

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD CO.

IOWA DIVISION

TIME TABLE No. 10

Taking effect at 12:01 A. M.
Central Standard Time

Thursday, June 1, 1967

For the government and information
of employes only

P. C. WHITE,
Assistant Superintendent.

J. F. ELDER,
Assistant Superintendent.

R. L. MARTIN,
Superintendent.

Q. W. TORPIN,
General Superintendent of Transportation.

D. O. BURKE,
Assistant General Manager.

L. V. ANDERSON,
General Manager.

TABLE OF TRAIN SPEEDS

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
40	90	62	58.1
42.4	85	63	57.1
45	80	64	56.3
46	78.3	65	55.4
47	76.6	66	54.5
48	75	67	53.7
49	73.5	68	52.9
50	72	69	52.2
51	70.6	70	51.4
52	69.2	75	48
53	67.9	80	45
54	66.7	85	42.4
55	65.5	90	40
56	64.3	100	36
57	63.2	120	30
58	62.1	144	25
59	61	180	20
60	60	240	15
61	59	360	10

WESTWARD—FIRST SUBDIVISION—EASTWARD

FIRST CLASS			Capacity in cars		Telegraph calls	Distance from Savannah	TIME TABLE No. 10 June 1, 1967 STATIONS	SEE RULE 6-A	Train Order Office Hours Also See Page 11 For Other Assigned Hours	FIRST CLASS		
111	103	19	Sidings	Other tracks						20	112	104
Passenger	Passenger	Passenger			Passenger	Passenger	Passenger					
Daily	Daily	Daily			Daily	Daily	Daily					
P. M. 5.28	P. M. 8.28	P. M. 11.25			SA	0.0	SAVANNA (C. B. & Q. Crossing)	BFIJKMPQRTWY Z	Continuous	As A. M. 5.35	As A. M. 7.41	As A. M. 9.20
					SB	2.6	SABULA DRAWBRIDGE	IP	Continuous			
P. M. 5.34	P. M. 8.34	P. M. 11.31		46		2.8	SABULA	JPY	No office	A A. M. 5.10	A A. M. 7.31	A A. M. 9.10
			51			3.6	SAMOA	JPTY	No Office			
5.45	8.45	11.41	W-115	31	GE	14.9	GREEN ISLAND (West End of Double Track)	IJPQTY	Continuous	4.55	7.18	8.58
			161	5		27.9	BROWNS	JP	No Office			
		A. M. 12.05	157	Yard	W	35.4	DELMAR	JOPQ	No Office	s 4.36		
				20		42.3	ELWOOD	P	No Office			
			152	27	NA	46.8	LOST NATION	OP	No Office			
		12.21	194	Yard		54.4	OXFORD JCT.	JPT	No Office	f 4.08		
			140	40		64.6	OLIN	P	No Office			
				14		70.4	MORLEY	P	No Office			
			147	78		76.2	MARTELLE	OP	No Office			
						81.4	PARALTA	JP	No Office			
6.45	9.45	12.49				86.3	(East End of Two Main Tracks) DOVE	P	No Office	3.34	6.18	7.58
				Yard		88.0	MARION YARD	BPQRY	No Office			
s 6.54	s 9.56	s 1.30			MA	89.3	MARION	BKPQRY	7:30 am to 4:30 pm Except Sunday	s 3.30	s 6.14	s 7.54
						90.1	INDIAN CREEK (West End of Two Main Tracks)	JPY	No Office	2.55	6.07	7.47
				25		93.0	LOUISA	P	No Office			
						100.8	EAST ATKINS (East End of Two Main Tracks)	P	No Office	2.45	5.58	7.38
A 7.07 P. M.	A 10.09 P. M.	A 1.41 A. M.		Yard	KD	103.2	ATKINS YARD	BKPRY	10:00 pm to 6:00 am	2.41 A. M.	5.56 A. M.	7.36 A. M.

Passenger trains must not exceed a maximum speed of 79 miles per hour; other trains 60 miles per hour.

ABS is in use between Sabula and Green Island and ABS and CTC are in use between Green Island and Atkins Yard.

This time-table confers no authority between Sabula and Savannah. D & I Division time-table governs.

Rules 251, 252, 253 and 254 are in effect on eastward and westward tracks between Sabula and Green Island for movement with the current of traffic.

Double track is in use between Sabula and milepost 154, 1.5 miles west of Green Island.

Two main tracks are in use between Dove and Indian Creek and between East Atkins and Atkins Yard. Beginning at the north the main tracks are numbered Number 1 and Number 2 Main Tracks.

No. 19 stops at Oxford Jct. to let off revenue passengers from Savannah and beyond and to pick up revenue passengers for Marion and beyond.

Conductors and Flagmen of crews that change at Marion must turn over to the relieving Conductor and Flagman all train orders and Clearances affecting their train.

Rule 83(B) does not apply at Delmar when operate not on duty and does not apply at Sabula, Samoa, Browns, Oxford Jct., Paralta, and Indian Creek.

