  | 435.0                       | 79.4                          |           | s 12.40          |
|                  | .....               |                          |                 | C. G. W. Crossing 11.6                        |                                | UX                     |                  | 435.2                       | 79.6                          |           |                  |
|                  | .....               |                          |                 | Illinois Central Crossing 0.2                 |                                |                        |                  | 446.8                       | 91.2                          |           |                  |
| s 12.10 PM-432   | .....               | 35                       | 58              | MA.....MANSON. 3.4                            |                                | TO                     | 8.30 am 5.30 pm  | 447.0                       | 91.4                          | W         | s 12.10 PM       |
| f 12.20          | .....               |                          | 25              | MA 25                                         | BLANDEN 4.3                    |                        |                  | 450.4                       | 94.8                          |           | f 12.01 AM       |
| s 12.30          | .....               | 30                       | 36              | MA 30                                         | J.....PALMER. 4.4              | TO                     | 8.30 am 5.30 pm  | 454.7                       | 99.1                          |           | s 11.50          |
| f 12.40          | .....               |                          | 10              | MA 34                                         | WEST VIEW. 2.6                 |                        |                  | 459.1                       | 103.5                         |           | f 11.28          |
| f 12.45          | .....               | 8                        | MA 37           | REA 0.8                                       |                                |                        |                  | 461.7                       | 106.1                         |           | f 11.22          |
| s 1.00           | .....               | 39                       | 41              | MA 38                                         | PO.....POCAHONTAS. 6.2         | TO                     | 8.00 am 5.00 pm  | 462.5                       | 106.9                         |           | s 11.20          |
| s 1.15           | .....               |                          | 31              | MA 44                                         | WARE 6.0                       |                        |                  | 468.7                       | 113.1                         |           | s 10.50          |
| s 1.30           | .....               | 33                       | 34              | MA 50                                         | U.....LAURENS. 0.5             | TO                     | 8.30 am 5.30 pm  | 474.7                       | 119.1                         | FW        | s 10.35          |
|                  | .....               |                          |                 | C. & N. W. Crossing 7.1                       |                                |                        |                  | 475.2                       | 119.6                         |           |                  |
| f 1.47           | .....               |                          | 31              | MA 57                                         | LEVERETT 2.0                   |                        |                  | 482.3                       | 126.7                         |           | f 10.05          |
|                  | .....               |                          |                 | C. M. St. P. & P. Crossing 0.9                |                                |                        |                  | 484.3                       | 128.7                         |           |                  |
| f 2.02           | .....               |                          | MA 60           | WEBB. 10.5                                    |                                |                        |                  | 485.2                       | 129.6                         |           | f 9.50           |
|                  | .....               |                          |                 | ROSSIE. 6.1                                   |                                | TO                     | 8.30 am 5.30 pm  | 495.7                       | 140.1                         |           | s 9.25           |
| s 2.25           | .....               | 31                       | MA 71           | BE.....ROYAL. 6.8                             |                                | TO                     | 8.30 am 5.30 pm  | 501.8                       | 146.2                         |           | s 9.00           |
| s 2.45           | .....               | 36                       | 33              | MA 77                                         | MONETA. 5.6                    |                        |                  | 508.6                       | 153.0                         |           | f 8.40           |
| s 3.05           | .....               |                          | 39              | MA 84                                         | HARTLEY. 0.2                   | TO                     | 8.15 am 5.15 pm  | 514.2                       | 158.6                         |           | s 8.25           |
| s 3.25           | .....               | 38                       | 32              | MA 89                                         | C. M. St. P. & P. Crossing 5.1 |                        |                  | 514.4                       | 158.8                         |           |                  |
|                  | .....               |                          |                 | PLESSIS. 5.0                                  |                                |                        |                  | 519.5                       | 163.9                         |           | f 8.05           |
| f 3.40           | .....               | 26                       | MA 95           | FN.....MELVIN. 5.5                            |                                | TO                     | 7.45 am 4.45 pm  | 524.5                       | 168.9                         |           | s 7.55           |
| s 3.55           | .....               | 37                       | 36              | MA 99                                         | CLOVERDALE. 4.9                |                        |                  | 530.0                       | 174.4                         |           | f 7.40           |
| f 4.10           | .....               |                          | 34              | MA 105                                        | SIBLEY. 7.00 am 10.00 pm       | TO                     | 9.30 am 11.30 am | 534.9                       | 179.3                         | R Yd FWT  | 7.30 AM          |
| 4.50 PM          | .....               | 33                       | 150             | K 235                                         |                                |                        | 4.00 pm 6.00 pm  |                             |                               |           |                  |
|                  |                     |                          |                 | 179.3 LEAVE                                   |                                |                        |                  |                             |                               |           | Daily Ex. Sunday |
| 19.9             |                     |                          |                 | AVERAGE SPEED PER HOUR.....                   |                                |                        |                  |                             |                               |           | 20.3             |
| 9.00             |                     |                          |                 | SCHEDULE TIME.....                            |                                |                        |                  |                             |                               |           | 8.50             |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
TIME TABLE RULE NO. 14 IN EFFECT.

| WESTWARD         |                  |                     |                          | TIPTON BRANCH   |                                    |                 |                        |       |                                  |                        |                  | EASTWARD     |       |  |  |
|------------------|------------------|---------------------|--------------------------|-----------------|------------------------------------|-----------------|------------------------|-------|----------------------------------|------------------------|------------------|--------------|-------|--|--|
| SECOND CLASS     |                  | Capacity of Sidings | Capacity of Other Tracks | Station Numbers | STATIONS                           |                 | Office Hours Week Days |       | M. P. Distance from Cedar Rapids | Distance from Stockton | Signs            | SECOND CLASS |       |  |  |
| 1063             | 1061             |                     |                          |                 | SUB-DIVISION 4-A                   |                 | *Sundays and Holidays  |       |                                  |                        |                  | 1060         | 1062  |  |  |
| Mixed            | Mixed            |                     |                          |                 | Time Table No. 11                  |                 |                        |       |                                  |                        |                  | Mixed        | Mixed |  |  |
| Daily Ex. Sunday | Daily Ex. Sunday |                     |                          |                 | September 29, 1940                 |                 |                        |       |                                  |                        |                  |              |       |  |  |
|                  |                  |                     |                          |                 | LEAVE                              | From            | To                     |       |                                  |                        |                  |              |       |  |  |
| PM 1.45          | AM 8.15          | 25                  | 118                      | A 16            | .....STOCKTON.....                 |                 | 60.3                   | ..... | R T Yd                           | AM 7.45                | PM 1.30          |              |       |  |  |
| f 2.05           | f 8.40           | .....               | 25                       | E 7             | SY.....SUNBURY.....TO              | 7:00 am 4.00 pm | 53.1                   | 7.2   | .....                            | f 7.20                 | f 1.00 PM        |              |       |  |  |
| 2.30 PM          | s 9.30           | 14                  | 27                       | E 13            | B.....BENNETT.....TO               | 6.30 am 3.30 pm | 47.7                   | 12.6  | RFWY                             | 7.00 AM                | s12.30 AM        |              |       |  |  |
|                  | f 9.45           | .....               | 13                       | E 17            | .....WITMER.....                   |                 | 42.8                   | 17.5  | .....                            | f10.45                 |                  |              |       |  |  |
|                  | 10.00 AM         |                     | 48                       | E 21            | PT.....TIPTON.....TO               | 8.00 am 5.00 pm | 39.2                   | 21.1  | R                                |                        | 10.30 AM         |              |       |  |  |
|                  |                  |                     |                          |                 | LEAVE                              |                 |                        |       |                                  | Daily Ex. Sunday       | Daily Ex. Sunday |              |       |  |  |
| 16.8             | 12.1             |                     |                          |                 | 21.1<br>..AVERAGE SPEED PER HOUR.. |                 |                        |       |                                  | 16.8                   | 7.0              |              |       |  |  |
| 0.45             | 1.45             |                     |                          |                 | .....SCHEDULE TIME.....            |                 |                        |       |                                  | 0.45                   | 3.00             |              |       |  |  |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD  
EXCEPT NO. 1061 IS SUPERIOR TO NO. 1062.  
TIME TABLE RULE NO. 14 IN EFFECT.

| WESTWARD     |                  |                     | MONTEZUMA BRANCH         |                 |                                         |            |                        |       |                               |                         |       |                     | EASTWARD |       |  |
|--------------|------------------|---------------------|--------------------------|-----------------|-----------------------------------------|------------|------------------------|-------|-------------------------------|-------------------------|-------|---------------------|----------|-------|--|
| SECOND CLASS |                  | Capacity of Sidings | Capacity of Other Tracks | Station Numbers | SUB-DIVISION 4-B STATIONS               |            | Office Hours Week Days |       | M. P. Distance from Muscatine | Distance from Iowa City | Signs | SECOND CLASS        |          |       |  |
|              | 815              |                     |                          |                 | Time Table No. 11<br>September 29, 1940 |            | *Sundays and Holidays  |       |                               |                         |       | 814                 |          |       |  |
|              | Mixed            |                     |                          |                 |                                         |            |                        |       |                               |                         |       |                     |          | Mixed |  |
|              | Daily Ex. Sunday |                     |                          |                 | LEAVE                                   | From       | To                     |       |                               |                         |       |                     |          |       |  |
| .....        | AM<br>11.00      | .....               | 210                      | A 53            | IC.....IOWA CITY.....TO                 | Continuous |                        | ..... | 0.0                           | Yd                      | ..... | AM<br>9.30          |          |       |  |
| .....        | f 11.30          | .....               | 31                       | G 7             | SG.....HILLS.....TO                     | 8.00 am    | 5.00 pm                | ..... | 7.1                           | .....                   | f     | 9.05                |          |       |  |
| .....        | s 11.50<br>AM    | 23                  | 44                       | G 14            | VR.....RIVERSIDE.....TO                 | 8.00 am    | 5.00 pm                | 30.7  | 13.9                          | .....                   | s     | 8.50                |          |       |  |
| .....        | s 12.10<br>PM    | 18                  | 23                       | G 21            | KA.....KALONA.....TO                    | 8.00 am    | 5.00 pm                | 37.2  | 20.4                          | .....                   | s     | 8.30                |          |       |  |
| .....        | s 12.50          | 23                  | 47                       | G 28            | WM.....WELLMAN.....TO                   | 7.30 am    | 4.30 pm                | 44.3  | 27.5                          | W Y                     | s     | 8.05                |          |       |  |
| .....        | f 1.05           | .....               | 18                       | G 33            | .....NIRA.....                          |            |                        | 49.5  | 32.7                          | .....                   | f     | 7.22                |          |       |  |
| .....        | f 1.15           | .....               | 24                       | G 36            | .....KINROSS.....                       |            |                        | 52.5  | 35.7                          | .....                   | f     | 7.15                |          |       |  |
| .....        | s 1.30           | .....               | 24                       | G 42            | SN.....SOUTH ENGLISH.....TO             | 7.00 am.   | 4.00 pm                | 58.1  | 41.3                          | .....                   | s     | 7.00                |          |       |  |
| .....        |                  | .....               |                          |                 | .....C. M. St. P. & P. Crossing.....UX  |            |                        | 62.1  | 45.3                          | .....                   |       |                     |          |       |  |
| .....        | f 1.45           | .....               | 13                       | G 46            | .....WEBSTER.....                       |            |                        | 62.4  | 45.6                          | .....                   | f     | 6.45                |          |       |  |
| .....        | s 2.00           | .....               | 27                       | G 50            | KS.....KESWICK.....TO                   | 8.00 am    | 5.00 pm                | 66.4  | 49.6                          | .....                   | s     | 6.35                |          |       |  |
| .....        | s 2.15           | .....               | 46                       | G 55            | .....THORNBURG.....                     |            |                        | 71.5  | 54.7                          | W Y R                   | s     | 6.20                |          |       |  |
| .....        | f 2.30           | .....               | 18                       | G 59            | .....GIBSON.....                        |            |                        | 75.2  | 58.4                          | .....                   | f     | 5.30                |          |       |  |
| .....        | f 2.50           | .....               | 17                       | G 64            | .....BARNES CITY.....                   |            |                        | 79.9  | 63.1                          | .....                   | f     | 5.20                |          |       |  |
| .....        | 3.15<br>PM       | .....               | 80                       | G 71            | MZ.....MONTEZUMA.....TO                 | 8.30 am    | 5.30 pm                | 87.2  | 70.4                          | R<br>FW T               |       | 5.00<br>AM          |          |       |  |
|              |                  |                     |                          |                 | LEAVE                                   |            |                        |       |                               |                         |       | Daily Ex.<br>Monday |          |       |  |
|              | 16.6             |                     |                          |                 | 70.4<br>AVERAGE SPEED PER HOUR....      |            |                        |       |                               |                         |       | 18.4                |          |       |  |
|              | 4.15             |                     |                          |                 | .....SCHEDULE TIME.....                 |            |                        |       |                               |                         |       | 4.30                |          |       |  |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
TIME TABLE RULE NO. 14 IN EFFECT.

