

# Des Moines Union Railway Company

## TIME TABLE

### No. 2

TAKING EFFECT AT 12:01 A. M.  
CENTRAL STANDARD TIME

**THURSDAY, AUGUST 15, 1957**

For the Government and Information of Em-  
ployees of this Company and Employees of Other  
Companies using Des Moines Union Tracks.

J. P. KILEY,  
President.

F. E. DEVLIN,  
General Manager

TABLE OF TRAIN SPEEDS

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
47	76.6	62	58.1
48	75	63	57.1
49	73.5	64	56.3
50	72	65	55.4
51	70.6	66	54.5
52	69.2	67	53.7
53	67.9	68	52.9
54	66.7	69	52.2
55	65.5	70	51.4
56	64.3	75	48
57	63.2	80	45
58	62.1	85	42.4
59	61	90	40
60	60	100	36
61	59	120	30

# WESTWARD

# EASTWARD

SECOND CLASS			FIRST CLASS		Distance from Wabash Jct.	TIME TABLE No. 2  August 15, 1957  STATIONS	Distance from West Twenty Eighth Street	SEE RULE 6-A	FIRST CLASS		SECOND CLASS		
71	95	67		11					14		72	66	98
C. M. St. P. & P.	Wabash	C. M. St. P. & P.		Wabash					Wabash		C. M. St. P. & P.	C. M. St. P. & P.	Wabash
Time Freight	Red Ball Freight	Time Freight		Passenger				Passenger		Time Freight	Time Freight	Red Ball Freight	
Daily	Daily	Daily Except Sunday		Daily				Daily		Daily	Daily Except Sunday	Daily	
	A. M. L 11:27			A. M. L 5:33	0.0	..... WABASH JCT. ....	4.2	JVX	A P. M. 9:21			P. M. A 1:15	
					0.2	..... C. R. I. & P. K. C. LINE CROSSING. ....	4.0	IX					
				5:40	0.8	..... C. R. I. & P. EASTBOUND CROSSING. ....	3.4	XY	9:20				
					0.8	..... C. G. W. CROSSING. ....	3.4	X					
					0.8	..... F. D. D. M. & S. CROSSING. ....	3.4	X					
					0.8	..... C. R. I. & P. WESTBOUND CROSSING. ....	3.3	X					
				5:41	0.9	..... EAST FIFTEENTH STREET ...	3.2	X	9:19				
					1.8	..... C. & N. W. CROSSING. ....	2.4	X					
				5:45	2.0	..... BRIDGE JCT. ....	2.2	X	9:17				
				A 6:00 A. M.	2.4	..... DES MOINES UNION STATION. ....	1.7	BKRX	L 9:15 P. M.				
	P. M. L 6:55	A 12:30 P. M.	A. M. L 12:01		2.8	..... WEST ELEVENTH STREET. ....	1.4	BKORT WX		A. M. A 3:30	P. M. A 12:20	L 1:00 P. M.	
					3.2	..... WEST SIXTEENTH STREET. ....	1.0	XZ					
A 7:01 P. M.		A 12:05 A. M.			4.2	..... WEST TWENTY EIGHTH STREET. ....	0.0	VX		L 3:25 A. M.	L 12:15 P. M.		

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

Double track is in service between Bridge Jct. and East Fifteenth St.  
Rule 83(B) does not apply at Wabash Jct.  
Rule 83(B) does not apply at West Twenty Eighth St.

At Des Moines, after having secured a clearance from their respective train dispatchers, Wabash and C. M. St. P. & P. trains starting at Des Moines Union Station and at West Eleventh Street will be considered as having complied with the provisions of Rule 83(B).