Rule 83(B) does not apply to first class trains at Atkins Yard. Trains other than first class trains must secure Clearance at Atkins when operator is not on duty at Atkins Yard.

Rule 83(B) does not apply at Marion Yard. Trains with initial station at Marion Yard will secure Clearance at Marion.

Trains moving to the Iowa Division, starting from Savannah, must obtain Clearance endorsed with initials of superintendent of D. & I. Division, and another endorsed with initials of superintendent of Iowa Division.

At Green Island there is an additional Westward Siding not shown above, located east of the interlocking and connected into D. & I. Division main track west of the interlocking, capacity 135 cars.

No. 20 stops at Oxford Jct. to pick up revenue passengers for Savannah and beyond and to let off revenue passengers from Madrid and beyond.

WESTWARD—SECOND SUBDIVISION—EASTWARD

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FIRST CLASS			Capacity in cars		Telegraph calls	Distance from Atkins Yard	TIME TABLE No. 10 June 1, 1967 STATIONS	SEE RULE 6-A	Train Order Office Hours Also See Page 11 For Other Assigned Hours	FIRST CLASS		
19	111	103	Sidings	Other tracks						112	104	20
Passenger	Passenger	Passenger				Passenger	Passenger	Passenger				
Daily	Daily	Daily				Daily	Daily	Daily				
A. M. 1.41	P. M. 7.07	P. M. 10.09		Yard	KD	0.0	ATKINS YARD 0.8	BKPRY	10:00 pm to 6:00 am	A. M. A 5.56	A. M. A 7.36	A. M. A 2.41
1.46	7.12	10.14		Yard	KN	0.8	ATKINS 5.4	PY	7:45 am to 4:45 pm			
				30		6.2	NEWHALL (West End of Two Main Tracks) 6.4	OP	No Office	5.51	7.31	2.36
			125	50		12.6	VAN HORNE 5.6	OP	No Office			
			155	25	K	18.2	KEYSTONE 6.1	OPQ	No Office			
				51		24.3	ELBERON 1.1	P	No Office			
						25.4	(C. & N. W. Crossing) 2.9	AP	No Office			
				18		28.3	VINING 6.5	P	No Office			
2.10	7.34	10.37		31		34.8	(East End of Two Main Tracks) GLADSTONE 4.9	P	No Office	5.25	7.05	2.10
s 2.23				Yard		39.7	TAMA 0.3	OPQ	No Office			s 1.59
2.29	7.40	10.42			HD	40.0	(West End of Two Main Tracks) TAMA TOWER (C. & N. W. Crossing) 10.6	IPQ	Continuous	5.21	7.01	1.50
				18		50.6	DUNBAR 1.8	P	No Office			
			168	40		52.4	PICKERING 2.6	P	No Office			
				170	FN	55.0	FERGUSON 4.9	OP	No Office			
			110	20		59.9	HAVERTHILL 7.4	P	No Office			
			160	58	BN	67.3	MELBOURNE 4.7	OP	No Office			
				47		72.0	RHODES 6.6	P	No Office			
			203	34		78.6	COLLINS 5.1	OPQ	No Office			
				33		83.7	MAXWELL 3.0	OP	No Office			f 12.58
			200			86.7	DUKE 3.8	P	No Office			
				104		90.5	CAMBRIDGE 4.2	P	No Office			
			240	96	NY	94.7	HUXLEY 4.1	OP	No Office			
				27		98.8	SLATER (C. & N. W. Crossing) 3.4	AP	No Office			
3.26	8.29	11.31				102.2	(East End of Two Main Tracks) EAST MADRID 3.4	P	No Office	4.31	6.11	12.40
s 3.36	8.32	11.35		Yard	Z	105.6	MADRID (West End of Two Main Tracks) 4.5	JOP	No Office	4.28	6.08	12.35 s 12.25
						110.1	WOODWARD JCT. 1.0	JP	No Office			
			108	216	RC	111.1	WOODWARD 4.5	OP	No Office			
3.45	8.40	11.44		19		115.6	(East End of Two Main Tracks) BOUTON 6.1	P	No Office	4.19	5.59	A. M. 12.01
A 3.55 s A. M.	A 8.48 s P. M.	A 11.52 s P. M.		Yard	A	121.7	PERRY (C. & N. W. Crossing)	ABFKPQRTWYZ	Continuous	4.13 A. M.	5.53 A. M.	11.52 P. M.

Passenger trains must not exceed a maximum speed of 79 miles per hour; other trains 60 miles per hour.

ABS and CTC are in use between Atkins Yard and Perry.

Two main tracks are in use between Atkins Yard and Newhall, between Gladstone and Tama Tower, between East Madrid and Madrid and between Bouton and Perry. Beginning at the north the main tracks are numbered Number 1 and Number 2 Main Tracks.

Rule 83(B) does not apply to first class trains at Atkins Yard. Trains other than first class trains must secure Clearance at Atkins when operator is not on duty at Atkins Yard.