| WESTWARD     |                  |                     |                          |                 |                            |                 |                        |      |                               | WHAT CHEER BRANCH       |                  |                       |  |       |  |  |  |  |  | EASTWARD |  |  |  |
|--------------|------------------|---------------------|--------------------------|-----------------|----------------------------|-----------------|------------------------|------|-------------------------------|-------------------------|------------------|-----------------------|--|-------|--|--|--|--|--|----------|--|--|--|
| SECOND CLASS |                  | Capacity of Sidings | Capacity of Other Tracks | Station Numbers | SUB-DIVISION 4-C STATIONS  |                 | Office Hours Week Days |      | M. P. Distance from Muscatine | Distance from Iowa City | Signs            | SECOND CLASS          |  |       |  |  |  |  |  |          |  |  |  |
|              | 1057             |                     |                          |                 |                            |                 | Time Table No. 11      |      |                               |                         |                  | *Sundays and Holidays |  | 1056  |  |  |  |  |  |          |  |  |  |
|              | Mixed            |                     |                          |                 |                            |                 | September 29, 1940     |      |                               |                         |                  |                       |  | Mixed |  |  |  |  |  |          |  |  |  |
|              | Daily Ex. Monday |                     |                          |                 |                            | LEAVE           | From                   | To   |                               |                         |                  |                       |  |       |  |  |  |  |  |          |  |  |  |
| .....        | AM<br>6.00       | .....               | 44                       | GA 5            | CH.....WHAT CHEER.....TO   | 7.00 am 4.00 pm | 76.1                   | 59.3 | R                             | AM-1057<br>6.00         | .....            |                       |  |       |  |  |  |  |  |          |  |  |  |
| .....        | 6.20<br>AM       | .....               | 28                       | G 55            | .....THORNBURG.....        | .....           | 71.5                   | 54.7 | R W Y                         | 5.40<br>AM              | .....            |                       |  |       |  |  |  |  |  |          |  |  |  |
|              |                  |                     |                          |                 |                            | LEAVE           |                        |      |                               |                         | Daily Ex. Monday |                       |  |       |  |  |  |  |  |          |  |  |  |
|              | 13.8             |                     |                          |                 | ..AVERAGE SPEED PER HOUR.. |                 |                        |      |                               |                         | 13.8             |                       |  |       |  |  |  |  |  |          |  |  |  |
|              | 0.20             |                     |                          |                 | ..... SCHEDULE TIME.....   |                 |                        |      |                               |                         | 0.20             |                       |  |       |  |  |  |  |  |          |  |  |  |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
TIME TABLE RULE NO. 14 IN EFFECT.

| WESTWARD            |            |                      |                          | KEOSAUQUA BRANCH |                                                                         |                                                       |         | EASTWARD                  |       |              |                     |
|---------------------|------------|----------------------|--------------------------|------------------|-------------------------------------------------------------------------|-------------------------------------------------------|---------|---------------------------|-------|--------------|---------------------|
| SECOND CLASS        |            | Capacity of Seatings | Capacity of Other Tracks | Station Numbers  | SUB-DIVISION 4-E<br>STATIONS<br>Time Table No. 11<br>September 29, 1940 | Office Hours<br>Week Days<br>*Sundays and<br>Holidays |         | Distance<br>from Mt. Zion | Signs | SECOND CLASS |                     |
| 1083                | 1081       |                      |                          |                  |                                                                         | From                                                  | To      |                           |       | 1080         | 1082                |
| Mixed               | Mixed      |                      |                          |                  |                                                                         |                                                       |         |                           |       | Mixed        | Mixed               |
| Daily Ex.<br>Sunday | Daily      |                      |                          |                  | LEAVE                                                                   |                                                       |         |                           |       |              |                     |
| PM<br>2.35          | AM<br>9.10 | .....                | .....25                  | NA 4             | K.....KEOSAUQUA.....TO<br>4.5                                           | 8.00 am                                               | 5.00 pm | 4.5                       | RW    | AM<br>9.00   | PM<br>2.25          |
| 2.55<br>PM          | 9.35<br>AM | .....                | 30                       | N 106            | .....MOUNT ZION.....                                                    |                                                       |         |                           | R     | 8.35<br>AM   | 2.05<br>PM          |
|                     |            |                      |                          |                  | 4.5 LEAVE                                                               |                                                       |         |                           |       | Daily        | Daily Ex.<br>Sunday |
| 13.5                | 10.8       |                      |                          |                  | .....AVERAGE SPEED PER HOUR.....                                        |                                                       |         |                           |       | 10.8         | 13.5                |
| 0.20                | 0.25       |                      |                          |                  | .....SCHEDULE TIME.....                                                 |                                                       |         |                           |       | 0.25         | 0.20                |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD  
TIME TABLE RULE NO. 14 IN EFFECT.

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TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT NO. 1077 IS SUPERIOR TO NO. 1076.  
TIME TABLE RULE NO. 14 IN EFFECT.

Local Extra leaves Eldon Yard 12:30 PM daily except Sunday for Ottumwa. Local Extra leaves Ottumwa 7:00 PM daily except Sunday for Eldon Yard.

C. R. I. & P.—Des Moines Division

7

| WESTWARD |                  |                     |                          | GUTHRIE CENTER BRANCH |                            |                    |    |         |                        |       |                             |                              |          | EASTWARD         |  |  |  |
|----------|------------------|---------------------|--------------------------|-----------------------|----------------------------|--------------------|----|---------|------------------------|-------|-----------------------------|------------------------------|----------|------------------|--|--|--|
|          | Second Class     | Capacity of Sidings | Capacity of Other Tracks | Station Numbers       | SUB-DIVISION 5-A STATIONS  |                    |    |         | Office Hours Week Days |       | M. P. Distance from Chicago | Distance from Guthrie Center | Signs    | Second Class     |  |  |  |
|          | 1015             |                     |                          |                       | Time Table No. 11          |                    |    |         | *Sundays and Holidays  |       |                             |                              |          | 1014             |  |  |  |
|          | Mixed            |                     |                          |                       | September 29, 1940         |                    |    |         | From                   | To    |                             |                              |          | Mixed            |  |  |  |
|          | Daily Ex. Sunday |                     |                          |                       | LEAVE                      |                    |    |         |                        |       |                             |                              |          |                  |  |  |  |
|          |                  |                     |                          |                       |                            |                    |    |         |                        |       |                             |                              |          |                  |  |  |  |
|          | AM 11.05         | 80                  | 34                       | A 219                 | GH.....                    | MENLO.....         | TO | 8.30 am | 5.30 pm                | 403.1 | 14.6                        | R                            | PM 12.45 |                  |  |  |  |
|          | 11.32            |                     | 15                       | AE 9                  |                            | MONTEITH.....      |    |         |                        | 412.6 | 5.1                         |                              | 12.18    |                  |  |  |  |
|          | 11.45 AM         |                     | 63                       | AE 15                 | GC...                      | GUTHRIE CENTER.... | TO | 8.30 am | 5.30 pm                | 417.7 |                             | RWT                          | 12.05 PM |                  |  |  |  |
|          |                  |                     |                          |                       | LEAVE                      |                    |    |         |                        |       |                             |                              |          | Daily Ex. Sunday |  |  |  |
|          |                  |                     |                          |                       | 14.6                       |                    |    |         |                        |       |                             |                              |          | 21.9             |  |  |  |
|          | 21.9             |                     |                          |                       | ..AVERAGE SPEED PER HOUR.. |                    |    |         |                        |       |                             |                              |          | 21.9             |  |  |  |
|          | 0.40             |                     |                          |                       | .....SCHEDULE TIME.....    |                    |    |         |                        |       |                             |                              |          | 0.40             |  |  |  |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT NO. 1015 IS SUPERIOR TO NO. 1014.  
TIME TABLE RULE NO. 14 IN EFFECT.

| WESTWARD |                  |                     |                          | AUDUBON BRANCH  |                            |               |       |                 |                        |       |                             |                       |                  | EASTWARD     |  |  |  |
|----------|------------------|---------------------|--------------------------|-----------------|----------------------------|---------------|-------|-----------------|------------------------|-------|-----------------------------|-----------------------|------------------|--------------|--|--|--|
|          | Second Class     | Capacity of Sidings | Capacity of Other Tracks | Station Numbers | SUB-DIVISION 5-B STATIONS  |               |       |                 | Office Hours Week Days |       | M. P. Distance from Chicago | Distance from Audubon | Signs            | Second Class |  |  |  |
|          | 1019             |                     |                          |                 | Time Table No. 11          |               |       |                 | *Sundays and Holidays  |       |                             |                       |                  | 1018         |  |  |  |
|          | Mixed            |                     |                          |                 | September 29, 1940         |               |       |                 | From                   | To    |                             |                       |                  | Mixed        |  |  |  |
|          | Daily Ex. Sunday |                     |                          |                 | LEAVE                      |               |       |                 |                        |       |                             |                       |                  |              |  |  |  |
| .....    | AM 10.45         | N 153 54}           | 453                      | A 256           | WN.....                    | ATLANTIC..... | TO    | Continuous      | 439.9                  | 25.2  | R Yd FWY                    | PM 3.00               | .....            |              |  |  |  |
| .....    | 11.05            | .....               | 17                       | AF 7            | .....                      | LORAH.....    | ..... | .....           | 446.7                  | 18.4  | .....                       | f 2.30                | .....            |              |  |  |  |
| .....    | 11.20            | .....               | 31                       | AF 12           | BN.....                    | BRAYTON.....  | ..... | 8.30 am 5.30 pm | 452.0                  | 13.1  | .....                       | s 2.10                | .....            |              |  |  |  |
| .....    | 11.45            | .....               | 47                       | AF 16           | XA.....                    | EXIRA.....    | ..... | 8.30 am 5.30 pm | 455.7                  | 9.4   | .....                       | s 1.55                | .....            |              |  |  |  |
| .....    | AM 12.05         | .....               | 25                       | AF 21           | .....                      | HAMLIN.....   | ..... | .....           | 461.0                  | 4.1   | .....                       | s 1.30                | .....            |              |  |  |  |
| .....    | PM 12.45         | .....               | 134                      | AF 25           | DU.....                    | AUDUBON.....  | TO    | 8.00 am 5.00 pm | 465.1                  | ..... | RWT                         | 1.15 PM               | .....            |              |  |  |  |
| .....    |                  |                     |                          |                 | LEAVE                      |               |       |                 |                        |       |                             |                       | Daily Ex. Sunday |              |  |  |  |
| .....    | 12.6             |                     |                          |                 | 25.2                       |               |       |                 |                        |       |                             |                       | 14.4             |              |  |  |  |
| .....    | 2.00             |                     |                          |                 | ..AVERAGE SPEED PER HOUR.. |               |       |                 |                        |       |                             |                       | 1.45             |              |  |  |  |
| .....    |                  |                     |                          |                 | .....SCHEDULE TIME.....    |               |       |                 |                        |       |                             |                       |                  |              |  |  |  |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT NO. 1019 IS SUPERIOR TO NO. 1018.  
TIME TABLE RULE NO. 14 IN EFFECT.