## OFFICE HOURS TELEGRAPH OFFICE DES MOINES UNION STATION.

**MONDAY—THURSDAY**  
6:30 a.m. to 2:30 p.m.  
6:00 p.m. to 2:00 a.m.

**FRIDAY**  
6:00 a.m. to 2:00 a.m.

**SATURDAY, SUNDAY, & HOLIDAYS**  
6:30 a.m. to 2:30 p.m.  
6:00 p.m. to 2:00 a.m.

## SPECIAL INSTRUCTIONS

1. Employees are prohibited from riding:
  - On engine footboards or pilot steps between engine and car when cars are being pushed.
  - On leading footboard or pilot steps while coupling engine to cars.
  - On deadwoods, drawbars, brake beams, journal boxes and brake wheels.
  - On ends of cars containing lading which may shift.
  - On engine pilot or footboards, sides or ends of cars, while going in or out of depressed tracks.
  - On forward footboard or pilot steps of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.
  - In the gangway of engine.
2. Employees are prohibited from:
  - Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.
  - Standing on top of high cars while passing under bridges or through tunnels.
  - Getting on the end of an engine or of a car as it approaches them.
  - Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.
  - Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.
  - Kicking or holding draw bar in position to make a coupling with an approaching car or engine.
  - Following other dangerous practices.
3. When, for any reason, adjustment is necessary to a draw bar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.
4. Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employes are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineer and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all employes are out from between the cars or engines, and under no circumstances must employes again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.
5. Employees must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defects so that they may guard against injury.
6. When using hand holds and ladder or stirrup steps to descend from engines, cars or other equipment, employes must face the equipment and be sure of a secure handhold and footing.
7. Employees must not step on track rails nor other similar objects when it can be avoided.
8. The running of engines over track scales is forbidden.
9. Toilet room doors must be kept locked while train is standing in Union Station yards and while passing through the City of Des Moines.
10. All yard and enginemen, before going to work, must examine both front and rear foot boards on engines to see that they are in safe condition and free from ice, snow or other substance of any kind that will endanger switchmen or other persons. If ice, snow or other substance accumulate on the foot boards, or if foot boards become unsafe while engines are in use, switchmen and enginemen must put same in safe condition, before using.
11. Engineers will see that the engine bell is kept ringing continuously while moving through the City of Des Moines.
12. All work lists given Yard Foreman must be turned in to the Yard Master with their service cards, before leaving duty.
13. Before crossing Mulberry and Cherry Streets, switchmen must flag street crossing and train or engine must come to full stop before crossing street and must not proceed except on signal from switchman who is flagging said crossing.
14. Tracks between West Fifth and Eighth Streets will be numbered 1, 2, 3, 4, 5 and 6 in consecutive order, Track 1 being next to Union Station. Track 4 is the main track. Freight trains and passenger trains containing freight cars or caboose, must not use Tracks 1, 2 and 3 without special permission from General Manager or Yard Master.
15. Dome cars will not clear the canopies on the platform at the passenger station Des Moines.
16. Main track switches will show GREEN when switch is set for main track and RED when set for siding, cross-over, crossing or junction track. Inside switch signals will show YELLOW when switch is set for lead and RED when set for turnout.
17. Crossing with C. R. I. & P. at east end of East Eighteenth Street yard is protected by interlocking signals operated from C. R. I. & P. tower 1,100 feet north of the crossing. A telephone for communicating with this tower is located at the crossing. Speed must not exceed 20 miles per hour over this crossing.
  - A train which has been switching or standing on main track between approach and home signal and is ready to proceed over crossing and finds home signal not clear should sound FOUR SHORT blasts of the whistle so tower man will know it is ready to proceed over crossing.
  - A train or engine using yard tracks, desiring to proceed over crossing and finds home signal not clear, should sound TWO SHORT AND ONE LONG blasts of the whistle so tower man will know it is ready to proceed over crossing.
- Movements to the yard are governed by the lower light on westward home signal.
  - Movements from the yard are governed by dwarf signal located 125 feet west of crossing between main track and No. 1 track.
  - Two manually operated derails are located on lead and No. 1 track opposite dwarf signal.
  - Manually operated switch is electrically locked-controlled by towerman.
  - To make a movement to or from the yard the following instructions will govern:
    - Open door of control box located on north side of track at main track lead switch.
    - Depress lever on outside left hand side of control box. When clear indication is displayed on the small semaphore indicator inside control box, the lever at bottom of control box should be reversed from right to left. Switch and derails may then be lined and movement made when proper signal indication is displayed by home or dwarf signal.
    - After movement has been completed, the derails and switch must be lined and locked in normal position, the lever at bottom of control box reversed from left to right and door of control box closed and locked.
18. Crossing gate at C. R. I. & P. Winterset crossing will govern movement of trains over this crossing. The normal position of this gate is against the C. R. I. & P. Trains and engines on Des Moines Union track may proceed without stopping when the gate is set across the C. R. I. & P.

