

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY

FIRST DISTRICT

MISSOURI DIVISION

NO. 7 — TIME TABLE — NO. 7

Taking Effect Sunday, May 29, 1921 at 12:01 A. M.

CENTRAL TIME

SUPERSEDING TIME TABLE No 6 AND SUPPLEMENT "A" THERETO

NOTE IMPORTANT CHANGES IN TIME TABLE RULES

For the exclusive guidance of employes, not for the information of the public. The Company reserves the right to vary from it at pleasure.

T. H. BEACOM,
Vice-President & General Manager.

C. W. JONES,
Manager.

D. COUGHLIN,
General Superintendent

J. R. PICKERING,
Superintendent Transportation.

H. F. REDDIG,
Superintendent.

WESTWARD ST. JOSEPH (MAIN) LINE EASTWARD

WESTWARD LEAVENWORTH BRANCH EASTWARD

THIRD CLASS	FIRST CLASS		Siding	Capacity of Other Tracks	SUB-DIVISION 33 STATIONS				FIRST CLASS		THIRD CLASS	
	81	329			303	330	304	82	82	82		
Local Freight	Pass.	Pass.	Capacity of	Station Numbers	M. P. Distance from Chicago	M. P. Distance from St. Joseph	Location of Water, Fuel and Turning Stations	Pass.	Pass.	Local Freight		
Tue. Thur. Saturday	Daily Ex. Sunday	Daily										
AM 11.15	PM 4.15	AM 6.05	177	AO	449	448.7	FWY	AM 10.50	PM 8.40	AM 11.15		
				LEAVE								
s 11.40	s 4.35	s 6.22	54	14	458	458.0		s 10.25	s 8.17	s 10.40		
s 12.10	s 4.51	s 6.38	35	20	466	465.6		s 10.10	s 8.00	s 10.10		
s 12.30	s 5.01	s 6.47	59	14	470	469.9		s 10.00	s 7.50	s 9.30		
s 1.10	s 5.20	s 7.05	56	15	478	478.2	W	s 9.40	s 7.30	s 9.00		
f 1.40	f 5.34	f 7.18	14	15	486	485.8		f 9.27	f 7.16	f 8.30		
f 1.55	f 5.44	f 7.27	53		490	489.9		f 9.17	f 7.07	f 8.10		
2.35 PM	5.59	7.42	742	SY	498	497.7	FWTY	9.02	6.52	7.45 AM		
	6.05 PM	7.50 AM		UN	498	498.0		9.00 AM	6.50 PM			
				LEAVE				Daily Ex. Sunday	Daily	Mon. Wed. Friday		
3.20	1.50	1.45		SCHEDULE TIME				1.50	1.50	3.30		
14.7	26.8	28.2		Average speed per hour.				26.8	28.8	14.5		

SECOND CLASS	FIRST CLASS	Siding	Capacity of Other Tracks	SUB-DIVISION 32a STATIONS				FIRST CLASS	SECOND CLASS
				507	517	516	506		
Mixed	Pass	Capacity of	Capacity of	Station Numbers	M. P. Distance from Chicago	Distance from Leavenworth	Location of Water, Fuel, and Turning Stations	Pass	Mixed
Daily Ex. Sunday	Sunday Only								
AM 7.30	AM 7.30	44	80	014a	463.0	54.4	FWT	PM 7.45	PM 8.15
				LEAVE					
s 7.50	s 7.45	15	15	022	469.2	48.2		s 7.25	s 7.50
s 8.05	s 7.58	19	19	025	474.0	43.4		s 7.13	s 7.35
				LEAVE					
s 8.25	s 8.18	12	10	033	481.3	36.1		s 6.55	s 7.10
				LEAVE					
s 8.45	s 8.35	30	30	039	488.1	29.3		s 6.35	s 6.45
s 9.15	s 8.48	23	35	044	492.6	24.7		s 6.22	s 6.20
s 9.25	s 8.56	44	44	047	495.9	21.4	WY	s 6.12	s 6.05
				LEAVE					
s 10.05	s 9.06	23	23	051	500.0	17.4		s 6.00	s 5.50
s 10.15	s 9.14	9	9	055	503.3	14.1		s 5.50	s 5.35
s 10.40	s 9.22	37	37	058	506.5	10.9		s 5.40	s 5.25
s 11.15	s 9.40	33	33	064	512.6	4.8		s 5.20	s 5.00
f 11.20	f 9.50	57	20	068	516.2	1.5	FWY	f 5.10	f 4.40
11.30 AM	10.00 AM	117	117	069	517.3			5.00 PM	4.30 PM
				LEAVE				Sunday Only	Daily Ex. Sunday
4.00	2.30			SCHEDULE TIME				2.45	3.45
13.6	21.7			Average speed per hour.				19.7	14.5

WESTWARD RUSHVILLE BRANCH EASTWARD

SECOND CLASS	FIRST CLASS	Siding	Capacity of Other Tracks	SUB-DIVISION 32b STATIONS				FIRST CLASS	SECOND CLASS
				1047	1057	1058	1046		
Mixed	Pass	Capacity of	Capacity of	Station Numbers	M. P. Distance from Chicago	Distance from Rushville	Location of Water, Fuel, and Turning Stations	Pass	Mixed
Daily Ex. Sunday	Sunday Only								
PM 1.40	PM 12.20	55	55	047	495.5	24.5	WY	PM 12.05	PM 1.20
s 2.15	s 12.40	56	56	0A7	502.6	17.9		s 11.45	s 12.45
				LEAVE					
s 2.45	s 12.59	57	57	0A13	508.8	11.6		s 11.26	s 12.25
s 3.15	s 1.15	58	58	0A18	513.9	6.5		s 11.10	s 12.05
3.50 PM	1.35 PM	58	58	0A25	520.5		Y	10.50 AM	11.30 AM
				LEAVE				Sunday Only	Daily Ex. Sunday
2.10	1.15			SCHEDULE TIME				1.15	1.50
11.3	19.6			Average speed per hour.				19.6	13.4