Rule 83(B) does not apply at Madrid when operator not on duty and does not apply at Woodward Jct.

WESTWARD—THIRD SUBDIVISION—EASTWARD

FIRST CLASS			Distance from Perry	Telegraph calls	Capacity in cars		TIME TABLE No. 10 June 1, 1967 STATIONS	SEE RULE 6-A	Train Order Office Hours Also See Page 11 For Other Assigned Hours	FIRST CLASS		
19	111	103			Siding	Other tracks				112	104	20
Passenger	Passenger	Passenger								Passenger	Passenger	Passenger
Daily	Daily	Daily							Daily	Daily	Daily	
A. M.	P. M.	P. M.							A. M.	A. M.	P. M.	
4.08	8.53	11.57	0.0	A	Yard	PERRY 5.0	ABFKPQRTWYZ	Continuous	^A 4.08	^A 5.48	^A 11.37	
			5.0		19	DAWSON 4.5	P	No Office				
			9.5		19	JAMAICA 2.2	P	No Office				
4.29	9.06	12.10	11.7		Yard	HERNDON (West End of Two Main Tracks) 4.1	JPT	No Office	3.53	5.34	11.24	
			15.8	GR	138	BAGLEY 6.6	OP	No Office.				
			22.4	ND	184	BAYARD 6.5	OP	No Office				
f 4.46			28.9	CB	123	COON RAPIDS 8.1	OPQ	No Office.			f 11.04	
			37.0		182	DEDHAM 6.6	P	No Office				
5.07			43.6		180	TEMPLETON 6.1	P	No Office		5.07		
f 5.14			49.7	G	24	MANNING 4.1	OP	No Office.			f 10.41	
5.19	9.28	12.42	53.8		43	(East End of Two Main Tracks) ASPINWALL 6.5	P	No Office	3.16	4.58	10.38	
^B 5.35 5.55	9.45	12.49	60.3	MJ	E-147 W-66	MANILLA (West End of Two Main Tracks) 7.6	JKPQT	7:30 am to 4:30 pm Daily	3.10	4.52	^S 10.25 10.15	
			67.9		46	DEFIANCE 5.5	P	No Office				
^S 6.10	9.56		73.4	RN	104	EARLING 5.1	OP	No Office.			^S 9.56	
			78.5		95	PANAMA 6.2	P	No Office				
			84.7	SY	188	PORTSMOUTH 5.6	OPQ	No Office				
			90.3		102	PERSIA 4.0	P	No Office				
			94.3		61	YORKSHIRE 5.8	P	No Office				
			100.1	NA	185	NEOLA 4.9	OP	No Office				
			105.0		13	UNDERWOOD 5.0	P	No Office				
			110.0		80	WESTON 9.4	P	No Office				
7.04	10.40	1.45	119.4	RD	Yard	(East End of Double Track) COUNCIL BLUFFS YARD 1.3	BFKPQRTWYZ	6:00 am to 2:00 pm 4:00 pm to 11:59 pm Except Sunday	2.18	3.58	9.12	
			120.7		Yard	(Wab. and C. B. & Q. Crossings) COUNCIL BLUFFS 0.7	IY	No Office				
			121.4			JAY (West End of Double Track) (I. C., C. & N. W. and C. R. I. & P. Crossings) 0.3	UY	No Office	2.09	3.49	9.07	
^A 7.14	^A 10.49	^A 1.54	121.7			C. R. I. & P. JCT. (C. B. & Q. and C. & N. W. Crossings) 0.3	UY	No Office	2.07	3.47	9.06	
^f 7.20	^{P. M.} 10.50	^{A. M.} 1.55	122.0			U. P. TRANSFER 2.8	Y	No Office	^{A. M.} 2.06	^{A. M.} 3.46	^f 9.05	
^A 7.50	^A 11.15	^A 2.20	124.8	US		OMAHA 1.3	BFKPRW	Continuous	^{A. M.} 2.00	^{A. M.} 3.40	^{P. M.} 9.00	
						SOUTH OMAHA						

Passenger trains must not exceed a maximum speed of 79 miles per hour; other trains 60 miles per hour.

This time-table confers no authority between C. R. I. & P. Jct. and South Omaha; U.P.R.R. Co. Bridge subdivision time-table and rules govern.

Double Track is in use between Council Bluffs Yard and Jay.

CTC is in use between Perry and Council Bluffs Yard.

ABS is in use between Perry and a point 200 feet west of the C. B. & Q. R. R. crossing at Council Bluffs.

Two main tracks are in use between Perry and Herndon and between Aspinwall and Manilla. Beginning at the north, the main tracks are numbered Number 1 and Number 2 Main Tracks.

No. 19 stops at Coon Rapids to let off passengers from Marion or beyond and to pick up passengers for Manilla or beyond.

Between Jay and C. R. I. & P. Jct. there is no superiority of trains. All trains and engines must move at restricted speed between these points.