| WESTWARD |                  |                     |                          | GRISWOLD BRANCH |                            |                 |    |                 |                        |       |                             |                        |                  | EASTWARD     |  |  |  |
|----------|------------------|---------------------|--------------------------|-----------------|----------------------------|-----------------|----|-----------------|------------------------|-------|-----------------------------|------------------------|------------------|--------------|--|--|--|
|          | Second Class     | Capacity of Sidings | Capacity of Other Tracks | Station Numbers | SUB-DIVISION 5-C STATIONS  |                 |    |                 | Office Hours Week Days |       | M. P. Distance from Chicago | Distance from Griswold | Signs            | Second Class |  |  |  |
|          | 1035             |                     |                          |                 | Time Table No. 11          |                 |    |                 | *Sundays and Holidays  |       |                             |                        |                  | 1034         |  |  |  |
|          | Mixed            |                     |                          |                 | September 29, 1940         |                 |    |                 | From To                |       |                             |                        |                  | Mixed        |  |  |  |
|          | Daily Ex. Sunday |                     |                          |                 | LEAVE                      |                 |    |                 |                        |       |                             |                        |                  |              |  |  |  |
| .....    | AM 8.00          | N 153 }<br>S 54 }   | 453                      | A 256           | WN.....                    | ATLANTIC.....   | TO | Continuous      | 439.9                  | 14.6  | R Yd FWY                    | AM 10.00               | .....            |              |  |  |  |
| f        | 8.15             |                     | 8                        |                 |                            | 5.2<br>HOPLEY   |    |                 | 445.1                  | 9.4   |                             | f 9.35                 | .....            |              |  |  |  |
| s        | 8.30             |                     | 45                       | AG 9            | W.....                     | LEWIS           |    | 8.00 am 5.00 pm | 448.6                  | 5.9   |                             | s 9.25                 | .....            |              |  |  |  |
| .....    | 8.45 AM          |                     | 18                       | AG 15           | GD.....                    | 5.9<br>GRISWOLD | TO | 8.00 am 5.00 pm | 454.5                  | ..... | RWT                         | 9.05 AM                | .....            |              |  |  |  |
|          |                  |                     |                          |                 | LEAVE                      |                 |    |                 |                        |       |                             |                        | Daily Ex. Sunday |              |  |  |  |
|          |                  |                     |                          |                 | 14.6                       |                 |    |                 |                        |       |                             |                        | 15.9             |              |  |  |  |
|          | 19.5             |                     |                          |                 | ..AVERAGE SPEED PER HOUR.. |                 |    |                 |                        |       |                             |                        | 15.9             |              |  |  |  |
|          | 0.45             |                     |                          |                 | .....SCHEDULE TIME.....    |                 |    |                 |                        |       |                             |                        | 0.55             |              |  |  |  |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT NO. 1035 IS SUPERIOR TO NO. 1034.  
TIME TABLE RULE NO. 14 IN EFFECT.  
CB&Q AND CRI&P TRAINS AND ENGINES WILL USE ALL TRACKS AT GRISWOLD JOINTLY, ALL MOVEMENTS MUST BE MADE AT RESTRICTED SPEED.

C. R. I. & P.—Des Moines Division

| WESTWARD |  |                        |                             | HARLAN BRANCH      |                                                                         |                         |                                                       |                 |                                |                         |       |  |  | EASTWARD |  |  |  |
|----------|--|------------------------|-----------------------------|--------------------|-------------------------------------------------------------------------|-------------------------|-------------------------------------------------------|-----------------|--------------------------------|-------------------------|-------|--|--|----------|--|--|--|
|          |  | Capacity of<br>Sidings | Capacity of<br>Other Tracks | Station<br>Numbers | SUB-DIVISION 5-D<br>STATIONS<br>Time Table No. 11<br>September 29, 1940 |                         | Office Hours<br>Week Days<br>*Sundays and<br>Holidays |                 | M. P. Distance<br>from Chicago | Distance from<br>Harlan | Signs |  |  |          |  |  |  |
|          |  |                        |                             |                    |                                                                         |                         |                                                       |                 |                                |                         |       |  |  |          |  |  |  |
|          |  |                        |                             |                    | From                                                                    | To                      |                                                       |                 |                                |                         |       |  |  |          |  |  |  |
|          |  |                        |                             |                    | LEAVE                                                                   |                         |                                                       |                 |                                |                         |       |  |  |          |  |  |  |
|          |  |                        |                             |                    | .....HARLAN JCT.....                                                    |                         |                                                       |                 | 460.2                          | 11.8                    |       |  |  |          |  |  |  |
|          |  |                        |                             |                    |                                                                         | 6.5<br>.....CORLEY..... |                                                       |                 | 466.7                          | 5.3                     |       |  |  |          |  |  |  |
|          |  |                        |                             |                    |                                                                         | 5.3<br>.....HARLAN..... |                                                       |                 |                                |                         |       |  |  |          |  |  |  |
|          |  |                        |                             |                    | 31 AM 7                                                                 | HN.....                 | TO                                                    | 8.30 am 5.30 pm | 472.0                          |                         | WT    |  |  |          |  |  |  |
|          |  |                        |                             |                    | 62 AM 12                                                                |                         |                                                       |                 |                                |                         |       |  |  |          |  |  |  |
|          |  |                        |                             |                    | LEAVE                                                                   |                         |                                                       |                 |                                |                         |       |  |  |          |  |  |  |
|          |  |                        |                             |                    | 11.8                                                                    |                         |                                                       |                 |                                |                         |       |  |  |          |  |  |  |
|          |  |                        |                             |                    | ..AVERAGE SPEED PER HOUR..                                              |                         |                                                       |                 |                                |                         |       |  |  |          |  |  |  |
|          |  |                        |                             |                    | .....SCHEDULE TIME.....                                                 |                         |                                                       |                 |                                |                         |       |  |  |          |  |  |  |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
TIME TABLE RULE NO. 14 IN EFFECT.  
Local Extra leave Harlan Jct. 8:10 A. M. daily except Sun., for Harlan. Local Extra leave Harlan 9:10 A. M. daily except Sun., for Harlan Jct.

| WESTWARD |                  |                     |                          | CARSON BRANCH   |                            |              |    |                                                           |       |                        |             |                             |                      | EASTWARD |              |  |  |
|----------|------------------|---------------------|--------------------------|-----------------|----------------------------|--------------|----|-----------------------------------------------------------|-------|------------------------|-------------|-----------------------------|----------------------|----------|--------------|--|--|
|          | Second Class     | Capacity of Sidings | Capacity of Other Tracks | Station Numbers | SUB-DIVISION 5-E STATIONS  |              |    |                                                           |       | Office Hours Week Days |             | M. P. Distance from Chicago | Distance from Carson | Signs    | Second Class |  |  |
|          | 1029             |                     |                          |                 | Time Table No. 11          |              |    |                                                           |       | *Sundays and Holidays  |             |                             |                      |          | 1028         |  |  |
|          | Mixed            |                     |                          |                 | September 29, 1940         |              |    |                                                           |       | From                   | To          |                             |                      |          | Mixed        |  |  |
|          | Daily Ex. Sunday |                     |                          |                 | LEAVE                      |              |    |                                                           |       |                        |             |                             |                      |          |              |  |  |
|          |                  |                     |                          |                 |                            |              |    |                                                           |       |                        |             |                             |                      |          |              |  |  |
| .....    | AM<br>11.05      | 73                  | 200                      | A 275           | HR.....                    | AVOCA.....   | TO | { 1.00 am 5.00 pm<br>*6.30 am 8.30 am<br>*9.00 am 5.00 pm | 458.7 | 17.7                   | R Yd<br>FWY | PM<br>2.35                  | .....                |          |              |  |  |
|          | \$11.30          |                     | 23                       | AH 6            | HK.....                    | HANCOCK..... |    | 8.30 am 5.30 pm                                           | 465.1 | 11.3                   | .....       | \$ 2.10                     | .....                |          |              |  |  |
|          | AM<br>12.05      |                     | 46                       | AH 12           | KN.....                    | OAKLAND..... |    | 8.30 am 5.30 pm                                           | 471.0 | 5.4                    | .....       | \$ 1.30                     | .....                |          |              |  |  |
|          | PM<br>12.35      |                     | 56                       | AH 18           | CN.....                    | CARSON.....  | TO | 8.30 am 5.30 pm                                           | 476.4 | .....                  | RWT         | 1.00<br>PM                  | .....                |          |              |  |  |
|          | PM               |                     |                          |                 | LEAVE                      |              |    |                                                           |       |                        |             |                             | Daily Ex. Sunday     |          |              |  |  |
|          |                  |                     |                          |                 | 17.7                       |              |    |                                                           |       |                        |             |                             | 11.2                 |          |              |  |  |
|          | 11.8             |                     |                          |                 | ..AVERAGE SPEED PER HOUR.. |              |    |                                                           |       |                        |             |                             |                      |          |              |  |  |
|          | 1.30             |                     |                          |                 | .....SCHEDULE TIME.....    |              |    |                                                           |       |                        |             |                             | 1.35                 |          |              |  |  |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT NO. 1029 IS SUPERIOR TO NO. 1028.  
TIME TABLE RULE NO. 14 IN EFFECT.

CB&Q AND CRI&P TRAINS AND ENGINES WILL USE ALL TRACKS AT CARSON JOINTLY, ALL MOVEMENTS MUST BE MADE AT RESTRICTED SPEED.

TIME-TABLE RULES.