## SPECIAL INSTRUCTIONS

19. At Wabash Jct. the normal position of the junction switch is for movement from the D. M. U. R. R. main track to the Wabash R. R. main track.

20. In complying with Rule 3 of the Consolidated Code of Operating Rules and General Instructions, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on time slip.

21. Wherein rules of the Consolidated Code of Operating Rules and General Instructions make reference to the SUPERINTENDENT, such reference will apply to the GENERAL MANAGER on the Des Moines Union Railway Company.

### 22. LOCATION OF DERAILS

The following tracks have derail switches:

- Track to Merchants Transfer Company building, West Eleventh Street.
- Track to Graybar Electric building, near West Twelfth Street.
- Track to Iowa Tractor building, West Fourteenth Street.
- Track to National Hide building, East Eighteenth Street.
- Tracks to coal yards, East Fifth to Seventh Streets.
- Turntable, both sides.
- Track to Keating Coal Company.
- Track leading to Coon Valley Company track.
- Track leading to Tee Pee Tomato Company track.
- Track 8—Pittsburgh, Des Moines Steel Co.
- Track 8—Pittsburgh, Des Moines Steel Co., between the south and north buildings.
- Track to Standard Glass and Paint Co.
- Track to Erickson Co. between Plant and 14th St.

### 23. SPRING SWITCHES

LOCATION	NORMAL POSITION
East Fifteenth St.....	For Westward Track.
Bridge Jct.....	For Eastward Track.
East End Union Station Tracks Nos. 2 and 3.....	For Main Track.
East End Union Station Track No. 5.....	For Main Track.

Facing point movements over spring switches are governed by color light type signals. When signal indicates "STOP", the switch must be examined to make certain it is properly lined, locked or secured and that points fit. A train or engine stopping on a spring switch while trailing through and actuating the switch points must not make a reverse movement, or take slack until the switch has been operated by hand and it is known that switch points are in proper position for safe movement. Spring switch must not be thrown by hand when wheels are standing on any part of the switch points, nor before the points have completed their full movement after being trailed through. Sand must not be allowed to run over spring switches. When switch has been opened by hand it must be closed by hand.

Failure of spring switch protection signal must be reported promptly to the Yardmaster. Employees handling spring switch hand throw levers must keep body in clear of lever to avoid possibility of injury.

See Rules 520 to 525 inclusive.

## DES MOINES RIVER BRIDGE

### 24. Engine Loading Restrictions:

Class E-48 engine loading is the maximum permitted in operation over the Des Moines River bridge. Engines of class E-48 loading are restricted to a speed of 15 miles per hour. Engines heavier than permitted under this class of loading are prohibited from operating over this bridge.

### Car Loading Restrictions:

Cars are prohibited passing over this bridge if weight of car and loading exceeds 200,000 pounds.

Restrict loads 170,000 to 200,000 pounds to speed of 15 miles per hour.

### Clearance Restrictions:

Both lateral (side) and vertical (overhead) clearances are less than the minimum prescribed by rules of Iowa Board of Railroad Commissioners. Bridge will not clear a man on furniture or other high car.

25. Diesel and gas-electric motor trains and engines must not pass through water if the water is more than 3 inches above top of rail and when passing through water, speed must not exceed 3 miles per hour to prevent damage to traction motors.

26. The speed of all trains and engines passing through turnouts must not exceed 10 miles per hour.

## YARD LIMITS

Extend from West Twenty Eighth Street located 3122 feet west of west switch of New Yard to Wabash Jct., and to Yard Limit Board at C. B. & Q. Jct. and to Yard Limit Board at Des Moines Union Jct.

## LOCATION OF COMPANY SURGEON

Dr. Arnold L. Nelson, Chief Surgeon.  
 Office 811 Savings and Loan Bldg., Phone 4-3239.  
 Residence, 728 Cherokee St., Phone 6-0422.  
 If no answer call  
 Physician Service Bureau, Phone 4-0325.

C. C. COLE.....	General Yardmaster
J. R. CUNNINGHAM.....	Yardmaster
G. T. MOORE.....	Relief Yardmaster
M. W. HINES.....	Relief Yardmaster
S. E. DANIELS.....	Relief Yardmaster
F. E. SCAGLIONE.....	Track Supervisor
E. L. MYERS.....	General Round House Foreman
J. T. HAYES.....	Car Foreman