WESTWARD

ST. JOSEPH-ATCHISON LINE

EASTWARD

SECOND CLASS				FIRST CLASS						SUB-DIVISION 33a STATIONS					FIRST CLASS					SECOND CLASS					
1045	1043	161	663	1055	1053	151	607	157	605	Capacity of Siding	Capacity of Other Tracks	STATIONS	Station Numbers	M. P. Distance from Chicago	Distance from St. Joseph	Location of Water, Fuel, and Turning Stations	150	604	156	606	1052	1042	1044	160	664
Mixed	Mixed	A.T.S.F. Freight	Mo. Pac. Freight	Pass.	Pass.	A.T.S.F. Pass.	Mo. Pac. Pass.	A.T.S.F. Pass.	Mo. Pac. Pass.			Time Table No. 7					A.T.S.F. Pass.	Mo. Pac. Pass.	A.T.S.F. Pass.	Mo. Pac. Pass.	Pass.	Mixed	Mixed	A.T.S.F. Freight	Mo. Pac. Freight
Daily Ex-Sunday	Daily Ex-Sunday	Daily Ex-Sunday	Daily	Sunday Only	Sunday Only	Daily	Daily	Daily	Daily			May 29, 1921													
4.30 PM 1044	10.45 AM 1042											LEAVE													
s 4.40	s 10.50	AM 6.10	AM 2.00		AM 10.30	PM 6.55 160	PM 2.20	AM 10.05 1052 1042-604	AM 6.15			ATCHISON YARD 0.7	OA30	21.5		F W T						AM 10.43 10.20	PM 10.45 4.15		
s 4.43	10.55	6.14	2.02		s 10.35	f 7.02	2.22	f 10.07	6.17	60	10	See Time Table Rule 17d. XN Atchison U. D. Kas. TO 0.4	OA30	518.8	20.8		AM 8.35	AM 10.52 10.00 1042 157	PM 8.15	PM 10.00	AM 9.55 157-604	s 9.57	s 4.10	PM 151 6.40	PM 9.15
s 4.43	10.55	6.14	2.02		s 10.35	f 7.02	2.22	f 10.07	6.17	60	10	See Time Table Rule 17b. WINTHROP 4.5		518.4	20.4		f 8.32	9.57	f 8.08	9.57	s 9.49	s 9.55	4.07	6.35	9.05
s 5.10	11.10 AM	6.25 605	2.15		s 1.45 PM	10.45 AM	s 7.13	2.30	s 10.15	56	30	C. B. & Q. Crossing UX 0.0					s 8.22	9.48	s 7.57	9.48	s 9.40	s 9.40	3.55 PM	6.26	8.45
5.17		6.40	2.21		1.52		7.19	2.35	10.21	56		FO... TOWER 46... TO 0.2													
5.25		6.52	2.30		1.58		f 7.24	2.40	f 10.26	55	30	RUSHVILLE 3.4	OA25	513.8	15.7	Y	s 8.22	9.48	s 7.57	9.48	s 9.40	s 9.40	3.55 PM	6.26	8.45
5.35		7.05	2.52 AM		2.08		7.32 158	2.50 PM	10.35	57		GAY 3.0	OB12	510.3	12.3		8.17	9.41	7.50	9.41	f 9.32	f 9.28		6.19	8.35
f 5.40		7.09			2.11		s 7.35		s 10.38			KENMOOR 5.5	OB 9	507.2	9.3		f 8.12	9.36	f 7.40 151	9.36	s 9.26	s 9.22		6.12	8.27
5.50 160		7.10 AM			2.14		s 7.35		s 10.38			C. B. & Q. Crossing UX 0.1					8.05	9.28 AM 1042	7.32	9.28 PM	9.18	f 9.12 604		6.00	8.05 PM
6.00					2.18		s 7.35		s 10.38			SO. ST. JOSEPH 1.2	OB 3	500.8	2.8		s 8.00		s 7.29		f	f			5.55
6.15 PM					2.25 PM		s 7.35		s 10.38			FLORENCE 0.5	OB 2	499.8	1.6		7.54		7.27		9.11	9.05			10.45 5.50 PM
1.45	0.25	1.00	0.52		0.40		s 7.35		s 10.38			C. B. & Q. Crossside UX 0.1					7.50 AM		7.25 PM		9.08	9.01			
12.3	13.9	19.8	19.6		23.5		s 7.35		s 10.38			TERMINAL JCI 0.3									9.05	8.58			
							s 7.35		s 10.38			A.T. & S. F. C. CROSSING UX 0.4									9.05	8.50 AM			
							s 7.35		s 10.38			C. B. & Q. Crossing UX 0.2									9.05	8.50 AM			
							s 7.35		s 10.38			SY. ST. JOSEPH YD. TO 0.2	498	497.6	0.3	F W T Y					9.05	8.50 AM			
							s 7.35		s 10.38			C. B. & Q. Crossing UX 0.1									9.05	8.50 AM			
							s 7.35		s 10.38			UN. ST. JOSEPH U. D. TO 0.1	498	497.9							9.05	8.50 AM			
							s 7.35		s 10.38			21.5 LEAVE					Daily	Daily	Daily	Daily	Sunday Only	Daily Ex-Sunday	Daily Ex-Sunday	Daily Ex-Sunday	Daily
							s 7.35		s 10.38			SCHEDULE TIME					0.45	0.32	0.50	0.32	0.55	1.30	0.20	0.50	1.10
							s 7.35		s 10.38			Average speed per hour					26.4	31.8	29.8	31.8	22.7	14.3	17.4	23.8	14.6

Trains cannot pass at So. St. Joseph.

HOMER FAIRMOR, Train Master, Trenton, Mo.
Sub Division No. 32, 32a, 32b, 33, 33a.

C. G. SMITH, Train Master, Trenton, Mo.
Sub Division No. 31.

J. A. SULLIVAN, Trainmaster, Eldon, Ia.
Sub Division No. 30 and 30a.

H. A. MOHLER, Asst. Train Master, St. Joseph, Mo.
Sub Division No. 33 and 33a.

J. L. BARNETT, Chief Dispatcher,

J. H. WILSON, Asst. Day Chief Dispatcher,

C. C. EVANS, Asst. (Night) Chief Dispatcher,

Trenton, Mo.

Train Dispatchers

G. T. STABLEIN

R. S. MCCOLLOM

J. C. BEACHAM

S. E. STROFF

J. L. HAWN

W. F. RUSH

F. W. SHIPMAN

A. D. WILLIAMS

F. M. MCKINNEY

F. E. ABERNATHY

D. R. LUSE

H. A. LAMPMAN

Trenton, Mo.

TIME TABLE RULES.

1. On single track Eastward trains are superior to Westward trains of the same class. (See General Rule 71.)

- 1a. No. 507 is superior to No. 506 and No. 517 is superior to No. 516.
- 2. Trains date from their initial station on each Sub-Division. (See General Rule 4 and 83.)
- 2a. Silvis is the initial station for westward freight trains leaving that station.
- 2b. Rock Island is the initial station for westward passenger trains leaving that station.
- 2c. Eldon is initial station for first class trains Sub-Division 30 and 31.
- 2-d. Cameron Junction is initial station for eastward trains leaving that station.
- 2-e. Atchison Union Depot is initial station for trains originating at Atchison Yard and Atchison Union Depot.
- 3. A train must not leave its initial station on any Sub-Division without clearance form "A" unless otherwise prescribed by time table rule.
- 3-a. Trains originating at Terminal Junction must get clearance form "A" at St. Joseph Yard Office except First Class Trains who will get Clearance Card Form "A" at St. Joseph Union Depot.
- 3-b. Rule No. 3 will not apply at Edgerton Junction for Sub-Division 32-B trains.
- 4. Trains register books (See General Rule 83 A) are located at:
 Silvis
 Rock Island (Trains originating and terminating)
 West Davenport
 Nahant
 Wilton
 Muscatine (Trains originating and terminating)
 Culver
 Washington (Trains originating and terminating)
 Eldon Passenger Station (Passenger trains only)
 Eldon Yard Office
 Centerville (Trains originating and terminating)
 Allerton
 Chlo
 Tindall
 Trenton
 Altamont (Trains originating and terminating)
 Cameron Junction
 St. Joseph Yard Office
 St. Joseph Union Depot (Passenger trains only)
 Donovan (Trains originating and terminating)
 Rushville (Trains originating and terminating)
 Atchison Union Depot
 Edgerton Junction
 Leavenworth Freight Depot
- 4-a. A train not scheduled to stop at a register station will when practicable to avoid stop be cleared of register by train order, such order to be given to train before reaching register station. Dispatcher must authorize operator to register these trains.
- 5. Bulletin boards and General Order Boards (See General Rule 83-B) are located at:
 Silvis (For trains starting)
 Rock Island (for trains starting)
 West Davenport (For trains starting)
 Nahant (For trains starting)
 Muscatine (For trains starting)
 Culver (For trains starting)
 Washington (For trains starting)
 Eldon Passenger Station (For Passenger trains)
 Eldon Yard Office (For freight trains starting)
 Centerville (For freight trains starting)
 Allerton (For freight trains starting)
 Trenton (For Freight Trains starting)
 Altamont (For trains starting)
 Cameron Junction (For trains starting)
 Kansas City Union Depot (For trains starting)
 Armourdale (For trains starting)
 St. Joseph Yard Office (For freight trains)
 St. Joseph Union Depot (For passenger trains)
 Donovan (For Missouri Pacific trains starting)
 Atchison Union Depot (For trains starting)
- 5-a. Conductors and Enginmen are not required to consult bulletin boards and general order boards at intermediate points on a Sub-Division.
- 5-b. Conductors and Enginmen running over more than one Division must consult bulletin boards and General Order Boards at the initial point on each Division.