2. Silvis is the initial station for westward Second Class and Extra trains.  
2a. Rock Island is the initial station for westward First Class trains.  
2b. Short Line Junction is the initial station for trains originating there.  
2c. Des Moines is the initial station for trains originating there.  
2d. Council Bluffs is the initial station for eastward trains.  
2e. Clear Lake Junction is the initial station for southward trains.  
2f. Gowrie is the initial station for westward trains.
3. A train must not leave Ottumwa Union Depot without clearance Form A.  
3a. Third paragraph of Rule 83 is not effective at Harlan Jet., Thornburg, Evans Jet., Mt. Zion and Summerset Jet.  
3b. Trains will leave Tipton, Montezuma, What Cheer, Keosauqua and Winterset without clearance Form A, when train order office is closed.  
3c. Trains Sub-Division 4A will leave Stockton without clearance Form A.  
3d. No. 475 will leave Eldon without clearance Form A.  
3e. Train order signal located near north wye switch Short Line Jet.—Sub-division 18, also train order signal located near south wye switch, Sub-Division 31, will govern all trains.  
3f. At Council Bluffs Lower Train Order Signal governs Eastward C. M. St. P. & P. trains.
4. Restricted use of Register Books, as follows:  
Omaha for First Class trains.  
Silvis, Rock Island, Stockton, Marengo, Short Line Jet., Des Moines, Iowa Falls, Summerset Jet. and Carlisle for trains originating and terminating.  
Des Moines—Short Line Jet. Interlocking Tower—Nos. 507 and 508.  
Evans Jet. for regular trains.
- 4a. First Class trains will register by Form 1339 at West Liberty.  
4b. Nos. 94, 904, 97, 99 and 91 will register by Form 1339 at West Liberty.  
4c. Eastward first class trains, except trains originating, will not be required to check or obtain a clearance of register by train order at West Liberty.  
4d. Westward trains, except trains originating, will not be required to check or obtain a clearance of register by train order at West Liberty.  
4e. Nos. 7, 8, 14, 505, 506, 91, 97 and eastward freight trains will register by Form 1339 at Iowa City.  
4f. Eastward trains, except trains originating, will not be required to check or obtain a clearance of register by train order at Iowa City.  
4g. All trains will register by Form 1339 at Altoona.  
4h. Westward First Class trains will not be required to check or obtain a clearance of register by train order at Altoona.  
4i. All trains will register by Form 1339 at West Des Moines.  
4j. Eastward trains will not be required to check or obtain a clearance of register by train order at West Des Moines.  
4k. Nos. 6 and 14 will register by Form 1339 at Council Bluffs.  
4l. All trains will register by Form 1339 at Clear Lake Junction.  
4m. Nos. 507 and 508 will register by form 1339 at Short Line Jet. Interlocking Tower.  
4n. Nos. 7 and 8 will register by form 1339 at Des Moines.

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

|                                                                                                       |                                            |
|-------------------------------------------------------------------------------------------------------|--------------------------------------------|
| Silvis { Yard Office.<br>Round House.                                                                 | Manly { Passenger Station.<br>Round House. |
| Rock Island { Round House.<br>Telegraph Office.                                                       | Iowa Falls                                 |
| Iowa City { Passenger Station.<br>Round House.                                                        | Chariton.                                  |
| Marengo.                                                                                              | Allerton.                                  |
| Newton.                                                                                               | Bennett                                    |
| Short Line Jet. { Yard Office.<br>Round House.                                                        | Keokuk.                                    |
| Des Moines { Passenger Station.<br>Grand Ave. Station.<br>9th Street Yard.<br>M. & St. L. Round House | Eldon.<br>Oskaloosa.<br>Sibley.            |
| Stuart.<br>Atlantic.                                                                                  | Montezuma.                                 |
| Avoca.                                                                                                |                                            |
| Council Bluffs { Passenger Station.<br>Round House.<br>Yard Office.                                   |                                            |

- 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.

6. Standard Clocks are located at:

|                                                                                                      |                                                                                  |
|------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|
| Silvis { Yard Office.<br>Round House.                                                                | Avoca.                                                                           |
| Rock Island Telegraph Office.                                                                        | Council Bluffs { Passenger Station.<br>Yard Office.                              |
| West Liberty Telegraph Office.                                                                       | Manly.                                                                           |
| Iowa City.                                                                                           | Iowa Falls.                                                                      |
| Marengo.                                                                                             | Allerton.                                                                        |
| Short Line Junction { Yard Office.<br>Round House.                                                   | Bennett                                                                          |
| Des Moines { Telegraph Office.<br>Grand Ave. Station.<br>9th Street Yard.<br>M. & St. L. Round House | Keokuk.<br>Eldon.<br>Ottumwa Union Depot.<br>Oskaloosa.<br>Sibley.<br>Montezuma. |
| Stuart.                                                                                              |                                                                                  |
| Atlantic.                                                                                            |                                                                                  |

7. Company Surgeons are located as follows:

| NAME AND LOCATION                                             | NAME AND LOCATION                                              |
|---------------------------------------------------------------|----------------------------------------------------------------|
| THEODORE L. HANSEN, Chief Surgeon                             | R. F. CHILDS.....Audubon, Ia.                                  |
| J. M. L. JENSEN, Asst. Chief Surgeon.....Chicago, Ill.        | M. MOORE.....Walnut, Ia.                                       |
| H. C. DEBOURCY, Surgeon and Examiner.....Silvis, Ill.         | H. W. MATHIASSEN.....Neola, Ia.                                |
| M. S. DONDANVILLE, Surgeon and Examiner                       | J. E. BELLINGER, Local Surgeon and Examiner                    |
| L. A. DONDANVILLE, Asst.                                      | ABBOTT M. DEAN, Oculist and Aurist                             |
| F. N. DAVENPORT, Examiner                                     | Aurist, Examiner.....Council Bluffs, Ia.                       |
| A. H. ARP.....Moline, Ill.                                    | HAROLD GIFFORD, Oculist, Aurist and Exam.                      |
| JOSEPH DESILVA                                                | J. H. JUDD, Oculist and Aurist                                 |
| B. J. LAOHLER, Sub.                                           | R. D. SCHROCK                                                  |
| L. OSTROM, Oculist and Examiner.....Rock Island, Ill.         | H. F. JOHNSON.....Omaha, Neb.                                  |
| G. M. MIDDLETON                                               | FREDERICK O. BECK.....So. Omaha, Neb.                          |
| G. F. HARKNESS, Oculist-Aurist Examiner.....Davenport, Ia.    | C. R. VAN VOORHEIS.....Prairie City, Ia.                       |
| G. G. LEITH.....Wilton, Ia.                                   | F. E. VANCE.....Eddyville, Ia.                                 |
| E. J. VAN METER, Consulting.....Tipton, Ia.                   | W. C. NEWELL                                                   |
| J. E. KIMBALL.....West Liberty, Ia.                           | D. O. BOVENMYER, Oculist, Aurist and Examiner.....Ottumwa, Ia. |
| D. F. FITZPATRICK, Surgeon and Examiner.....Iowa City, Ia.    | S. H. SAWYER, Surgeon and Examiner.....Eldon, Ia.              |
| E. B. WILLIAMS.....Montezuma, Ia.                             | G. H. ASHLINE                                                  |
| J. A. PETERS.....Oxford, Ia.                                  | R. M. LAPSLEY, Oculist and Aurist.....Keokuk, Ia.              |
| HENRY MOERSHELL.....Homestead, Ia.                            | BUSH HOUSTON.....Nevada, Ia.                                   |
| W. D. HALL, Surgeon and Examiner.....Marengo, Ia.             | C. M. WRAY, Surgeon and Examiner.....Iowa Falls, Ia.           |
| E. J. RINGENA.....Brooklyn, Ia.                               | JOSEPH M. BURGER.....Hampton, Ia.                              |
| O. F. PARRISH.....Grinnell, Ia.                               | C. F. STARR                                                    |
| L. L. SMEAD, Consultant                                       | H. D. FALLOWS, Oculist and Aurist.....Mason City, Ia.          |
| JNO. W. BILLINGSLEY.....Newton, Ia.                           | S. S. WESTLY, Surgeon and Examiner                             |
| F. E. BOYD.....Colfax, Ia.                                    | G. S. WESTLY, Surgeon and Examiner                             |
| O. J. FAY, Div. Surgeon and Examiner                          | Examiner.....Manly, Ia.                                        |
| C. B. LUGENBUHL, Asst. Surgeon and Examiner                   | A. W. LUNDVICK.....Gowrie, Ia.                                 |
| D. W. COUGHLAN, Asst. Surgeon and Examiner                    | R. G. HINRICHS.....Manson, Ia.                                 |
| W. B. ABBOTT, Consultant                                      | J. H. HOVENDEN.....Laurens, Ia.                                |
| C. C. JONES, Oculist, Aurist and Examiner                     | W. C. HARTLEY.....Hartley, Ia.                                 |
| C. F. HOWLAND, Oculist, Aurist and Examiner                   | F. P. WINKLER.....Sibley, Ia.                                  |
| C. L. CHAMBERS, Oculist, Aurist and Examiner                  | J. H. MCALL.....Allerton, Ia.                                  |
| GRACE DOANE, Oculist, Aurist and Examiner.....Des Moines, Ia. | B. D. WALKER.....Corydon, Ia.                                  |
| H. F. CLARK.....Stuart, Ia.                                   | A. L. YOCUM, JR.....Chariton, Ia.                              |
| E. L. BOWER.....Guthrie Center, Ia.                           | W. E. SPARROW.....Carlisle, Ia.                                |
| W. R. VAN DUZER.....Casey, Ia.                                | L. E. HOOPER.....Indianola, Ia.                                |
| G. M. ADAIR.....Anita, Ia.                                    | R. R. DAVISSON.....Winterset, Ia.                              |
| W. G. GREENLEAF.....Atlantic, Ia.                             |                                                                |

7a. Official Hospitals are located as follows:

| Name             | Place               | Office Location     | Telephone     |
|------------------|---------------------|---------------------|---------------|
| Iowa Methodist   | Des Moines, Iowa    | 1200 Pleasant St.   | 3-5121        |
| Jennie Edmundson | Council Bluffs, Ia. | Oak and Pierce Sts. | 2769          |
| St. Luke's       | Davenport, Iowa     | 1228 East High St.  | Davenport 516 |

Emergency Hospitals:

| Name               | Place            | Office Location           | Telephone |
|--------------------|------------------|---------------------------|-----------|
| Mercy              | Iowa City, Iowa  | 516 East Market St.       | 4161      |
| Grinnell Community | Grinnell, Iowa   | 102½ Naussa St.           | 98        |
| Mercy              | Des Moines, Iowa | Fourth and Ascension Sts. | 4-6231    |
| Iowa Lutheran      | Des Moines, Iowa | 712 Parnell               | 6-5141    |
| Atlantic           | Atlantic, Iowa   | Fifth and Oak Sts.        | 236       |
| Graham             | Keokuk, Iowa     | 118 South Fourteenth St.  | 10        |
| Ottumwa            | Ottumwa, Iowa    | 508 E. Second St.         | 1406      |
| St. Joseph         | Ottumwa, Iowa    | 1600 N. Ash St.           | 893       |
| Iowa Sanitarium    | Nevada, Iowa     |                           | 362       |
| Lutheran           | Hampton, Iowa    | West Reeve St.            | 417       |
| Park               | Mason City, Iowa | 102 N. Washington Ave.    | 2700      |

7b. Claim Agent—C. E. Mekota, La Salle St. Station, Chicago, Ill.

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

| Train     | Purpose              | For Revenue Passengers                                                                                                                       |
|-----------|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------|
| 8         | Discharge Receive    | Newton and Grinnell<br>Newton and Grinnell<br>From Omaha and West<br>For Englewood and beyond                                                |
| 14        | Discharge            | Davenport<br>From Des Moines and West                                                                                                        |
| 14        | Receive              | Davenport<br>For Englewood or Chicago                                                                                                        |
| 15        | Discharge            | Melcher<br>From Des Moines Sunday and Monday                                                                                                 |
| 16        | Discharge            | Allerton to Des Moines<br>From Kansas City and beyond                                                                                        |
| 16        | Receive              | Allerton to Des Moines<br>Des Moines and North where scheduled to stop                                                                       |
| 16        | Discharge            | Des Moines to Manly<br>From California                                                                                                       |
| 19        | Receive              | Wilton<br>To Cedar Rapids and North                                                                                                          |
| 20        | Discharge            | Wilton, Durant, Walcott<br>From Cedar Rapids and North                                                                                       |
| 507 & 508 | Receive or Discharge | Iowa Falls<br>Chariton<br>To or from Kansas City, St. Paul<br>Minneapolis, Omaha and beyond<br>To or from Kansas City, Des Moines and beyond |

8a. No. 5 will stop at Neola to discharge or pick up U. S. mail when mail clerks notify conductor or when flagged by agent.