Eastward trains originating at Omaha will obtain Clearance at Omaha instead of C. R. I. & P. Jct.

Rule 83(B) does not apply at Herndon for trains moving from the Eleventh Subdivision to the Third Subdivision.

No. 20 stops at Coon Rapids to let off passengers from Manilla or beyond and to pick up passengers for Marion or beyond.

WESTWARD—FOURTH SUBDIVISION—EASTWARD

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			Capacity in cars		Telegraph calls	Distance from Maquoketa	TIME TABLE No. 10 June 1, 1967 STATIONS	Distance from De Witt	SEE RULE 6-A	Train Order Office Hours Also See Page 11 For Other Assigned Hours		
			Sidings	Other tracks								
				Yard	Q	0.0	MAQUOKETA 6.0	19.6		7:45 am to 4:45 pm Except Sat. & Sun.		
				Yard	W	6.0	DELMAR 6.4	13.6	JP	7:30 am to 4:30 pm Except Sat. & Sun.		
				16		12.4	WELTON 7.2	7.2		No Office		
A				22		19.6	DE WITT	0.0		No Office		

Trains must not exceed maximum speed of 20 miles per hour.
Rule 83(B) does not apply at De Witt and does not apply at Delmar and Maquoketa when operator not on duty.

WESTWARD—FIFTH SUBDIVISION—EASTWARD

			Capacity in cars		Telegraph calls	Distance from Miles	TIME TABLE No. 10 June 1, 1967 STATIONS	Distance from Browns	SEE RULE 6-A	Train Order Office Hours Also See Page 11 For Other Assigned Hours		
			Sidings	Other tracks								
				37	MZ	0.0	MILES 4.3	7.8	O	No Office		
				68	WS	4.3	PRESTON 3.5	3.5		8:00 am to 5:00 pm Except Sat. & Sun.		
A			161	5		7.8	BROWNS	0.0	JP	No Office		

Trains must not exceed maximum speed of 20 miles per hour.
Rule 83(B) does not apply at Browns and Miles.

WESTWARD—SIXTH SUBDIVISION—EASTWARD

			Capacity in cars		Telegraph calls	Distance from Center Jct.	TIME TABLE No. 10 June 1, 1967 STATIONS	Distance from Oxford Jct.	SEE RULE 6-A	Train Order Office Hours Also See Page 11 For Other Assigned Hours		
			Sidings	Other tracks								
				29	WY	0.0	WYOMING 6.1	6.1	O	No Office		
A				Yard		6.1	OXFORD JCT.	0.0	JPTY	No Office		

Trains must not exceed maximum speed of 15 miles per hour.
Rule 83(B) does not apply at Oxford Jct. and Wyoming.

WESTWARD—SEVENTH SUBDIVISION—EASTWARD

THIRD CLASS			Capacity in cars		Telegraph calls	Distance from Worthington	TIME TABLE No. 10 June 1, 1967 STATIONS	Distance from Junction Switch	SEE RULE 6-A	Train Order Office Hours Also See Page 11 For Other Assigned Hours	THIRD CLASS	
			Sidings	Other tracks								
		95										
		Way Freight										
		Daily Ex. Sunday										
		A. M. 96 10.10		16		0.0	WORTHINGTON 6.8	9.7		No Office		96
		10.38		8		6.8	SAND SPRINGS 2.9	2.9		No Office		Way Freight
		A10.50 A. M.				9.7	JUNCTION SWITCH	0.0	JY	No Office		Daily Ex. Sunday
												A. M. 95 A10.05
												9.37
												9.25 A. M.

Trains must not exceed maximum speed of 15 miles per hour.
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS
Rule 83(B) does not apply at Worthington and Junction Switch.