- 6. Standard books (See rules 3, 3-a, 3-b and 3-c) are located at.
 Silvis
 Rock Island
 West Davenport
 Nahant
 Muscatine
 Washington
 Eldon Passenger Station
 Eldon Yard Office
 Allerton
 Trenton
 Altamont
 Cameron Junction
 Kansas City Union Depot
 Armourdale
 St. Joseph Yard Office
 St. Joseph Union Depot
 Atchison Union Depot
 Leavenworth Union Depot.

7. Company Surgeons are located as follows:

NAME	LOCATION	OFFICE	RESIDENCE
DR. S. C. PLUMMER, <i>Chief Surgeon.</i>	Chicago, Ill.	1029 La Salle Street Station. Phone Wabash 3210	4539 Oakenwald Avenue. Phone Oakland 97
DR. THEO L. HANSEN <i>Asst Chief Surgeon</i>	Chicago, Ill.	1020 LaSalle Street Station Phone Wabash 3200	5837 Kenmore Avenue Phone Local 196
DR. A. W. ELMER <i>Referee.</i>	Davenport, Ia.	57 Whittaker Block	
DR. F. E. V. SHORE <i>Referee</i>	Des Moines Ia	503 Citizens Bank Building	
DR. E. C. FORTNER.	Chicago Ill.	1020 LaSalle Street Station Phone Wabash 3210	
DR. S. E. HALL, DR. H. T. PALLOP, (Sub)	Rock Island, Ill. Davenport, Ia.	Suite 313-314 Robinson Bldg. 205 Security Building	608 Thirteenth St., Tel. 277.
DR. A. W. ELMER, <i>Oculist and Asst</i>	Davenport, Ia.	57 Whittaker Bldg., Tel. 246.	730 East Locust St., Tel. 493
DR. H. M. DEAN.	Muscatine, Ia.	128 E. 2d St., Tel. 911. R. 1.	805 W. 3rd St., Tel. 911. R. 2
DR. W. S. NORTON,	Muscatine, Ia.	116 West Second St. Tel. 135	410 Pine Street. Tel. 135 R. 2
DR. A. R. LEITH	Wilton, Ia.	Cor. 4th and Cherry Sts.	West Fourth Street.
DR. O. W. MCGRAW	Columbus Jct., Ia.	Tel. 224	Tel. 185-B
DR. E. R. KING,	Letts, Iowa	Tel. Bell 240, Ind. 236	West Fourt Street
DR. A. J. LAIRD,	Ainsworth, Ia.		
DR. C. W. MCLAUGHLIN,	Washington, Ia.	227 West Main St. Tel. 49	318 West Main St. Tel. 388
DR. JAMES F. CLARKE,	Fairfield, Ia.	2 South Main St., Tel. 94	500 S. Main St., Tel. 41
DR. S. H. SAWYER,	Eldon, Ia.	W. Elm Street, Tel. 49	202 E. Elm St.
DR. C. E. SAWYERS.	Centerville, Ia.	301 1-2 N 13th St. Tel. 58	612 Drake Avenue, Tel. 204 Ind. 80 Mutual
DR. A. E. DAVIS,	Seymour, Ia.	Tel. 37	Tel. 112
DR. D. E. WILLIAMS.	Allerton, Ia.	Kidd Bldg. Tel. 148	Tel. 154
DR. KARL E. HUFF	Lineville, Ia.	3rd Street, Tel. 64	E. 3d St., Tel. 96
DR. C. F. PICKETT,	Mercer, Mo.	Tel. 49	Tel. 49
DR. G. M. BRISTOW,	Princeton, Mo.	Tel. 30	N. Broadway Tel. 31
DR. A. S. BRISTOW (M.D.)	Princeton, Mo.	Tel. 191	Tel. 150
DR. E. W. EWING	Spickards, Mo.	Tel. 84.	Tel. 84.
DR. E. A. DUFFY <i>Examiner and Surgeon.</i>	Trenton, Mo.	Trenton Trust Bldg. Tel. 55	Res. Pleasant View, Tel. 42
DR. H. C. KIMBERLIN <i>Oculist and Asst</i>	Trenton, Mo.	Trust Building, Tel. 102	516 W. 5th St., Tel. 227
DR. J. B. WRIGHT <i>Consulting Surgeon.</i>	Trenton, Mo.	Wright Hospital, 415 East 9th Tel. 217.	312 East 9th Court Tel. 114
DR. G. D. HARRIS	Jamesport, Mo.	Tel. 46	Tel. 34
DR. THOMAS E. COOPER	Gallatin, Mo.	Rooms 2 & 3, First National Bank Building, Tel. 205	100 South Main street Tel. 386
DR. J. L. REICH	Altamont, Mo.	Tel. 10	Tel. 99
DR. VINCE JAMES.	Cameron, Mo.	Farmers Bank Bldg., Tel. 643	314 W. 4th St. Tel. 696
DR. WILSON MURRAY	Platt City, Mo.	Tel. 30.	Tel. 30
DR. J. T. KINSEY,	Lathrop, Mo.	Tel. 103	Tel. 98
DR. F. H. MATTHEWS,	Liberty, Mo.	10 E. Kansas St. Tel. 88	229 N. Water St. Tel. 231
DR. W. J. CLARK,	Maysville, Mo.	Tel. 11	Tel. 14
DR. H. S. FORGRAVE, <i>Surgeon.</i>	St. Joseph, Mo.	King Hill Bldg., Tel. Main 16	1908 Clay St. Tel. 16-2R
DR. L. R. FORGRAVE, <i>Examiner.</i>	St. Joseph, Mo.	8th & Edmond, Tel. Main 4145	712 Jule St. Main 5320
DR. F. G. THOMPSON,	St. Joseph, Mo.		
DR. V. MORRISON,	Atchison, Kan.		
DR. P. M. STECKMA, <i>Examiner</i>	Rushville, Mo.	Steckman Bldg., Phone 147	400 W. Broadway, Phone 148
DR. P. W. DARRAH, <i>Examiner</i>	Plattsburg, Mo.	Wulfekuhler Bldg., Tel. 887	557 Congress Street, Tel. Bell 66, Peoples 979
DR. G. M. BELLOWE <i>Oculist and Asst.</i>	Leavenworth, Kas.	810-815 Rialto Bldg. Tel. Home	1810 East 31st Street.
DR. J. G. HAYDEN, <i>Local Surgeon.</i>	Kansas City, Mo.	810-815 Rialto Bldg. Tel. Home	903 Benton Boulevard Tel. Home 3049-E Bell 2503 E.
DR. O. HAUFMAN	Kansas City, Mo.	1323 Rialto Bldg. Tel M5638	

7-a Official Hospitals are located as follows:

Name	Place	office Location	Telephone
Wright	Trenton, Mo.		

7-b Prompt report must be made of all accidents—personal injuries, when train is not wrecked—by message to Superintendent, who will promptly advise Claim Department.
 In case of train wreck, Telegraph Accident Report must be made at once (Form 578) as per instructions thereon. Mail reports of all accidents and casualties must be promptly made, using the following forms, according to the instructions thereon and in the Book of Rules.

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

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

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

7-e Claim Agents are located as follows:
 C. W. Lacy, Des Moines, Ia. For the State of Iowa.
 W. C. Cartledge, Topeka, Kans. For Missouri and Kansas.