8b. No. 6 will stop, daily except Sunday, at following stations for U. S. mail: Neola, Minden, Marne, Wiota, DeSoto, Booneville, Ladora and Homestead.

8c. No. 6 will stop at Oxford when requested by R. P. O. clerks or Train Baggage-man.

10. Maximum speed limit shown 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<br>Tangent | Curves | Freight Trains<br>Tangent | Curves |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|--------|---------------------------|--------|
| Subdivision 4 (except as shown below).....                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 70                          | 60     | 50                        | 50     |
| 5000 class engines with 74 inch drivers.....                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 70                          | 60     |                           |        |
| Other 5000 class engines.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 50                          | 50     |                           |        |
| Between 11th and 15th Streets, Moline.....                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                             |        | 15                        | 15     |
| Mississippi River Bridge.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 10                          |        | 10                        |        |
| Through Davenport city limits.....                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 12                          | 12     | 12                        | 12     |
| MP 184 to MP 186 (Eastward).....                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 45                          | 45     | 30                        | 30     |
| 5000 class engines must not operate over Bridge 2103 when directly coupled.                                                                                                                                                                                                                                                                                                                                                                                                                  |                             |        |                           |        |
| 5000 class engines must not operate over Bridge 2103 at a speed greater than twenty (20) miles per hour on either main track when engines of any class are moving at the same time on the other main track.                                                                                                                                                                                                                                                                                  |                             |        |                           |        |
| MP 211 to MP 211-20.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                             | 45     |                           | 30     |
| MP 221.3 C. R. I. & P. crossing.....                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 25                          |        | 25                        |        |
| When doubleheading, directly coupled, over Bridge 2393                                                                                                                                                                                                                                                                                                                                                                                                                                       | 15                          |        | 15                        |        |
| Eastward over switch at end of two main tracks Iowa City                                                                                                                                                                                                                                                                                                                                                                                                                                     |                             | 10     |                           | 10     |
| MP 282.5 C. & N. W. crossing.....                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 45                          |        | 45                        |        |
| MP 305-12 to MP 305-29.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                             |        |                           |        |
| MP 325-23 to MP 325-30.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                             | 45     |                           | 30     |
| MP 327-20 to MP 327-30.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                             | 50     |                           |        |
| MP 333 to MP 334.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                             | 30     |                           | 20     |
| MP 348-34 to MP 348-39.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                             | 45     |                           | 30     |
| MP 352-10 to MP 353-10.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                             | 30     |                           | 20     |
| At Davenport first crossover West of Mississippi River bridge can not be used by engines larger than C-43 class.                                                                                                                                                                                                                                                                                                                                                                             |                             |        |                           |        |
| At Davenport engines larger than C-43 class can not head in or out West end depot track at passenger station.                                                                                                                                                                                                                                                                                                                                                                                |                             |        |                           |        |
| 2300, 2500, 2600, 2700, 3000, 4000 and 5000 class engines must not be moved over Mississippi River bridge without eight cars between them, and must not be doubleheaded with any class engine.                                                                                                                                                                                                                                                                                               |                             |        |                           |        |
| Eastward trains doubleheading with engines of the above mentioned classes or smaller classes, lead engine will be cut off at Davenport and go to Rock Island light, permitting rear engine to handle train alone to Rock Island. Crew on lead engine should not leave the train until they see whether the rear engine can start train and handle it. In the event of their stalling, the lead engine should back up and assist in starting train, then cut off and go to Rock Island light. |                             |        |                           |        |
| 5000 class engines must not be operated upon the following auxiliary tracks:                                                                                                                                                                                                                                                                                                                                                                                                                 |                             |        |                           |        |
| West Liberty—Coal stub track; Milk track; No. 5 track.                                                                                                                                                                                                                                                                                                                                                                                                                                       |                             |        |                           |        |
| Wilton—Stock track.                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                             |        |                           |        |
| Carnforth—Transfer track.                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                             |        |                           |        |
| Grinnell—Egg track.                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                             |        |                           |        |

| TERRITORY                                                    | Passenger Trains<br>Tangent Curves |    | Freight Trains<br>Tangent Curves |    |
|--------------------------------------------------------------|------------------------------------|----|----------------------------------|----|
| Subdivision 5 (except as shown below).....                   | 60                                 | 60 | 45                               | 45 |
| { 5000 class engines with 74 inch drivers.....               | 60                                 | 60 |                                  |    |
| except { MP 360.0 to MP 382.09 }                             |                                    |    |                                  |    |
| { MP 419.62 to MP 436.87 }                                   | 50                                 | 50 |                                  |    |
| Other 5000 class engines.....                                | 50                                 | 50 |                                  |    |
| MP 359 to MP 362-25.....                                     |                                    |    | 30                               | 30 |
| Over Switch at end of two main tracks West Des Moines        |                                    | 10 |                                  | 10 |
| MP 365-26 to MP 366-11.....                                  |                                    | 45 |                                  | 30 |
| When doubleheading over bridge 3730.....                     | 15                                 |    | 15                               |    |
| MP 377-11 to MP 378-12.....                                  |                                    | 30 |                                  | 20 |
| MP 378-20 to MP 378-40.....                                  |                                    | 45 |                                  | 30 |
| MP 380-6 to MP 380-32.....                                   |                                    | 30 |                                  | 20 |
| MP 381-2 to MP 381-30.....                                   |                                    | 45 |                                  | 30 |
| MP 383-23 to MP 384-25.....                                  |                                    | 40 |                                  | 30 |
| MP 406-33 to MP 409-20.....                                  |                                    | 45 |                                  | 30 |
| MP 414 to MP 414-13.....                                     |                                    | 35 |                                  | 25 |
| MP 414-22 to MP 420-10.....                                  |                                    |    |                                  |    |
| MP 423-20 to MP 423-30.....                                  |                                    |    |                                  |    |
| MP 435-35 to MP 436-10.....                                  |                                    | 45 |                                  | 30 |
| MP 436-38 to MP 437-21.....                                  |                                    |    |                                  |    |
| MP 444-1 to MP 444-18.....                                   |                                    |    |                                  |    |
| MP 454-35 to MP 479.....                                     |                                    | 50 |                                  | 35 |
| Between Switches Avoca.....                                  | 35                                 | 35 | 25                               | 25 |
| 3000, 4000 and 5000 Class engines must not use Wye at Avoca. |                                    |    |                                  |    |
| MP 478.5 C. M. St. P. & P. crossing.....                     |                                    | 40 |                                  | 40 |
| MP 493-20 to MP 495-10.....                                  |                                    | 45 |                                  | 30 |
| MP 497-8 to MP 497-33.....                                   |                                    | 40 |                                  | 30 |
| Co. Bluffs—Between C. B. & Q. crossing and Eighth St...      | Restricted Speed                   |    |                                  |    |
| Subdivision 18 (except as shown below).....                  | 70                                 | 70 | 50                               | 50 |
| { 5000 class engines with 74 inch drivers.....               | 70                                 | 70 |                                  |    |
| except MP 170.60 to MP 191.08.....                           | 55                                 | 55 |                                  |    |
| Other 5000 class engines.....                                | 50                                 | 50 |                                  |    |
| MP 76-34 to MP 77-8.....                                     |                                    | 40 |                                  | 25 |
| MP 106-19 to MP 107-2.....                                   |                                    | 50 |                                  | 40 |
| MP 109-30 to MP 110-15.....                                  |                                    | 50 |                                  | 40 |
| MP 119.9 M. & St. L. crossing.....                           | 20                                 |    | 20                               |    |
| Iowa Falls: First class trains between coal chute and        |                                    |    |                                  |    |
| I. C. Crossing.....                                          | Restricted Speed                   |    |                                  |    |
| MP 163 to MP 163-20.....                                     |                                    | 50 |                                  | 40 |
| MP 164.1 C. G. W. crossing.....                              |                                    |    |                                  |    |
| MP 164.2 M. & St. L. crossing.....                           | 20                                 |    | 20                               |    |
| MP 170-20 to MP 190.....                                     | 65                                 | 65 | 45                               | 45 |
| MP 190 to MP 190-20.....                                     |                                    | 50 |                                  | 40 |
| All engines thru Slip Switch C. G. W. Crossing Manly.....    | 5                                  | 5  | 5                                | 5  |
| Subdivision 23 (except as shown below).....                  | 25                                 | 25 | 25                               | 25 |
| MP 475.2 C. & N. W. crossing.....                            | 20                                 |    | 20                               |    |
| MP 514.4 C. M. St. P. & P. crossing.....                     | 20                                 |    | 20                               |    |
| Subdivision 31 (except as shown below).....                  | 60                                 | 60 | 45                               | 45 |
| { 5000 class engines with 74 inch drivers.....               | 60                                 | 60 |                                  |    |
| except MP 60.46 to MP 73.64.....                             | 50                                 | 50 |                                  |    |
| Other 5000 class engines.....                                | 50                                 | 50 |                                  |    |
| Allerton Yard—First class trains between East "Y" switch     |                                    |    |                                  |    |
| MP 0.3 and passenger station.....                            | Restricted Speed                   |    |                                  |    |
| MP 11 to MP 22-34.....                                       | 70                                 | 70 | 50                               | 50 |
| MP 27-35 to MP 40-30.....                                    | 70                                 | 70 | 50                               | 50 |
| MP 41-20 to MP 43-20.....                                    | 50                                 | 50 | 30                               | 30 |
| MP 72-4 to 72-10.....                                        |                                    | 40 |                                  | 30 |
| Subdivision 4A (except as shown below).....                  | 25                                 | 25 | 25                               | 25 |
| Bridge 600—Stockton—Consolidation Engines.....               | 5                                  |    | 5                                |    |
| Subdivision 4B (except as shown below).....                  | 30                                 | 30 | 30                               | 30 |
| Bridge 397.....                                              | 5                                  |    | 5                                |    |
| Subdivision 4C.....                                          | 25                                 | 25 | 25                               | 25 |
| Subdivision 4D (except as shown below).....                  | 35                                 | 30 | 30                               | 25 |
| Ottumwa—C. B. & Q. overhead crossing.....                    |                                    | 10 |                                  | 10 |
| Ottumwa—All street crossings May Street to Wapello           |                                    |    |                                  |    |
| Street, inclusive.....                                       | 5                                  | 5  | 5                                | 5  |
| Pella—Park Street crossing.....                              | 5                                  | 5  | 5                                | 5  |
| Monroe—Over two street crossings just west of depot.....     | 5                                  | 5  | 5                                | 5  |
| Subdivision 4E.....                                          | 25                                 | 20 | 20                               | 15 |
| Subdivision 5A (except as shown below).....                  | 25                                 | 25 | 25                               | 25 |
| Over Bridges 4093 and 4145.....                              | 10                                 |    | 10                               |    |
| Subdivisions 5B and 5D.....                                  | 25                                 | 25 | 25                               | 25 |
| Subdivision 5C (except as shown below).....                  | 25                                 | 25 | 25                               | 25 |
| Over Bridges 4470, 4492 and 4497.....                        | 10                                 |    | 10                               |    |
| Subdivision 5E (except as shown below).....                  | 25                                 | 25 | 25                               | 25 |
| Over Bridge 4613.....                                        | 10                                 |    | 10                               |    |
| Subdivision 31-A.....                                        | 20                                 | 20 | 20                               | 20 |
| Subdivision 31-B.....                                        | 20                                 | 20 | 20                               | 20 |