WESTWARD—EIGHTH SUBDIVISION—EASTWARD

SECOND CLASS			Capacity in cars		Telegraph calls	Distance from Jackson Jct.	TIME TABLE No. 10 June 1, 1967 STATIONS	Distance from Paralta	SEE RULE 6-A	Train Order Office Hours Also See Page 11 For Other Assigned Hours	SECOND CLASS	
Way Freight	99	Tuesday Thurs. and Sat. only	Sidings	Other tracks							P. M.	A
						A. M. 6.00			Yard	CQ		
	A. M. 6.35			38		0.0	JACKSON JCT. 4.3	108.3	JP	No Office	P. M. A 4.05	
	6.50			20	WA	4.3	WAUCOMA 9.7	104.0		7:00 am to 4:00 pm Except Sat. & Sun.	3.45	
	7.20			19		14.0	HAWKEYE 4.8	94.3		No Office	2.53	
	7.35			5		18.8	DONNAN JCT. (C. R. I. & P. Crossing) 6.7	89.5	U	No Office	2.35	
	8.05			34		25.5	FAYETTE 9.9	82.8		No Office	2.20	
	8.35			35	BC	35.4	ARLINGTON 8.6	72.9		7:30 am to 4:30 pm Except Sat. & Sun.	1.50	
	9.05			40	RD	44.0	STRAWBERRY POINT 7.3	64.3		7:30 am to 4:30 pm Except Sat. & Sun.	1.25	
	9.35			22		51.3	EDGEWOOD 5.2	57.0		No Office	12.55	
	9.55			23		56.5	GREELEY 3.0	51.8		No Office	12.30	
	10.10					59.5	(C. G. W. Crossing) ONEIDA 9.1	48.8	A	No Office	12.05	
	10.40			21		68.6	DELHI 8.0	39.7		No Office	P. M. 11.35	
	11.10			29	K	76.6	HOPKINTON 5.1	31.7		7:30 am to 4:30 pm Except Sat. & Sun.	11.10	
	11.25					81.7	JUNCTION SWITCH 2.9	26.6	JY	No Office	9.20	
	P. M. 12.20			Yard	B	84.6	MONTICELLO 4.1	23.7	TY	7:30 am to 4:30 pm Except Sat. & Sun.	9.05	
	12.35			13		88.7	LANGWORTHY 6.7	19.6		No Office	8.15	
	1.05			47	AX	95.4	ANAMOSA 4.2	12.9	Y	8:00 am to 5:00 pm Except Sat. & Sun.	7.58	
	1.20			30		99.6	STONE CITY 6.5	8.7		No Office	7.25	
	1.50			38		106.1	SPRINGVILLE 2.2	2.2		8:00 am to 5:00 pm Except Sat. & Sun.	7.05	
	A 2.00 P. M.					108.3	PARALTA	0.0	JP	No Office	6.35 A. M.	

Trains must not exceed maximum speed of 25 miles per hour between Paralta and 2 miles west of Donnan Jct. and 15 miles per hour between 2 miles west of Donnan Jct. and Jackson Jct.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Jackson Jct. and Calmar;
D & I Division time-table governs.

Rule 83(B) does not apply at Paralta, Junction Switch and Jackson Jct.

WESTWARD—NINTH SUBDIVISION—EASTWARD

SECOND CLASS			Capacity in cars		Telegraph calls	Distance from Cedar Rapids	TIME TABLE No. 10 June 1, 1967		Distance from Ottumwa	SEE RULE 6-A	Train Order Office Hours Also See Page 11 For Other Assigned Hours	SECOND CLASS	
179	Time Freight	Daily Ex. Sunday	Siding	Other tracks			STATIONS	Distance from Cedar Rapids				SEE RULE	Office Hours
	P. M. 11-01			Yard		0.0	INDIAN CREEK			JPY	No Office		
				Yard		1.4	CEDAR RAPIDS (C. R. I. & P. and C. & N. W. Crossings)	90.6		BFIKRWYZ	No Office	A M 6-25	
							VERA (C. R. & I. C. Crossing)	89.2		UY	No Office		
	11-18				CF	4.4	BEVERLY (C. & N. W. Crossing)	86.2		IY	11:00 am to 7:00 pm 10:00 pm to 6:00 am Daily Except Sat. & Sun.	5-25	
	11-28			17		9.0	FAIRFAX	81.6			No Office	5-05	
	11-43 A. M.			19		12.5	WALFORD	78.1			No Office	4-55	
	12-20		28	23	A	19.3	AMANA	71.3		Y	10:30 am to 6:30 pm Except Sat. & Sun.	4-40	
	12-35			19		25.8	SOUTH AMANA	64.8			No Office	4-15	
	12-41			23		28.8	CONROY	61.8			No Office	4-01	
	1-09		55	29	W	34.2	WILLIAMSBURG	56.4			7:00 am to 4:00 pm Except Sat. & Sun.	3-45	
	1-21			26		39.7	PARNELL	50.9			No Office	3-25	
	1-35			26	NG	46.4	NORTH ENGLISH	44.2			No Office	3-05	
	1-50			22		54.1	(C. R. I. & P. Crossing) WEBSTER	36.5		U	No Office	2-40	
	186 2-15		18	34	SY	62.0	SIGOURNEY	28.6			7:00 a.m. to 4:00 p.m. Except Sat. & Sun.	179 2-15	
				24		68.5	HAYESVILLE	22.1			No Office	1-45	
	2-50		45	10	HD	76.9	HEDRICK (C. & N. W. Crossing)	13.7		A	8:00 am to 5:00 pm Except Sat. & Sun.	1-15	
	3-01			18		80.7	HIGHLAND	9.9			No Office	12-45	
	A 3-19 A. M. 3-30		114	64		86.5	RUTLEDGE	4.1		JY	No Office	12-20	
						89.3	(C. R. I. & P. and C. B. & Q. Crossings)	1.3		IPY	No Office	A. M. 12-05	
	A 3-40 A. M.			Yard	OA	90.6	OTTUMWA	0.0		BFKPQRTWYZ	Continuous	12-01 A. M.	

Trains must not exceed maximum speed of 35 miles per hour.

All movements between Indian Creek and Beverly will be made in accordance with Rule 93.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83(B) does not apply at Rutledge, Cedar Rapids and Indian Creek.
Westward trains must secure a Clearance at Beverly.