8. The following signs indicate (see General Rule 6) opposite Stations.

- "B" Block Station
 - "TO" Train Order Station
 - "W" Water Station
 - "F" Fuel Station
 - "T" Turn Table
 - "W" Wye
 - "UX" Railroad crossing not protected by interlocker.
- Opposite Schedule figures.
 "S" Regular stop
 "M" Stop for meals.
 "P" Flag stop to receive or discharge passengers or freight.
 "G" Flag stop to receive or discharge revenue passengers as follows:

- No. 3—Will stop to discharge revenue passengers from Chicago or pick up passengers for Kansas City and beyond.
- No. 3—Will connect with 303 at Altamont to discharge passengers from Chicago for stations on St. Joseph Line.
- No. 4—Will stop to pick up revenue passengers for Chicago or discharge passengers from Kansas City and west.
- No. 4—Will connect with 304 at Altamont with passengers for Chicago or beyond.
- When arrangement is made with Passenger Department trains No. 3 and 4 will stop to receive or discharge revenue Pullman passengers to and from El Paso and west. These trains will also handle local revenue passengers to and from Muscatine, Columbus Junction, Eldon, Allerton, Trenton, Altamont and Cameron Junction, at which points regular service stops are now being made.
- No. 11—Will stop at any station to discharge revenue passengers from Davenport and East and pick up revenue passengers for Kansas City, St. Joseph and West and will stop at Floris to discharge passengers from Ottumwa.
- No. 12—Will stop at any station to pick up revenue passengers for Davenport and East and stop to discharge Passengers from Kansas City, St. Joseph and points West.
- No. 57—Will stop to discharge revenue passengers from points north of Allerton D. M. V. Division and beyond.
- No. 58—Will stop to pick up revenue passengers for points north of Allerton on D. M. V. Division. Agent must give Superintendent advance notice of passengers to go.
- No. 69—Will stop to discharge revenue passengers from points north of Allerton D. M. V. Division and beyond.
- No. 70—Will stop to pick up revenue passengers for points north of Allerton on D. M. V. Division. Agent must give Superintendent advance notice of passengers to go.

TIME TABLE RULES—Continued.

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

TERRITORY	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
Sub-Division 30	60	45	30	30
Except Westward trains Muscatine 300 feet east of Passenger Depot	Under	control	Under	control
Except M. P. 259-25 to M. P. 270-3	40	35	25	25
Except M. P. 292 to Eldon Passenger Station	25	25	20	20
Except between Eldon and Eldon Yard	Under	control	Under	control
Except 3000 and 4000 Class engines over Bridge 2946 Des Moines River between Eldon Station and Eldon Yard	6		6	
Sub-Division 30-a	22	22	22	22
Except Wilton Yard	Under	control	Under	control
Sub-Division 31	60	45	30	30
Except M. P. 394-20 to M. P. 397-5	Under	control	Under	control
Except at Allerton	Under	control	Under	control
Sub-Division 32	60	45	30	30
Except M. P. 422-25 to M. P. 423		30		20
Except M. P. 450-10 Reverse Curve east of Winston		30		20
Except between Cameron and Cameron Junction	Under	control	Under	control
Sub-Division 32a	30	25	20	20
Except Platte City over first public crossing west of depot	5		5	
Except over Missouri River Bridge Leavenworth	6		6	
Sub-Division 32-b	20	20	20	20
Except at Dekalb over obscure highway crossing 1-4 mile west of depot		10		10
Sub-Division 33	40	35	30	30
Except M. P. 496-27 around curve St. Joseph		10		10
Except between St. Joseph Yard and Missouri River Bridge	Under	control	Under	control
Sub-Division 33-a	50	45	35	35
Except between St. Joseph and coal chute St. Joseph	Under	control	Under	control
Except Rushville Yard	Under	control	Under	control
All Sub-Divisions Entering or leaving end of double track interlocked	25	15	15	15
In or out of Junction switches and turnouts	10	10	10	10
Railroad crossing interlocking between "Home signal Limits"	25	25	15	15
Over Railroad Crossing at grade non-interlocking	10	10	10	10
Trains hauling dead engines, steam derricks, pile drivers, steam shovel, coal hoist with boom supported			25	25
Boom not supported			15	15
Draw Bridges	6		6	
Engines running backward	15	15	15	15

10-a City Ordinance speed limit.

City	Speed Limit	City	Speed Limit
Buffalo	6 Miles per hour	Lincolnton	8 Miles per hour
Muscatine	6 " " "	Princeton	15 " " "
Columbus Jct.	6 " " "	Spickards	6 " " "
Washington	10 " " "	Trenton	10 " " "
Fairfield	10 " " "	Jamesport	6 " " "
Drakeville	8 " " "	Cameron	8 " " "
Udell	8 " " "	St. Joe	10 miles per hour Passenger
Centerville	8 " " "	St. Joe	6 miles per hour Freight
Numa	10 " " "	Atchison	4 " " "
Seymour	12 " " "	Plattsburg	10 " " "
Allerton	10 " " "	Beverly	15 " " "
Clu	10 " " "	Leavenworth	5 " " "

12. A train movement authorized by a home interlocking signal (See General Rule 605) is confined to the distance between the outer home signals.

12-a All Railroad crossings at grade are protected by interlocking signals (See General Rules 601 and 676) except as follows:

Sub.-Div.	MP Location	Crossing	Remarks	Operated by
30	230-28 poles	C. R. Div.		
30	294-14 poles	D. M. V. Div.		
32	308-27 poles	Wab. Ry.		
33	457-2 poles	Q. O. & K. C.		
33	497-35 poles	C. B. & Q.		
33-A	497-32 poles	C. B. & Q.		
33-A	497-20 poles	C. B. & Q.		
33-A	497-20 poles	A. T. & S. F.		
33-A	497-35 poles	C. B. & Q.		
33	3 Mi. West St. Joe Yard Office	C. B. & Q.		
33	4 Mi. West St. Joe Yard Office	C. B. & Q.		
33	5 Mi. west St. Joe Yard Office	U. P.		
32-A	477-6 poles	Q. O. & K. C.		
32-A	481-15 poles	A. T. & S. F.		
32-B	502-28 poles	C. G. & W.		

Trains approaching these crossings must stop at a point designated by "Stop Board" and not proceed until sure that track is clear. (See General Rule 98)

13. The following are auxiliary lines: (See General Rules 14 F and 14 G)
 Missouri Division Junction—Missouri Division Line.
 West Davenport (Cedar Rapids Division)
 Muscatine (Cedar Rapids Division and Sub-Division 30A)
 Columbus Junction (Cedar Rapids Division)
 Washington (Des Moines Valley Division)
 Eldon (Des Moines Valley Division)
 Allerton (Des Moines Valley Division)
 Altamont (Sub-Division 33)
 Cameron Junction (Sub-Division 32-A)
 Edgerton Junction (Sub-Division 32-A)
 Rushville (Sub-Division 32-B)
 St. Joseph (Sub-Division 33-A)

14. Passengers may be carried on following freight trains:
 Last section of local freight trains.

15. At Fairfield—passenger trains meeting will use short siding unless otherwise directed. Freight trains must not use short siding when it will delay passenger trains unless in an emergency.

15-a At Altamont when No. 29 meets No. 70—No. 29, will use first short siding opposite Depot Platform. Freight trains must not use this short siding when it will delay passenger trains unless in an emergency.

16. Yard limits are indicated by yard limit board (See General Rule 93) at:
 Nahant Trenton
 Muscatine to Culver Altamont
 Columbus Junction Cameron
 Washington Cameron Jct.
 Fairfield St. Joseph
 Eldon Rushville
 Eldon Yard Edgerton Jct.
 Centerville Beverly
 Numa Stillings
 Seymour Leavenworth
 Allerton

16-a At Muscatine westward trains on Sub-Division 30 must approach junction of Sub-Division 30-A about 300 feet east of passenger station under control expecting to find trains using this connection to and from passenger station.