| TERRITORY                                                       | Passenger Trains<br>Tangent Curves |    | Freight Trains<br>Tangent Curves |    |
|-----------------------------------------------------------------|------------------------------------|----|----------------------------------|----|
| ALL SUBDIVISIONS                                                |                                    |    |                                  |    |
| Between Short Line Jet. and West 11th Street, Des Moines        | Restricted Speed                   |    |                                  |    |
| Mikado engines handling passenger trains.....                   | 50                                 | 50 |                                  |    |
| 3000 Class engines with Scullin drivers.....                    | 45                                 | 45 | 45                               | 45 |
| When necessary to relieve weight on drivers by applying         |                                    |    |                                  |    |
| blocking between driving box saddle and frame on the            |                                    |    |                                  |    |
| following engines:                                              |                                    |    |                                  |    |
| Pacific—Series 831 to 979.....                                  |                                    |    |                                  |    |
| Mikado—Series 2300 to 2713.....                                 |                                    |    |                                  |    |
| Santa Fe—Series 3001 to 3035.....                               | 30                                 | 30 | 30                               | 30 |
| Mountain—Series 4000 to 4061.....                               |                                    |    |                                  |    |
| 4-8-4—Series 5000 to 5064.....                                  |                                    |    |                                  |    |
| Through switch leads of turnouts (except end of two main        |                                    |    |                                  |    |
| tracks).....                                                    | 10                                 |    | 10                               |    |
| Through switch leads of turnouts at end of two main tracks      |                                    | 25 |                                  | 25 |
| Railroad crossings not protected by interlocking, except        |                                    |    |                                  |    |
| where higher speed authorized in this rule (engines only)       | 10                                 | 10 | 10                               | 10 |
| Trains hauling dead engines, side rods up.....                  |                                    |    | 25                               | 20 |
| Trains hauling dead engines, side rods down.....                |                                    |    | 15                               | 15 |
| Switch engines without engine trucks.....                       |                                    |    | 18                               | 18 |
| Engines running backwards 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, when moving on their own car or trucks:               |                                    |    |                                  |    |
| With boom supported.....                                        |                                    |    | 25                               | 15 |
| With boom removed or not supported.....                         |                                    |    | 15                               | 15 |
| NOTE—Where speeds on any sub-division or part thereof are       |                                    |    |                                  |    |
| lower than the above, the lower speed will govern.              |                                    |    |                                  |    |
| NOTE—These instructions will not apply to wrecking derricks,    |                                    |    |                                  |    |
| with boom supported, when trained behind engine in wreck        |                                    |    |                                  |    |
| train service. In such cases following speed will govern:       |                                    |    |                                  |    |
| Sub-Divisions 4, 5, 18 and 31.....                              |                                    |    | 40                               | 40 |
| All other Sub-Divisions.....                                    |                                    |    | 20                               | 20 |
| Limit of locomotive or car speed in operation or when           |                                    |    |                                  |    |
| handled dead in train:                                          |                                    |    |                                  |    |
| 260 HP Diesel-Electric Switchers D-B-C-W.....                   | 25                                 | 25 | 25                               | 25 |
| 360 HP Diesel-Electric Switchers D-B-C-W.....                   | 25                                 | 25 | 25                               | 25 |
| 600 HP Diesel-Electric Switchers in 500 Series....              |                                    |    |                                  |    |
| 900 HP Diesel-Electric Switchers in 700 Series....              | 35                                 | 35 | 35                               | 35 |
| 275 HP Gas-Electric Motor Cars Nos. 9050-9051 with              |                                    |    |                                  |    |
| freight gears.....                                              |                                    |    |                                  |    |
| Gas electric motor car 9012.....                                | 40                                 | 40 | 40                               | 40 |
| All other gas electric motor cars.....                          | 60                                 | 60 | 60                               | 60 |
| Gas-electric motor cars without trailers, approaching home      |                                    |    |                                  |    |
| signal and between home signal limits.....                      | 10                                 | 10 | 10                               | 10 |
| When air rail loaders are to be moved in through trains         |                                    |    |                                  |    |
| the booms must be disconnected and taken down and               |                                    |    |                                  |    |
| securely fastened to the floor of the car.                      |                                    |    |                                  |    |

10a. Within the limits of municipalities, engineers will operate their trains at a reasonable rate of speed, considering the conditions existing and to be expected, and with due regard to the safety of their trains and of the public generally.

10b. Between Iowa City and Wellman, cars loaded to gross weight of 170,000 pounds must not be moved unless separated by two lightly loaded cars. Loaded 100,000 capacity cars and steam derricks must be separated from other cars and engine by at least one car.

10c. If doubleheading between Iowa City and Montezuma the second engine must be cut back in train five cars from the leading engine.

#### 10d. SPECIAL INSTRUCTIONS GOVERNING THE MAXIMUM SPEEDS OF ROCKET TYPE TRAINS.

Distinctive roadway signals have been adopted to indicate maximum speeds of Rocket type trains.

A signal with crystal reflex letter "Z" thereon indicate zone territory where maximum speed is indicated by the numerals thereon and will govern until the next zone signal is reached.

Where speed restrictions are required on curves within a zone, a signal with amber reflex diagonal bar and numerals thereon will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

The zone and curve signals will be located approximately 4000 feet from point of curve, or point where zone speed changes, unless otherwise specified.

When using any turnout, crossover or railroad crossing will not exceed speed designated for other passenger trains.

Through towns and cities Rocket trains must not exceed maximum speed authorized for steam passenger trains.

Rocket type engines approaching train order signals in stop position will sound four blasts of the whistle and must not exceed sixty miles an hour passing stations at which train orders or clearance cards are to be delivered. The delivery of all train orders, clearance cards and instructions will be made on right hand side, except at regular stops delivery will be made on station side.

Headlight on Rocket engines must be burning dim during daylight hours.

Mars Signal lights on Rockets shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains.

Rocket engines arriving Des Moines will turn out the Mars Signal light when stop is made for the C. G. W. crossing East 16th Street.

10e. Steam trains operating on Rocket type train schedules will not exceed speed authorized for other passenger trains.

Passenger trains consisting of Rocket equipment hauled by steam locomotives of P-31, P-32, P-33, P-40 or 4000 class, and passenger trains consisting of standard equipment hauled by Diesel passenger locomotives may operate at speed of Ten (10) miles per hour less than speed authorized for Rocket type trains, except will not be required to operate at a lower speed than authorized by Rule 10 for steam passenger trains.

Diesel passenger locomotives operating light without cars must not exceed maximum speed of fifty-five (55) miles per hour and where Rule 10 specifies a lower speed for steam passenger trains on curves, will be governed by such lower speed.

10f. The following equipment must not be towed or operated under own power at speed exceeding three miles per hour through water in excess of that shown below:

|                                                     | Maximum height of<br>water above rail |
|-----------------------------------------------------|---------------------------------------|
| Rocket Diesel power units and Diesel switchers..... | 4½ inches                             |
| Rocket train cars only.....                         | 7 inches                              |
| Gas-electric motor cars.....                        | 3 inches                              |

When operating under own power controller should be in Series position.

11. All railroad crossings at Grade are protected by Interlocking except as follows:

| Sub-<br>Div. | M. P.<br>Loca. | Crossing                              | Remarks                         | Operated<br>by      | Normal Pos. Gates<br>Against | Light Arrange-<br>ment for |               |
|--------------|----------------|---------------------------------------|---------------------------------|---------------------|------------------------------|----------------------------|---------------|
|              |                |                                       |                                 |                     |                              | Stop                       | Proceed       |
| 4            | 181.3          | C. B. & Q.....                        | Pole Target.....                | Switch<br>Tender... |                              | Horiz-<br>ontal            | Verti-<br>cal |
| 4            | 221.3          | C.R. Div. ....                        | { Electric lock<br>{ Gate ..... | Trainmen            | C.R. Div.....                | Red                        | .....         |
| 4            | 302.7          | M.&St.L. ....                         | Gate .....                      | Trainmen            | M.&St.L. ....                | Red                        | .....         |
| 4            | 356.2          | { D.M.U.-C.G.W. }<br>{ Ft.D.D.M.&S. } | Gate .....                      |                     |                              |                            |               |
| 4            | 357.2          | C.&N.W. ....                          | Gate .....                      | Gateman..           | C.&N.W. ....                 | Red                        | .....         |
| 5            | 358.3          | D.M.U. ....                           | Gate .....                      | Gateman..           | D.M.U. ....                  | Red                        | .....         |
| Winterset    |                |                                       |                                 |                     |                              |                            |               |
| Line         |                |                                       |                                 |                     |                              |                            |               |
| E. 18th St.  |                |                                       |                                 |                     |                              |                            |               |
| East D. M.   |                |                                       |                                 |                     |                              |                            |               |
| 5            | 499.1          | { Wab.,C.B.&Q.<br>{ C.M.St.P.&P. }    |                                 |                     |                              |                            |               |
| 5            | 499.9          | I.C.&C.&N.W. ....                     |                                 |                     |                              |                            |               |
| 5            | 500.2          | C.&N.W.-C.B.&Q.                       |                                 |                     |                              |                            |               |
| 4b           | 62.1           | C.M.St.P.&P. ....                     | Gate .....                      | Trainmen            | C.R.I.&P. ....               | Red                        | .....         |
| 4d           | 0.7            | C.B.&Q.....                           |                                 |                     |                              |                            |               |
| 4d           | 30.0           | C.B.&Q.....                           |                                 |                     |                              |                            |               |
| 4d           | 63.8           | Rk.I. Div. ....                       | Gate .....                      | Trainmen            | Des Moines Div...            | Red                        | Yellow        |
| 4d           | 96.5           | M.&St.L. ....                         | Gate .....                      | Trainmen            | C.R.I.&P. ....               | Red                        | Yellow        |
| 18           | 119.9          | M.&St.L. ....                         | Gate .....                      | Trainmen            | M.&St.L. ....                | Red                        | Yellow        |
| 23           | 435.2          | C.G.W. ....                           | Gate .....                      | Trainmen            | C.R.I.&P. ....               | Red                        | .....         |
| 31           | 72.9           | C.B.&Q.....                           |                                 |                     |                              |                            |               |
| 31           | 73.4           | D.M.U. ....                           |                                 |                     |                              |                            |               |
| 31a          | 385.1          | C.B.&Q.....                           |                                 |                     |                              |                            |               |

Trains approaching C. B. & Q. Crossing, M. P. 181.3, Sub-Div. 4 will stop and not proceed until signal is in Vertical position and hand signal given by switch tender with yellow signal.

At gated crossings, no engine, train or car on the track against which the gate is normally set will approach within or stand at a distance closer than 50 feet from fouling point of railroad crossing while gate is in normal position.

11a. DES MOINES, East 4th Street, M. P. 357.2, Sub-Div. 4.

Trains and engines moving against the normal direction of traffic on main track, or moving on other than main track in either direction must stop not less than 200 feet nor more than 300 feet from the crossing and proceed only when gate is set against foreign line.

11b. DES MOINES, West 11th Street, M. P. 358.3 Sub-Div. 5.

Color light dwarf signals are operated in connection with gate. These signals are located 200 feet from crossing one on each main track and govern trains only in the normal direction of traffic and operate in conjunction with gate only, having no automatic block signal function. Trains and engines must not pass these signals while indicating stop except when preceded by a flagman to the crossing, where, if gate is set against the foreign line they may proceed. Trains and engines moving against the normal direction of traffic on main track or moving

on other than main track in either direction must stop not less than 200 feet nor more than 800 feet from crossing and proceed only when gate is set against foreign line.