This timetable confers no authority between Rutledge and Ottumwa;
D & I Division timetable governs.

WESTWARD—TENTH SUBDIVISION—EASTWARD

SECOND CLASS			Capacity in cars		Telegraph calls	Distance from Rockwell City	TIME TABLE No. 10 June 1, 1967		Distance from Rembrandt	SEE RULE 6-A	Train Order Office Hours Also See Page 11 For Other Assigned Hours	THIRD CLASS	
463	363	Way Freight	Sidings	Other tracks			STATIONS	Distance from Rockwell City				SEE RULE	Office Hours
		Wed., Friday only				0.0	ROCKWELL CITY	51.1		IJRTY	7:30 am to 4:30 pm Except Sat. & Sun.		
		Sun. Tues. Thurs.		Yard	RS	5.7	LAVINIA	45.4			No Office		P. M. 3-45
				22		11.8	LYTTON	39.3		O	No Office		3-30
				22		18.5	SAC CITY	32.6			8:00 am to 5:00 pm Except Sat. & Sun.		3-15
				39	SC	27.1	NEMAHA	24.0			No Office		2-55
				21		32.5	JUNIATA	18.6			No Office		2-30
				23		38.3	STORM LAKE	12.8		RT	7:45 am to 4:45 pm Except Sat. & Sun.		2-15
		A. M. 8-00		Yard	S	44.4	TRUESDALE	6.7			No Office	A. M. 9-15	2-00 P. M.
		8-15		33		51.1	REMBRANDT	0.0			No Office	9-00	
		A 8-35 A. M.		37								463 8-40 A. M.	

Trains must not exceed maximum speed of 25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83(B) does not apply at Rembrandt.

Rule 83(B) does not apply at Rockwell City and Storm Lake when operator not on duty.

8 WESTWARD—ELEVENTH SUBDIVISION—EASTWARD

SECOND CLASS			Capacity in cars		Telegraph calls	Distance from Herndon	TIME TABLE No. 10 June 1, 1967 STATIONS	Distance from Spirit Lake	SEE RULE 6-A	Train Order Office Hours Also See Page 11 For Other Assigned Hours	THIRD CLASS	
365	363	Sidings	Other tracks	364							362	
Time Freight	Time Freight			Time Freight	Time Freight							
Mon. Wed. Fri.	Sun. Tues. Thurs.	Tues. Thur. Sat.	Mon. Wed. Fri.									
P. M. 7.30	P. M. 7.30		Yard	0.0	HERNDON	123.8	JPT	No Office	P. M. A 5.33	P. M. 5.33		
7.45	7.45		23	5.1	5.1 COOPER 7.5	118.9		No Office	5.18	5.18		
8.25	8.25		63	12.6	JEFFERSON 0.5 (C. & N. W. Crossing)	111.2	Y	7:45 am to 4:45 pm Except Sat. & Sun.	5.01	5.01		
			28	13.1	JEFFERSON TOWER 5.5	110.7	IY	5:00 pm to 1:00 am Except Sun. & Mon.				
8.45	8.45		22	18.6	FARLIN 6.1	105.2		No Office	4.48	4.48		
9.05	9.05		38	24.7	CHURDAN 2.8	99.1		6:30 am to 3:30 pm Except Sat. & Sun.	4.33	4.33		
9.20	9.20		19	27.5	ADAZA 5.5	96.3		No Office	4.25	4.25		
9.55	9.55		19	33.0	LOHRVILLE (C. & N. W. and C. G. W. Crossings)	90.8	A	No Office	4.15	4.15		
10.10	10.10		19	37.5	RANDS 4.5	86.3		No Office	4.06	4.06		
10.25	A 10.25 -P. M.-		Yard	43.2	(I. C. Crossing) ROCKWELL CITY 7.2	80.6	IJRTY	7:30 am to 4:30 pm Except Sat. & Sun.	3.55	3.55 -P. M.-		
11.50			44	50.4	JOLLEY 3.3	73.4		No Office	3.10			
11.57			11	53.7	KNOKE 6.3 (I. C. Crossing)	70.1		No Office	3.00			
A. M. 12.10			68	60.0	FONDA 5.9	63.8	M	8:00 am to 5:00 pm Except Sat. & Sun.	2.45			
12.22			24	65.9	VARINA 8.9	57.9		No Office	2.30			
12.40			50	74.8	ALBERT CITY 5.6	49.0		8:00 am to 5:00 pm Except Sat. & Sun.	2.10			
1.05			32	80.4	MARATHON (C. & N. W. Crossing)	43.4	A	7:45 am to 4:45 pm Except Sat. & Sun.	1.55			
				85.3	4.9 (C. R. I. & P. Crossing)	38.5	U	No Office				
1.30			25	86.7	WEBB 4.9	37.1		8:00 am to 5:00 pm Except Sat. & Sun.	1.40			
1.50			23	91.6	GILLETT GROVE 9.5	32.2		No Office.	1.30			
2.15				101.1	IOWA JCT. 2.6 (C. & N. W. Crossing)	22.7	JPY	No Office	1.05			
3.00			Yard	103.7	SPENCER 6.9	20.1	JMRTYZ	7:15 am to 3:15 pm 1:30 p.m. to 9:30 p.m. Except Sat. & Sun.	1.00			
3.25			16	110.6	FOSTORIA 6.0	13.2		No Office	12.40			
3.55			46	116.6	MILFORD 3.1	7.2		7:45 am to 4:45 pm Except Sat. & Sun.	12.25			
4.10			8	119.7	ARNOLD'S PARK 4.1	4.1		No Office	12.15			
A 4.30 A. M.			39	123.8	SPIRIT LAKE	0.0	RY	7:30 am to 4:30 pm Except Sat. & Sun.	12.01 P. M.			