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

17-a Trains between Cameron Junction and Birmingham will be governed by C. B. & Q. time table. (Brookfield Division.)

17-b Trains between Birmingham and St. Louis Ave., Kansas City, Mo., will be governed by C. B. & Q. & Wabash Ry. joint time table.

17-c Passenger trains St. Louis Ave., Kansas City, Mo., to Kansas City, Mo. Union Station will be governed by Kansas City Terminal Ry. Co. Rules.

17-d Trains between St. Louis Ave. and State Line will be governed by Kansas City Terminal Ry. Co. Rules.

17-e Trains between State Line and C. R. I. & P. Ry. Junction Kansas City, Kans. will be governed by U. P. Ry. time table.

17-f Trains between Winthrop and Atchison Union Depot will be governed by Rules of the Atchison & Eastern Bridge Co.

17-g Trains between Atchison Union Depot and Atchison Yard will be governed by A. T. & S. F. Ry. time table.

18. At West Davenport stop boards are located for Eastward and Westward tracks near C. M. & St. P. Crossover.

19. Missouri Division Junction—Fixed signals operated in connection with crossover and junction switches govern trains as follows: Upper arm on signal No. 1837 governs movement of and will be used as a train order signal for westward Iowa Division trains and engines (See Rule 221). Lower arm governs movement of westward Missouri Division trains and engines and must not be passed while indicating stop. Signal No. 1840 governs movement of eastward Iowa Division trains and engines. All eastward Iowa Division trains and engines must stop between passing signals. All trains and engines must approach this junction under control.

21. Trains on Sub-Division 30-A Cedar Rapids Division will use Westward track at Muscatine

21-a Trains 303, 304 and 330 will have the right to the first track north of main track opposite the depot platform at Altamont to make transfer to Sub-Division 32 trains.

21-b Train No. 329 will have the right to the second track north of main track opposite Depot Platform at Altamont to make transfer with No. 29.

25. Movement of trains between Beverly and Stillings Junction and between Stillings Junction and west end of Missouri river bridge at Leavenworth is governed by electric train staff system. No westward train must leave Beverly and no train in either direction must leave Stillings Junction and no eastward train must go on the Missouri river bridge, unless the engineman of such train has in his possession a train staff. The Permissive Train Staff or Tablets are not used in these blocks. Possession of the Train Staff is authority for the engineman to proceed regardless of opposing trains.

25-a Westward C. G. W. trains approaching Beverly will sound one long and one short blast of the whistle and C. R. I. & P. trains will sound one long blast of the whistle, calling for the crossing and Train Staff. If home semaphore indicates "Proceed" engineman will pick up Staff from the operator at the tower, this Staff giving him a right to proceed as far as Stillings Junction. On approaching Stillings Junction engineman will sound one long and one short blast of the whistle calling for junction switch and Train Staff; if home semaphore indicates "proceed" engineman will give up the Staff taken at Beverly and pick up another Staff from the operator which will give him right to proceed to the West end of the bridge, where he will give up Staff to the operator at that point.

25-b Eastward trains, leaving Leavenworth, will signal to the staff operator in the tower at the west end of bridge by four short blasts of the whistle, and will approach home semaphore under control, and if it indicates "Proceed" engineman will pick up Staff which will give him right to proceed to Stillings Junction. Approaching Stillings Junction engineman will sound one long and one short blast of the whistle calling for junction switch and Train Staff, if home semaphore indicates "Proceed" engineman will give up Staff received at Leavenworth and pick up another staff which will give him right to proceed to Beverly, giving up such Staff on arrival at that point.

The eastward home semaphore at Stillings Junction has 3 arms. The top arm governs the movement of C. B. & Q. trains. When middle arm indicates proceed, switches are set for C. R. I. & P. main track. When lower arm indicates proceed, switches are set for passing track. The east bound home semaphore at Beverly has 3 arms. The top arm governs the movement of C. R. I. & P. trains. When middle arm indicates proceed, switches are set for C. G. W. main track. When bottom arm indicates proceed, switches are set for C. G. W. passing track. Eastward C. G. W. trains approaching Beverly will sound two long blasts of whistle for C. G. W. main line and four short blasts of whistle for C. G. W. passing track. Eastward C. R. I. & P. trains approaching Beverly will sound one long blast of whistle for C. R. I. & P. main line.

25-c Trains must not pass the home semaphore at Beverly, Stillings Junction or west end of Leavenworth bridge when signals indicate "Stop."

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

25-e When two or more engines are coupled together the engineman of the leading engine must carry the Train Staff, but the engineman of the other engine or engines must know that the leading engineman has the Staff before proceeding.

25-f Under no circumstances must a Staff be transferred from one train to another, but in all cases it must be delivered to the operator.

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

27. Automatic block system rules 501 to 513 inclusive are in effect on Sub-Division 30, 31, 32 and also 33-A between St. Joseph Yard and Rushville.

27-a Automatic Signals are numbered as follows:

TIME TABLE RULES—Continued

Westward		Eastward		Westward		Eastward		Westward		Eastward		Westward		Eastward	
1859															
1865		Washington		Drakeville											
1873	Nahant	2487	2486	3115	3116										
1883		2507	2510	3131	3138										
1897		2529	2532	3159	3164										
1913	Linwood	2551	2550	3173	3174										
1935		Verdi		Paris											
1951	Buffalo	2559	2560	3179	3180										
1967		2581	2588	3199	3202										
1985	Quarry Tracks	2611	2612	3219	3224										
2003		Brighton		Unionville											
2025		2619	2620	3237	3238										
2043		2635	2634	3243	3244										
2061	Montpelier	2641	2640	3257	3258										
2081		2659	2664	3267	3268										
2093		2681	2682	3273	3274										
2103		Perlee		3291	3294										
2109		2707	2708	3317	3318										
2119		2723	2728	3323	3324										
2125		2741	2742	3339	3344										
2143		Otero		3353	3356										
2165		Home Int. Home Int.	Home Int. Home Int.	Home Int. Home Int.	Home Int. Home Int.										
2173		Signal TOWER Signal	Signal TOWER Signal	Signal TOWER Signal	Signal TOWER Signal										
2187		2773	2772	3369	3370										
2192		Tile Works Switch		Coal											
2219		2791	2798	3387	3390										
2229		2821	2824	3405	3414										
2237		Westward Eastward	Westward Eastward	Westward Eastward	Westward Eastward										
2259		Home Int. Home Int.	Home Int. Home Int.	Home Int. Home Int.	Home Int. Home Int.										
2287		Signal TOWER Signal	Signal TOWER Signal	Signal TOWER Signal	Signal TOWER Signal										
2303		2835	2836	3441	3442										
2309		2859	2864	3459	3468										
2315		2887	2886	3485	3490										
2339		County Line		3511	3512										
2361		2893	2894	3521	3526										
2365		2913	2918	3541	3546										
2385		2927	2930	3551	3562										
2409		2941	2940	3561	3562										
2417		Eldon		3561	3562										
2447		2947	2948	3565	3566										
2477		2959	2964	3581	3586										
		2977	2978	3597	3598										
		Laddsdale		Harvard											
		2981	2982	3605	3606										
		2993	2998	3619	3622										
		3007	3008	3635	3636										
		Florida		3641	3644										
		3015	3016	3645	3648										
		3031	3036	3647	3648										
		3055	3060	3653	3654										
		3075	3076	3663	3664										
		Home Int. Home Int.	Home Int. Home Int.	Home Int. Home Int.	Home Int. Home Int.										
		Signal TOWER Signal	Signal TOWER Signal	Signal TOWER Signal	Signal TOWER Signal										
		3085	3086	3677	3678										
		3093	3098	3693	3692										
		3105	3106	3705	3706										
		Belknap		3715	3716										
		Home Int. Home Int.	Home Int. Home Int.	Home Int. Home Int.	Home Int. Home Int.										
		Signal TOWER Signal	Signal TOWER Signal	Signal TOWER Signal	Signal TOWER Signal										
		3105	3106	3715	3716										