11c. At Ottumwa, color light dwarf signal located fifty feet east of Market Street, governs movement of westward trains and engines over Milwaukee Transfer track. When yellow light is displayed trains and engines may proceed at restricted speed.

11d. Railroad crossings at grade are protected by Automatic Interlocking plants as shown below:

| Sub-Div. | M. P. Loca. | Crossing        | Sub-Div. | M. P. Loca. | Crossing           |
|----------|-------------|-----------------|----------|-------------|--------------------|
| 18       | 164.1       | C. G. W.....    | 23       | 475.2       | C. N. W.....       |
| 18       | 164.2       | M. & St. L..... | 23       | 514.4       | C. M. St. P. & P.. |

11e. At the following interlocking plant, trains stopped at Home Signals, trainmen operate plant in accordance with instructions posted in Interlocking Station.

| Sub-Div. | M. P. Loca. | Crossing          | Operated by | Normal Position Against |
|----------|-------------|-------------------|-------------|-------------------------|
| 23       | 484.3       | C. M. St. P. & P. | Trainmen    | C. R. I. & P.           |

12. The following are auxiliary lines:

Missouri Division Jet.—Rock Island Division.  
Stockton—Subdivision 4a.  
West Liberty—Cedar Rapids Division.  
Iowa City—Subdivision 4b.  
Altoona—Subdivision 4d.  
Short Line Jet.—Subdivisions 18 and 31.  
Iowa Falls—Cedar Rapids Division.  
Manly—Subdivision 16, Cedar Rapids Division.  
Sibley—Des Moines Division.  
Allerton—Des Moines Division.  
Carlisle—Subdivision 31a.

Summerset Jet.—Subdivision 31b.  
Menlo—Subdivision 5a.  
Atlantic—Subdivisions 5b and 5c.  
Avoca—Subdivision 5e.  
Harlan Jet.—Subdivision 5d.  
Mt. Zion—Subdivision 4e.  
Eldon—Subdivision 4d.  
Evans Jet.—Rock Island Division.  
Thornburg—Subdivision 4c.

14. Following rule in effect on sub-divisions where so specified in foot notes of Time-table: Freight trains and mixed trains will be notified of following extras by the Train Dispatcher, who will issue train orders to all concerned, as follows:

“C. & E.....after (time) protect against

Extra.....” Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect according to Rule 99.

In the absence of this order, freight trains and mixed trains may occupy the main track between STATION BOARDS protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the STATION BOARD, and thereafter proceed as the way is seen or known to be clear.

14a. Following rule in effect on sub-divisions where so specified in foot notes of Time Table: When train order is received, reading eastward-northward (or westward-southward) extras (or eastward-northward or westward-southward extras) except extra .....wait at..... (a station in rear) until..... the train addressed is relieved from protecting its rear against such following extras or extra until the time named in the order.

15. Between Nahant and Silvis, second class, extra trains and yard engines may occupy main tracks moving with the current of traffic, on time of first class trains but must avoid delay to first class trains.

15a. Between West Des Moines and Short Line Jet., Second Class, extra trains and yard engines may occupy main tracks moving with the current of traffic, on the time of first class trains but must avoid delay to first class trains.

It must be understood, except as to authority given to occupy main tracks on the time of first class trains, General Rules 93, 99 and 501 to 516 must be complied with in their entirety.

15b. Engines and trains may move between Short Line Jet. and West Des Moines without orders, under Yard Rules.

15c. Trains moving between Short Line Jet. and West Des Moines, to or from Sub-Divisions 18, 23 and 31, will be governed by rules and regulations in effect on Sub-Divisions 4 and 5.

15d. Between Cedar Rapids division freight yard and Des Moines division passenger station Iowa Falls, all Des Moines division trains and engines except first class must clear Cedar Rapids division first class trains.

15e. Subdivision 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.

15f. C. R. I. & P. trains will use tracks between Wapello St. and Market St., Ottumwa, on authority of C. B. & Q. dispatcher after calling on phone.

16. While operating on all Union Pacific tracks in Council Bluffs, Omaha and South Omaha yards, each member of train and engine crews must have a copy of and be governed by Union Pacific rules, bridge sub-division special rules, and bridge sub-division time table.

16a. Trains between Manly and Clear Lake Junction will be governed by C. G. W. time table and operating rules.

16b. Trains between West Des Moines and Gowrie will be governed by M. & St. L. Railway time table and operating rules.

18. 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 is not shown on the time tables of all divisions, shall approach such stations at restricted speed, prepared to stop should the track be occupied.

18a. Branch Line trains must protect against approaching main line trains at junction points.

18b. At M. & St. L. Jet. (M. P. 358.6 Sub-Div. 5) Trains moving with current of traffic will not be required to stop when switches are lined up for main line movement.

Trains moving against current of traffic will stop before crossing intersection.

All trains must approach intersection at restricted speed and be sure switches are properly lined, main track clear, and not exceed 10 miles per hour through intersections.

18c. At Mt. Zion the Junction Switch may be left set for the track last used.

20. Eastward trains from Audubon Branch, Subdivision 5-B, may occupy main track between West siding switch, Atlantic, (M. P. 440-30 poles) and Audubon Branch connection (M. P. 440-34 poles) between the hours of 2:45 P. M. and 5:45 P. M. upon the time of first class trains.

First class trains must move at restricted speed between these locations between the hours specified, expecting to find Eastward trains from Audubon Branch occupying main track.

21. At interlocking plants following whistle signals designate route desired:  
Carnforth—For siding—Four short.

At Short Line Jet. following whistle signals designate route desired for trains and engines:

To Sub-Div. 18—One long and one short.  
To Sub-Div. 31—One long and four shorts.  
To Westward Main Track—Two long and two short.  
To Eastward Main Track—Two long.  
From Short Line Jet. Yard to Des Moines—One short, two long and one short.  
To enter Short Line Jet. Yard from Des Moines—One short, one long and one short.

Iowa Falls:

To or from Main Track—One long.  
To or from “Old Main Track”—One long, four short.  
To or from “S. L.” Transfer—Two long, one short.  
To or from I. C. Transfer—Four short.

Manly:

C. R. I. & P. Main Track—One long.  
To M. & St. L. Main Track—Four short.  
To C. G. W. Main Track—One long, one short.

21a. Trains on Subdivision 4d will signal approach to Altoona junction by four short sounds of whistle.

21b. Westward trains enroute to M. & St. L. R. R. will sound four short blasts of whistle approaching West Des Moines.

26. Automatic block system rules are in effect as follows:

Between Silvis and Nahant, except that Government Bridge over Mississippi River at Rock Island is not connected with automatic block system.

Between Missouri Division Junction and Council Bluffs except West 1st to West 11th St., Des Moines.

Between Iowa Falls and Allerton.

26a. Stop Signal governing Southward trains Chariton is located on East side of track South of siding.

26b. ENTRANCE SIGNALS, Rules 261 to 265 inclusive, are located as follows:

Westward Signal M. P. 354-37, Sub-Division 4.  
Southward Signal M. P. 74-23, Sub-Division 18.  
Telephones are located adjacent to these signals.

27. Draw bridges are located as follows: (See General Rule 98.) Rock Island-Mississippi River. Eastward trains and engines must approach eastward home signal, located on bridge approximately 200 feet west of draw span, at restricted speed and if signal is clear may proceed without stopping at speed of 10 miles per hour. Westward trains and engines must approach home signal at restricted speed and when signal is clear may proceed without stopping at speed of 10 miles per hour over Draw Span. If, for any cause, train or engine, in either direction, is stopped or delayed between signal and draw span of bridge train or engine must either be backed clear of signal or receive proceed indication, or a member of train crew must receive verbal assurance from tower man that it is safe to proceed before proceeding.

28. Minimum clearance of bridges, tunnels, etc.:

Main Line—Height 17 feet 6 inches, width 12 feet.  
Branches—Height 17 feet 6 inches, width 13 feet.

28a. 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:

| Sub-Division | Mile Post | Kind of Structure | Height above top of rail | Width of load at Height shown |
|--------------|-----------|-------------------|--------------------------|-------------------------------|
| 4            | 182.2     | Truss Span .....  | 20 ft. 2 in.             | 13 ft. 0 in.                  |
|              | 182.5     | Truss Span .....  | 21 ft. 4 in.             | 13 ft. 0 in.                  |
|              | 182.6     | Truss Span .....  | 20 ft. 6 in.             | 13 ft. 0 in.                  |
|              | 199.6     | Viaduct .....     | 19 ft. 5 in.             | 13 ft. 0 in.                  |
|              | 210.3     | Truss Span .....  | 22 ft. 0 in.             | 6 ft. 9 in.                   |
|              | 224.8     | Viaduct .....     | 21 ft. 7 in.             | 13 ft. 0 in.                  |
|              | 236.4     | Viaduct .....     | 18 ft. 8 in.             | 13 ft. 0 in.                  |
|              | 239.3     | Truss Span .....  | 21 ft. 6 in.             | 7 ft. 4 in.                   |
|              | 268.6     | Truss Span .....  | 22 ft. 0 in.             | 7 ft. 10 in.                  |
|              | 278.1     | Truss Span .....  | 22 ft. 10 in.            | 9 ft. 10 in.                  |
|              | 287.7     | Viaduct .....     | 23 ft. 1 in.             | 16 ft. 10 in.                 |
|              | 293.5     | Viaduct .....     | 23 ft. 1 in.             | 14 ft. 0 in.                  |
|              | 304.1     | Viaduct .....     | 22 ft. 11 in.            | 14 ft. 0 in.                  |
|              | 312.0     | Viaduct .....     | 23 ft. 4 in.             | 17 ft. 0 in.                  |
|              | 323.2     | Viaduct .....     | 23 ft. 0 in.             | 13 ft. 0 in.                  |
|              | 329.5     | Truss Span .....  | 22 ft. 1 in.             | 4 ft. 8 in.                   |
| 5            | 354.4     | Viaduct .....     | 22 ft. 7 in.             | 13 ft. 0 in.                  |
|              | 354.8     | Viaduct .....     | 22 ft. 5 in.             | 13 ft. 0 in.                  |
|              | 358.9     | Viaduct .....     | 21 ft. 5 in.             | 13 ft. 0 in.                  |
|              | 361.1     | Truss Span .....  | 21 ft. 10 in.            | 7 ft. 2 in.                   |
|              | 373.0     | Truss Span .....  | 21 ft. 7 in.             | 6 ft. 0 in.                   |
|              | 380.5     | Truss Span .....  | 21 ft. 10 in.            | 7 ft. 6 in.                   |
|              | 407.3     | Viaduct .....     | 22 ft. 5 in.             | 18 ft. 4 in.                  |
|              | 417.6     | Viaduct .....     | 22 ft. 1 in.             | 16 ft. 10 in.                 |
|              | 436.0     | Viaduct .....     | 22 ft. 6 in.             | 11 ft. 6 in.                  |
|              | 444.2     | Viaduct .....     | 21 ft. 2 in.             | 15 ft. 4 in.                  |
|              | 447.2     | Truss Span .....  | 22 ft. 11 in.            | 7 ft. 2 in.                   |
|              | 449.8     | Viaduct .....     | 21 ft. 0 in.             | 14 ft. 6 in.                  |
|              | 458.5     | Truss Span .....  | 23 ft. 6 in.             | 16 ft. 0 in.                  |
|              | 458.9     | Viaduct .....     | 22 ft. 9 in.             | 13 ft. 0 in.                  |
|              | 459.7     | Truss Span .....  | 22 ft. 1 in.             | 7 ft. 4 in.                   |
|              | 496.9     | Viaduct .....     | 22 ft. 6 in.             | 16 ft. 8 in.                  |
| 18           | 81.0      | Viaduct .....     | 23 ft. 3 in.             | 18 ft. 0 in.                  |
|              | 96.7      | Viaduct .....     | 17 ft. 6 in.             | 17 ft. 6 in.                  |
|              | 109.8     | Viaduct .....     | 22 ft. 0 in.             | 18 ft. 0 in.                  |
| 23           | 440.4     | Viaduct .....     | 21 ft. 7 in.             | 17 ft. 0 in.                  |
|              | 491.0     | Viaduct .....     | 22 ft. 2 in.             | 16 ft. 0 in.                  |
|              | 492.1     | Viaduct .....     | 22 ft. 1 in.             | 16 ft. 0 in.                  |
| 31           | 5.4       | Viaduct .....     | 23 ft. 2 in.             | 15 ft. 4 in.                  |
|              | 6.2       | Viaduct .....     | 23 ft. 2 in.             | 16 ft. 0 in.                  |
|              | 15.2      | Viaduct .....     | 23 ft. 3 in.             | 15 ft. 0 in.                  |
|              | 17.9      | Viaduct .....     | 23 ft. 2 in.             | 14 ft. 4 in.                  |
|              | 22.8      | Viaduct .....     | 21 ft. 11 in.            | 16 ft. 8 in.                  |
|              | 23.7      | Viaduct .....     | 23 ft. 4 in.             | 16 ft. 0 in.                  |
|              | 27.6      | Viaduct .....     | 23 ft. 0 in.             | 16 ft. 0 in.                  |
|              | 35.0      | Viaduct .....     | 23 ft. 3 in.             | 15 ft. 6 in.                  |
|              | 36.0      | Viaduct .....     | 23 ft. 1 in.             | 16 ft. 0 in.                  |
|              | 36.5      | Viaduct .....     | 21 ft. 7 in.             | 15 ft. 8 in.                  |
|              | 38.7      | Viaduct .....     | 22 ft. 4 in.             | 15 ft. 10 in.                 |
|              | 40.3      | Viaduct .....     | 21 ft. 4 in.             | 15 ft. 4 in.                  |
|              | 41.4      | Viaduct .....     | 23 ft. 3 in.             | 15 ft. 10 in.                 |
|              | 46.8      | Viaduct .....     | 23 ft. 3 in.             | 15 ft. 10 in.                 |
|              | 52.0      | Viaduct .....     | 23 ft. 3 in.             | 15 ft. 8 in.                  |
|              | 55.0      | Viaduct .....     | 21 ft. 9 in.             | 15 ft. 0 in.                  |
| 31-A         | 55.5      | Viaduct .....     | 22 ft. 9 in.             | 15 ft. 6 in.                  |
|              | 72.3      | Truss Span .....  | 22 ft. 1 in.             | 3 ft. 2 in.                   |
|              | 385.4     | Viaduct .....     | 21 ft. 1 in.             | 14 ft. 0 in.                  |
| 4-B          | 32.0      | Viaduct .....     | 16 ft. 9 in.             | 17 ft. 0 in.                  |
|              | 32.5      | Viaduct .....     | 17 ft. 5 in.             | 19 ft. 0 in.                  |
|              | 33.6      | Truss Span .....  | 19 ft. 6 in.             | 14 ft. 0 in.                  |
|              | 40.1      | Truss Span .....  | 19 ft. 6 in.             | 14 ft. 0 in.                  |
|              | 39.7      | Truss Span .....  | 19 ft. 8 in.             | 14 ft. 0 in.                  |
| 4-D          | 7.0       | Truss Span .....  | 21 ft. 6 in.             | 7 ft. 0 in.                   |
|              | 17.8      | Viaduct .....     | 19 ft. 7 in.             | 19 ft. 4 in.                  |
|              | 36.0      | Truss Span .....  | 21 ft. 0 in.             | 6 ft. 4 in.                   |
|              | 47.7      | Truss Span .....  | 20 ft. 9 in.             | 6 ft. 0 in.                   |
|              | 74.5      | Viaduct .....     | 21 ft. 1 in.             | 14 ft. 0 in.                  |
|              | 100.6     | Viaduct .....     | 23 ft. 0 in.             | 13 ft. 0 in.                  |
| 5-A          | 409.3     | Truss Span .....  | 21 ft. 0 in.             | 7 ft. 2 in.                   |
|              | 414.5     | Truss Span .....  | 20 ft. 10 in.            | 8 ft. 10 in.                  |
| 5-C          | 447.0     | Truss Span .....  | 20 ft. 8 in.             | 6 ft. 11 in.                  |
|              | 449.2     | Truss Span .....  | 21 ft. 5 in.             | 7 ft. 4 in.                   |
|              | 449.7     | Truss Span .....  | 21 ft. 9 in.             | 8 ft. 2 in.                   |
| 5-E          | 461.3     | Truss Span .....  | 20 ft. 8 in.             | 7 ft. 4 in.                   |

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

| Sub-Div. | Milepost | Name                                          | Car Capacity |
|----------|----------|-----------------------------------------------|--------------|
| 4        | 239.6    | Coralville Spur .....                         |              |
| 4d       | 94.9     | Atlas Coal Co.....                            | 12           |
| 18       | 76.8     | I. U. Transfer .....                          | 30           |
| 18       | 105.8    | Wilson Spur .....                             | 4            |
| 18       | 159.8    | Federated Power Plant.....                    | 20           |
| 23       | 532.4    | Sibley Gravel Pit.....                        | 25           |
| 31       | 27.0     | Olmitz Mine Spur No. 5 Cent. Ia. Fuel Co..... | 62           |
| 31       | 69.7     | Coon River Co-Op. Sand Ass'n.....             | 60           |
| 31       | 72.0     | Goodwin Brick and Tile Co.....                | 62           |

32. Lights on train order signals will not be displayed when train order offices are closed.

32a. Normal indication of train order signal will be "proceed" as follows:  
Mo. Div. Jet. to Downey, inclusive.  
Iowa City, eastward.  
Altoona, westward.  
West Des Moines, eastward.

34. DISPATCHERS—When heavy rains are reported dispatchers will give train and enginemmen notification of same by train order in following form:  
"Heavy rains between.....and..... All trains run carefully watching out for places liable to be affected."

34a. TRAINMEN AND ENGINEMEN—All trains must run carefully during and after heavy storms, particularly when the track is liable to be affected. When fogs, storms or other conditions obscure track or signals, speed of train must be reduced to permit strict observance of signals and insure absolute safety, regardless of time.

36. The unnecessary use of engine whistle within the corporate limits of East Moline, Moline, Rock Island and Davenport is prohibited.

37. Injectors must not be primed while crossing Government bridge between Rock Island and Davenport and bridges over undergrade crossings.

NOTE: R—indicates Train Register stations.  
Yd—stations where yard limit boards are maintained.

- B. R. DEW, Asst. Superintendent, Des Moines, Iowa.

F. L. CAMPION, Train Master, Des Moines, Iowa.

Sub-Divisions 18, 23, 31, 31a, 31b, 4d and 4e.

A. R. SULLIVAN, Terminal Trainmaster, Des Moines, Iowa.

C. E. FARLEY, Master Mechanic, Des Moines, Iowa.

J. W. CURRAN, Road Foreman of Equipment, Des Moines, Iowa.

All Sub-Divisions, except Sub-Division 31.

A. N. PEIFFER, Road Foreman of Equipment, Trenton, Mo.

Sub-Division 31.

J. L. HALPIN, Chief Dispatcher, Des Moines, Iowa.

G. H. LEFFLER, Night Chief Dispatcher, Des Moines, Iowa.

C. Z. POLLOCK,

B. J. DONOHUE,

E. W. STUART,

A. G. TJADEN,

V. B. DAVIS,

R. C. AMOS,

H. M. GOODIN,

D. R. LUSE,

C. H. BELL,

E. BYLANDER,

Train Dispatchers, Des Moines, Iowa.

All Sub-Divisions Except Sub-Division 23.

E. B. CALLENDER, Chief Dispatcher, Cedar Rapids, Iowa.

- S. C. HANSEN,

H. M. SULLIVAN,

A. J. ODEGAARD,

K. V. TURNER,

Train Dispatchers, Cedar Rapids, Iowa.

Sub-Division 23.

TABLE OF TRAIN SPEEDS

| Seconds<br>per<br>Mile | Miles<br>per<br>Hour | Seconds<br>per<br>Mile | Miles<br>per<br>Hour | Seconds<br>per<br>Mile | Miles<br>per<br>Hour |
|------------------------|----------------------|------------------------|----------------------|------------------------|----------------------|
| 33                     | 110.0                | 72                     | 50.0                 | 105                    | 34.3                 |
| 34                     | 108.0                | 73                     | 49.3                 | 110                    | 32.7                 |
| 36                     | 100.0                | 74                     | 48.6                 | 115                    | 31.3                 |
| 38                     | 94.7                 | 75                     | 48.0                 | 120                    | 30.0                 |
| 40                     | 90.0                 | 76                     | 47.4                 | 125                    | 28.8                 |
| 42                     | 85.7                 | 77                     | 46.7                 | 130                    | 27.7                 |
| 45                     | 80.0                 | 78                     | 46.1                 | 135                    | 26.7                 |
| 48                     | 75.0                 | 79                     | 45.6                 | 140                    | 25.7                 |
| 50                     | 72.0                 | 80                     | 45.0                 | 145                    | 24.8                 |
| 52                     | 69.2                 | 81                     | 44.4                 | 150                    | 24.0                 |
| 54                     | 66.6                 | 82                     | 43.9                 | 155                    | 23.2                 |
| 56                     | 64.2                 | 83                     | 43.4                 | 160                    | 22.5                 |
| 58                     | 62.0                 | 84                     | 42.9                 | 170                    | 21.2                 |
| 60                     | 60.0                 | 85                     | 42.4                 | 180                    | 20.0                 |
| 61                     | 59.0                 | 86                     | 41.9                 | 190                    | 18.9                 |
| 62                     | 58.0                 | 87                     | 41.4                 | 200                    | 18.0                 |
| 63                     | 57.1                 | 88                     | 40.9                 | 210                    | 17.1                 |
| 64                     | 56.2                 | 89                     | 40.4                 | 220                    | 16.4                 |
| 65                     | 55.3                 | 90                     | 40.0                 | 230                    | 15.6                 |
| 66                     | 54.5                 | 91                     | 39.6                 | 240                    | 15.0                 |
| 67                     | 53.7                 | 92                     | 39.1                 | 250                    | 14.4                 |
| 68                     | 52.9                 | 93                     | 38.7                 | 260                    | 13.8                 |
| 69                     | 52.1                 | 94                     | 38.2                 | 270                    | 13.3                 |
| 70                     | 51.4                 | 95                     | 37.9                 | 280                    | 12.8                 |
| 71                     | 50.7                 | 100                    | 36.0                 | 290                    | 12.4                 |

Two red T-shirts are laid flat against a white background. Each shirt features a white outline of the state of Texas on its back. The shirts are positioned side-by-side, with their sleeves pointing towards the left. The Texas outline on the left shirt is slightly larger and more centered than the one on the right shirt. The right shirt's outline is shifted towards the right side of the garment.

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100. J. J. O'BRIEN

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor creases and discoloration, characteristic of old paper. On the left side, the binding of the book is visible, showing the inner hinge and the dark red or maroon cover material. The page is otherwise empty of any text or markings.