Trains must not exceed maximum speed of 30 miles per hour.
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS
 Rule 83(B) does not apply at Herndon and does not apply at Rockwell City and Spirit Lake when operator is not on duty.

WESTWARD—TWELFTH SUBDIVISION—EASTWARD

SECOND CLASS			Capacity in cars		Telegraph calls	Distance from Clive	TIME TABLE No. 10 June 1, 1967 STATIONS	Distance from Woodward Jct.	SEE RULE 6-A	Train Order Office Hours Also See Page 11 For Other Assigned Hours	THIRD CLASS	
71	72	Time Freight	Time Freight									
Daily	Daily	Daily	Daily									
P. M. 9.50			126	0.0	CV	22.0	JRY	7:30 am to 4:30 pm Except Sat. & Sun.	P. M. A 2.01			
			4	3.3	RIDER 3.2	18.7		No Office				
10.15			41	6.5	GRIMES 5.6 (D. M. & C. I. Crossing)	15.5	O	No Office	1.45			
10.30			38	12.1	GRANGER 9.7	9.9	M	No Office	1.20			
A 11.15 P. M.				22.0	WOODWARD JCT.	0.0	JP	No Office	1.01 A. M.			

Trains must not exceed maximum speed of 35 miles per hour.
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS
 Rule 83(B) does not apply at Woodward Jct. and does not apply at Clive when operator not on duty.

WESTWARD—THIRTEENTH SUBDIVISION—EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Des Moines	TIME TABLE No. 10 June 1, 1967 STATIONS	Distance from Herndon	SEE RULE 8-A	Train Order Office Hours Also See Page 11 For Other Assigned Hours	THIRD CLASS	
71	67	Sidings	Other tracks							72	66
Time Freight	Time Freight								Time Freight	Time Freight	
Daily	Daily								Daily	Daily	
			Yard		0.0	DES MOINES 0.4	53.8		No Office		
P. M. 9.30	A. M. 12.01		Yard	UD	0.4	WEST ELEVENTH ST. 0.4	53.4	BFKRWYZ	4:00 am to 11:59 am 5:30 pm to 1:30 am	A. M. 3.30	A. M. 10.35
P. M. 9.36	A. M. 12.05				0.8	WEST 28TH ST. 6.4	53.0	Y	No Office	A. M. 3.25	A. M. 10.30
A 9.50 P. M.	12.25		126	CV	7.2	CLIVE 5.4	46.6	JRY	7:30 am to 4:30 pm Except Sat. & Sun.	3.01 A. M.	10.14
	12.45		14		12.6	HADDEN HILL 2.5	41.2		No Office		9.55
	12.55		22		15.1	WAUKEE (C. & N. W. Crossing) 3.8	38.7	U	No Office		9.45
	1.05		10		18.9	ORTONVILLE 3.2	34.9		No Office		9.30
	1.20		27	AD	22.1	ADEL 5.6	31.7		8:00 am to 5:00 pm Except Sat. & Sun.		9.20
	1.40		20		27.7	KENNEDY 4.0	26.1		No Office		9.05
	4.15		26	RI	31.7	REDFIELD 5.6	22.1		7:45 am to 4:45 pm Except Sat. & Sun.		8.55
	4.55		30		37.3	LINDEN 6.1	16.5		No Office		8.40
	5.30		54	FN	43.4	PANORA 5.4	10.4		8:00 am to 5:00 pm Except Sat. & Sun.		8.27
	6.01		40		48.8	YALE 5.0	5.0		No Office.		8.14
A 6.30 A. M.			Yard		53.8	HERNDON	0.0	JPT	No Office		8.01 A. M.

Trains must not exceed maximum speed of 30 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Des Moines and West 28th St.; D. M. U. Railway time-table governs.
 Rule 83(B) does not apply at Clive when operator not on duty.
 Rule 83(B) does not apply at Herndon.
 Rule 83(B) does not apply at West 28th St. Westward Trains will secure Clearance at West Eleventh St.