Sub-Division	M. P.	Kind of Structure	Height above Top of rail
30	210- 7 poles	Viaduct	22 ft. eastward
30	294-20 poles	Thru Span	21 ft. westward
30-A	218- 5 poles	Viaduct	21 ft. 6 in.
30-A	219-35 poles	Thru Span	21 ft. 6 in.
30-A	210- 7 poles	Viaduct	20 ft. 1 in.
31	415-29 poles	Viaduct	19 ft. 8 in.
33	489- 8 poles	Thru Span	21 ft. 6 in.
32-A	Mo. River	Thru Span	20 ft.
32-A	Mo. River	Thru Span	20 ft.
32-B	503-14 poles	Thru Span	21 ft.

32. Track scales are located as follows:

Location	Length, Feet.	Capacity Tons.	Location	Length, Feet.	Capacity Tons.
Muscatine.....	40	100	Trenton	46	100
Washington.....	40	100	St. Joseph.....	42	100
Eldon Yard.....	50	150	Atchison.....	36	60
Centerville.....	46	100	Leavenworth.....	50	150

34. Water tanks between stations are located at:

Sub-Division	Mile Posts	Remarks
30	259- 0 poles	Skunk River
31	332-26 poles	Sharon River
33	456-27 poles	Grindstone Creek

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

Sub-Division	Mile Post	Name	Car Capacity
30	193-20 poles	Dolese Bros	92
30	207- 4 poles	Heinz Farm	36
30	213-27 poles	Hahns Spur	10
30	214-30 poles	Sand Pit Spur	38
30	219-32 poles	Doubling Spur)	1
		Eldon Hill)	
33	484-10 poles	Freeman's spur	4
33-A	503- 0 poles	Cook & O'Brien Spur	24
32-A	486-11 poles	Hordes Spur	4

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

36-a Sub-Division 30 between Nahant and Culver normal indication of train order signal will be proceed.

40. The following hours of duty will be observed at Train Order Stations, subject to change by general order. When so changed all concerned will note the change IN PENCIL on their copy of the Time Table.

STATION	REGULAR HOURS WEEK DAYS		REGULAR HOURS SUNDAYS		OCCUPATION
	From	To	From	To	
Nahant	8:00 a. m.	4:00 p. m.	8:00 a. m.	4:00 p. m.	1st Trick
"	4:00 p. m.	12:00 mid.	4:00 p. m.	12:00 mid.	2nd Trick
"	12:00 mid.	8:00 a. m.	12:00 mid.	8:00 a. m.	3rd Trick
Buffalo	6:30 a. m.	3:30 p. m.	Closed		Agt. & Opr.
Fairport	6:45 a. m.	3:45 p. m.	Closed		Agt. & Opr.
Muscatine	6:30 a. m.	3:30 p. m.	Closed		1st Trick
Culver	7:00 a. m.	3:00 p. m.	7:00 a. m.	3:00 p. m.	1st Trick
"	3:00 p. m.	11:00 p. m.	3:00 p. m.	11:00 p. m.	2nd Trick
"	11:00 p. m.	7:00 a. m.	11:00 p. m.	7:00 a. m.	3rd Trick
Fruitland	7:15 a. m.	4:15 p. m.	Closed		Agt. & Opr.
Letts	7:30 a. m.	3:30 p. m.	Closed		Agt. & Opr.
Columbus Jet.	7:45 a. m.	3:45 p. m.	Closed		1st Trick
"	3:45 p. m.	11:45 p. m.	Closed		2nd Trick
"	11:45 p. m.	7:45 a. m.	Closed		3rd Trick
Cotter	8:00 a. m.	5:00 p. m.	Closed		Agt. & Opr.
Ainsworth	8:00 a. m.	5:00 p. m.	Closed		Agt. & Opr.
Washington	8:00 a. m.	4:00 p. m.	8:00 a. m.	4:00 p. m.	1st Trick
"	4:00 p. m.	12:00 mid.	4:00 p. m.	12:00 mid.	2nd Trick
"	12:00 mid.	8:00 a. m.	12:00 mid.	8:00 a. m.	3rd Trick
Brighton	8:50 a. m.	5:50 p. m.	Closed		Agt. & Opr.
	8:30 p. m.	4:30 a. m.	Closed		2nd Trick

TIME TABLE RULES—Continued

STATION	REGULAR HOURS WEEK DAYS		REGULAR HOURS SUNDAYS		OCCUPATION
	FROM	TO	FROM	TO	
E. Pleasant Plains	8:30 a. m.	5:30 p. m.	Closed		Agt. & Opr.
Fairfield	8:00 a. m.	4:00 p. m.	Closed		1st Trick
"	4:00 p. m.	12:00 mid.	Closed		2nd Trick
"	12:00 mid.	8:00 a. m.	Closed		3rd Trick
Libertyville	7:00 a. m.	3:00 p. m.	Closed		Agt. & Opr.
"	3:00 p. m.	11:00 p. m.	Closed		2nd Trick
Eldon	7:30 a. m.	3:30 p. m.	Closed		1st Trick
Eldon Passenger	3:30 p. m.	11:30 p. m.	Closed		2nd Trick
"	11:30 p. m.	7:30 a. m.	Closed		3rd Trick
Eldon Yard	8:00 a. m.	4:00 p. m.	8:00 a. m.	4:00 p. m.	1st Trick
"	4:00 p. m.	12:00 mid.	4:00 a. m.	12:00 mid.	2nd Trick
"	12:00 mid.	8:00 a. m.	12:00 mid.	8:00 a. m.	3rd Trick
Floris	7:45 a. m.	4:45 p. m.	Closed		Agt. & Opr.
Belknap	8:00 a. m.	4:00 p. m.	8:00 a. m.	4:00 p. m.	Agt. & Opr.
"	4:00 p. m.	12:00 mid.	4:00 p. m.	12:00 mid.	2nd Trick
"	12:00 mid.	8:00 a. m.	12:00 mid.	8:00 a. m.	3rd Trick
Drakeville	8:00 a. m.	5:00 p. m.	Closed		Agt. & Opr.
Unionville	8:00 a. m.	5:00 p. m.	Closed		Agt. & Opr.
Udell	8:30 p. m.	5:30 a. m.	Closed		Agt. & Opr.
Centerville Tower	8:00 a. m.	4:00 p. m.	8:00 a. m.	4:00 p. m.	1st Trick
"	4:00 p. m.	12:00 mid.	4:00 p. m.	12:00 mid.	2nd Trick
"	12:00 mid.	8:00 a. m.	12:00 mid.	8:00 a. m.	3rd Trick
Numa	7:30 a. m.	4:30 p. m.	Closed		Agt. & Opr.
Seymour	7:00 a. m.	3:00 p. m.	Closed		Agt. & Opr.
"	12:00 noon	8:00 p. m.	Closed		1st Trick
"	8:00 p. m.	4:00 a. m.	Closed		2nd Trick
Harvard	8:00 a. m.	5:00 p. m.	Closed		Agt. & Opr.
Allerton	8:00 a. m.	4:00 p. m.	8:00 a. m.	4:00 p. m.	1st Trick
"	4:00 p. m.	12:00 mid.	4:00 a. m.	12:00 mid.	2nd Trick
"	12:00 mid.	8:00 a. m.	12:00 mid.	8:00 a. m.	3rd Trick
Clio	8:00 a. m.	4:00 p. m.	8:00 a. m.	4:00 p. m.	Agt. & Opr.
"	4:00 p. m.	12:00 mid.	4:00 p. m.	12:00 mid.	2nd Trick
"	12:00 mid.	8:00 a. m.	12:00 mid.	8:00 a. m.	3rd Trick
Lineville	8:00 a. m.	5:00 p. m.	Closed		Agt. & Opr.
Mercer	8:00 a. m.	4:00 p. m.	Closed		Agt. & Opr.
"	11:30 p. m.	7:30 a. m.	Closed		2nd Trick
Princeton	8:00 a. m.	4:00 p. m.	Closed		1st Trick
"	12:00 noon	8:00 p. m.	Closed		2nd Trick
"	11:00 p. m.	7:00 a. m.	Closed		3rd Trick
Mill Grove	8:00 a. m.	5:00 p. m.	Closed		Agt. & Opr.
Spickard	7:30 a. m.	3:30 p. m.	Closed		Agt. & Opr.
"	10:30 p. m.	6:30 a. m.	Closed		2nd Trick
Tindall	8:00 a. m.	4:00 p. m.	8:00 a. m.	4:00 p. m.	Agt. & Opr.
"	4:00 p. m.	12:00 mid.	4:00 p. m.	12:00 mid.	2nd Trick
"	12:00 mid.	8:00 a. m.	12:00 mid.	8:00 a. m.	3rd Trick
Trenton	8:00 a. m.	4:00 p. m.	8:00 a. m.	4:00 p. m.	1st Trick
"	4:00 p. m.	8:00 a. m.	4:00 p. m.	12:00 mid.	2nd Trick
"	12:00 mid.	8:00 a. m.	12:00 mid.	8:00 a. m.	3rd Trick
Hickory Creek	9:00 a. m.	5:00 p. m.	Closed		Agt. & Opr.
"	1:30 a. m.	9:00 a. m.	Closed		2nd Trick
Jamesport	8:00 a. m.	5:00 p. m.	Closed		Agt. & Opr.
"	9:45 p. m.	5:45 a. m.	Closed		2nd Trick
Wabash Crossing	8:00 a. m.	4:00 p. m.	8:00 a. m.	4:00 mid.	1st Trick
"	4:00 p. m.	12:00 mid.	4:00 a. m.	12:00 mid.	2nd Trick
"	12:00 mid.	8:00 a. m.	12:00 mid.	8:00 a. m.	3rd Trick
Gallatin	8:00 a. m.	5:00 p. m.	Closed		Agt. & Opr.
Altamont	7:00 a. m.	3:00 p. m.	Closed		1st Trick
"	3:00 p. m.	11:00 p. m.	Closed		2nd Trick
"	11:00 p. m.	7:00 a. m.	11:00 p. m.	7:00 a. m.	3rd Trick
Winston	8:30 a. m.	5:30 p. m.	Closed		Agt. & Opr.
Cameron Jct.	8:00 a. m.	4:00 p. m.	8:00 a. m.	4:00 p. m.	1st Trick
"	4:00 p. m.	12:00 mid.	4:00 p. m.	12:00 mid.	2nd Trick
"	12:00 mid.	8:00 a. m.	12:00 mid.	8:00 a. m.	3rd Trick
Perrin	8:00 a. m.	5:00 p. m.	Closed		Agt. & Opr.
Plattsburg	7:30 a. m.	4:30 p. m.	Closed		Agt. & Opr.
Edgerton	8:30 a. m.	5:30 p. m.	Closed		Agt. & Opr.

STATION	REGULAR HOURS WEEK DAYS		REGULAR HOURS SUNDAYS		OCCUPATION
	From	To	From	To	
Camden Point	8:30 a. m.	5:30 p. m.	Closed		Agt. & Opr.
Platte City	8:30 a. m.	5:30 p. m.	Closed		Agt. & Opr.
Beverly	8:00 a. m.	4:00 p. m.	8:00 a. m.	4:00 p. m.	1st Trick
"	4:00 p. m.	12:00 mid.	4:00 p. m.	12:00 mid.	2nd Trick
"	12:00 mid.	8:00 a. m.	12:00 mid.	8:00 a. m.	3rd Trick
Stillings Jct.	7:30 a. m.	3:30 p. m.	7:30 a. m.	3:30 p. m.	1st Trick
"	3:30 p. m.	11:30 p. m.	3:30 p. m.	11:30 p. m.	2nd Trick
"	11:30 p. m.	7:30 a. m.	11:30 p. m.	7:30 a. m.	3rd Trick
Leavenworth Frt. Office	8:00 a. m.	5:00 p. m.	Closed		Operator
Dearborn	8:00 a. m.	5:00 p. m.	Closed		Agt. & Opr.
Dekalb	8:00 a. m.	5:00 p. m.	Closed		Agt. & Opr.
Tower 46	8:00 a. m.	4:00 p. m.	8:00 a. m.	4:00 p. m.	1st Trick
"	4:00 p. m.	12:00 mid.	4:00 p. m.	12:00 mid.	2nd Trick
"	12:00 mid.	8:00 a. m.	12:00 mid.	8:00 a. m.	3rd Trick
Donovan	8:00 a. m.	4:00 p. m.	8:00 a. m.	4:00 p. m.	1st Trick
"	4:00 p. m.	12:00 mid.	4:00 p. m.	12:00 mid.	2nd Trick
"	12:00 mid.	8:00 a. m.	12:00 mid.	8:00 a. m.	3rd Trick
Weatherby	8:00 a. m.	5:00 p. m.	Closed		Agt. & Opr.
Maysville	7:00 a. m.	4:00 p. m.	Closed		Agt. & Opr.
Amity	6:30 a. m.	3:30 p. m.	Closed		Agt. & Opr.
Clarksdale	6:45 a. m.	3:45 p. m.	Closed		Agt. & Opr.
St. Joseph Yd.	6:30 a. m.	2:30 p. m.	Closed		1st Trick
"	4:00 p. m.	12:00 mid.	Closed		2nd Trick
St. Joseph U. D.	8:00 a. m.	4:00 p. m.	8:00 a. m.	4:00 p. m.	1st Trick
"	4:00 p. m.	12:00 mid.	4:00 p. m.	12:00 mid.	2nd Trick
"	12:00 mid.	8:00 a. m.	12:00 mid.	8:00 a. m.	3rd Trick

Emergency telephones located at

- | | |
|---|---|
| Verdi
Perlee
Otero
County Line
Paris
Sharon
Kniffin
Alvord | Hickory Creek
Coburn
Jamesport
Blake
Highland
Mable
Edgerton Jct. |
|---|---|

INSTRUCTIONS FOR APPLICATION OF LOCOMOTIVE ADJUSTED TONNAGE RATINGS.

Ratings given in table below are based on tohs, and indicate hauling capacity under favorable weather and operating conditions of the engines by classes as they appear opposite the ratings, and, therefore, represent 100 per cent of full rating.

Should it be desired to run trains with less than 100 per cent of full rating, on account of unfavorable weather or operating conditions, to expedite the movement of important freight, and trains performing local service, or for other reasons, the Chief Dispatcher may issue instructions authorizing.

Actual weight of loaded or empty cars must not be estimated or assumed when they are available from car stencil or record. Conductors and Yard Masters will provide themselves with statement of estimated weights of cars by classes and such estimates will be used when actual weights are not available.

Estimates may be used when actual weight cannot be determined, (but not otherwise) in case of cars loaded with light commodities such as hay, cotton or bran, using one half the marked capacity as weight of contents, except that for cars loaded with merchandise, five tons will be estimated as weight of contents.

When converting actual tons of cars from pounds to tons by dividing weight (pounds) by 2,000, omit remainder of 999 lbs. or less, but consider a remainder of 1,000 lbs. or more as one ton.

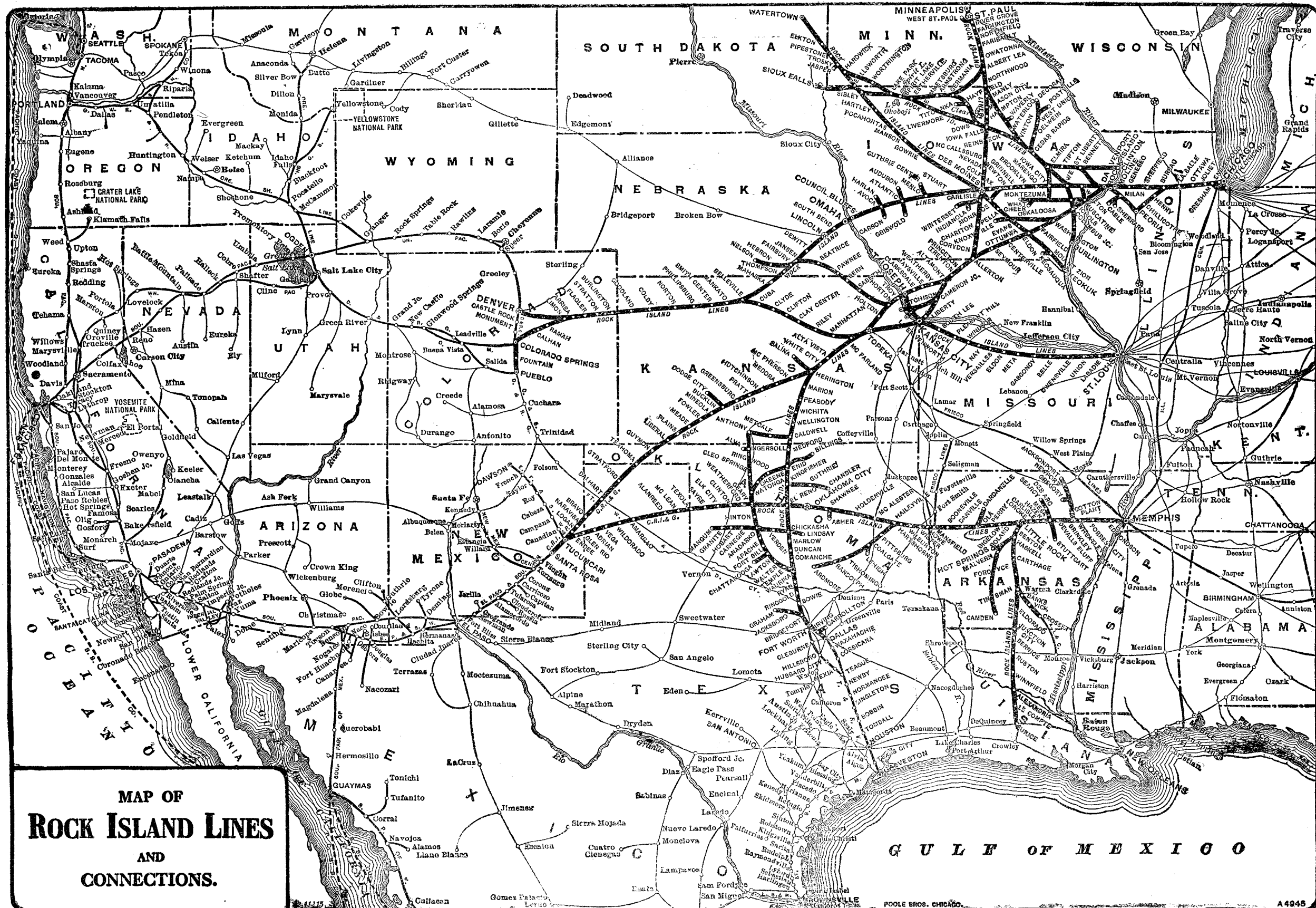
The caboose will be counted as one of the cars of the train. "Dead" engines hauled in train will be considered as one car in calculating Car Factor. When the total tonnage of train, including caboose, totals fifteen or more tons less than authorized rating, another car will be added.

Explanation of Tonnage Rating Tables and Instructions with Example of Method to be Used in Application of Same

In determining the tonnage to be hauled in trains of various lengths, the Chief Dispatcher, either by special instructions covering individual cases, or by published standing instructions, will indicate the number of cars to be hauled, represented by column "A," from this should be subtracted the number of cars shown in column "C," the result or remainder to be multiplied by Car Factor as shown under column "B," the product so obtained to be subtracted from adjusted rating or figure shown in column "E," and the result or remainder will give the actual tons which should be hauled. Thus, in the case of a 39 class engine which Chief Dispatcher instructs shall be given

drag rating with 60 cars: If table shows in column "B" 6; In column "C" 25; In column "E" 2110; the tonnage to be hauled would be figured: 60 minus 25 equals 35 times 6 equals 210 which subtracted from 2110 equals 1900.

BETWEEN	Road Class	Sat. or Sup.	Westward				Eastward			
			Car Factor		Rating	Car Factor		Rating		
			Car Limit	Tons per Car		Car Limit	Tons per Car			
			A	B	C	E	A	B	C	E
Silvis and Fruitland	72	Sup.	6	25	4010		6	25	3930	
"	57	Sup.	6	25	3150		6	25	3080	
"	39	Sat.	6	25	2110		6	25	2060	
Fruitland and Columbus Junction	72	Sup.	6	25	2670		6	25	3930	
"	57	Sup.	6	25	2080		6	25	3080	
"	39	Sat.	6	20	1400		6	25	2060	
Columbus Junction and Washington	72	Sup.	6	25	3010		6	25	3930	
"	57	Sup.	6	25	2350		6	25	3080	
"	39	Sat.	6	22	1580		6	25	2060	
Washington and Eldon	72	Sup.	6	25	2500		6	25	2200	
"	57	Sup.	6	25	1950		6	25	1800	
"	39	Sat.	6	19	1330		6	17	1170	
Eldon and Centerville	72	Sup.	6	25	2670		6	25	2750	
"	57	Sup.	6	25	2090		6	25	2150	
"	39	Sat.	6	20	1410		6	21	1510	
Centerville and Allerton	72	Sup.	6	25	3390		6	25	2550	
"	57	Sup.	6	25	2610		6	25	2050	
"	39	Sat.	6	19	1670		6	19	1470	
Allerton and Trenton	72	Sup.	6	25	3590		6	25	2550	
"	57	Sup.	6	25	2710		6	25	2050	
"	39	Sat.	6	25	1870		6	21	1470	
Trenton and Altamont	72	Sup.	6	25	2440		6	25	2490	
"	57	Sup.	6	25	1890		6	25	1950	
"	39	Sat.	6	18	1280		6	19	1330	
Altamont and Lathrop	72	Sup.	6	25	2950		6	25	2950	
"	57	Sup.	6	25	2310		6	25	2310	
"	39	Sat.	6	22	1550		6	22	1550	
Lathrop and Armourdale	72	Sup.	6	25	2050		6	25	2050	
"	57	Sup.	6	23	1620		6	23	1620	
"	39	Sat.	6	16	1100		6	16	1100	
Altamont and St. Joel	39	Sat.	6	19	1330		6	19	1330	



MAP OF
ROCK ISLAND LINES
AND
CONNECTIONS.