WESTWARD—FOURTEENTH SUBDIVISION—EASTWARD

		Capacity in cars		Telegraph calls	Distance from Madrid	TIME TABLE No. 10 June 1, 1967 STATIONS	Distance from Boone	SEE RULE 8-A	Train Order Office Hours Also See Page 11 For Other Assigned Hours		
		Sidings	Other tracks								
			Yard	Z	0.0	MADRID 6.3	6.3	JPY	7:00 am to 4:00 pm Except Sat. & Sun.	A	
	A		10		6.3	LUTHER	0.0		No Office		

Trains must not exceed maximum speed of 10 miles per hour.

Rule 83(B) does not apply at Luther and does not apply at Madrid when operator not on duty.

WESTWARD—FIFTEENTH SUBDIVISION—EASTWARD

SECOND CLASS			Capacity in cars		Telegraph calls	Distance from Manilla	TIME TABLE No. 10 June 1, 1967 STATIONS	Distance from Sioux City	SEE RULE 8-A	Train Order Office Hours See Also Page 11 For Other Assigned Hours	SECOND CLASS	
	73		Sidings	Other tracks							262	
	Time Freight										Time Freight	
	Daily										Daily	
	P. M. 11.30			Yard	MJ	0.0	MANILLA	90.3	JKPQRTWY	7:30 am to 4:30 pm Daily	P. M. 9.50	
						0.4	LOOP	89.9	PY	No Office		
				31		9.6	BUCK GROVE	80.7	P	No Office		
						4.3	(C. & N. W. Crossing) ARION					
	A. M. 12.01		48	4	AO	13.9	(Ill. Cent. Crossing) KENWOOD	76.4	IP	Continuous	9.15	
				17		20.2		70.1	P	No Office		
	12.20			62	CO	26.4	CHARTER OAK	63.9	P	No Office	8.50	
	12.30			91		33.0	UTE	57.3	P	No Office		
						9.5						
	12.50		47	16	MD	42.5	MAPLETON	47.8	P	7:30 am to 4:30 pm Except Sat. & Sun.	8.20	
	1.10			20		53.2	RODNEY	37.1	P	No Office	8.05	
				20		57.2	GRANT CENTER	33.1	P	No Office		
						7.6						
	1.35			81	CK	64.8	HORNICK	25.5	P	7:30 am to 4:30 pm Except Sat. & Sun.	7.50	
				25		69.5	OWEGO	20.8		No Office		
				20		75.0	LUTON	15.3		No Office		
	2.10			5		86.2	MORNINGSIDE	4.1	Y	No Office		
						3.2						
				Yard		89.4	(G. N., & C. B. & Q. Crossings) SIoux CITY YARD	0.9	APYZ	No Office	7.00	
	2.40					90.3	(G. N., C. & N. W., Ill. Cent., G. N. Crossings) SIoux CITY					
	A 2.55					95.9	(C. & N. W. Crossing) (East End of Double Track) WEST YARD	0.0	ABFKY	No Office	6.15	
	A 4.30			Yard	RX				BCFIKPTWYZ	Continuous	P. M. 6.00	
	A. M.										P. M.	

Trains must not exceed maximum speed of 49 miles per hour between.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83(B) does not apply at Sioux City and at Manilla when operator is not on duty.

This time table confers no authority between Sioux City and West Yard. IM&D Division time table governs.

LOCATION OF EMERGENCY DIESEL WATER CONNECTIONS

Olin..... At depot.
Marion..... West bound water column pit.
Marion Yard..... Yard Office.
Tama..... At depot.
Madrid..... At depot.
Manilla..... Both east and west bound water column pits.

Rockwell City..... At depot.
Sigourney..... At depot.
Storm Lake..... At depot.
Monticello..... At depot.

TRAIN DISPATCHERS.

H. W. BEAN,
D. W. PETERSON,
W. W. FALLER,
P. D. McKEE,
L. L. HARVEY,
G. E. FREASE

J. F. THOMPSON,
Chief Dispatcher,
Ninth Subdivision only.

TRAINMASTER
W. J. WESTMARK

J. D. GALIHER,
Chief Dispatcher,
All other Subdivisions.

TRAVELING ENGINEER—TRAINMASTERS

P. C. SLATER
J. J. ROSENBACh

YARD LIMITS AT

Sabula	Extend from 180 feet west of Mississippi River bridge to 5000 feet west of junction switch at Samoa and to 3260 feet west of junction switch at Sabula Junction on D & I Division.
Green Island	Extend from 248 feet east of the west switch of westward siding west of the depot to 5670 feet east of east switch of the westward siding east of depot and to a point on the D & I Division 6400 feet west of interlocking limits.
Oxford Jct.	Extend from wye switches on First subdivision to 2350 feet east of wye switch on Sixth subdivision.
Marion Yard and Marion	Extend from 4900 feet east of east switch at Marion Yard to 5500 feet west of the junction switch at Indian Creek on the First Subdivision.
Atkins Yard and Atkins	Extend from 2100 feet east of east switch to 5000 feet west of west switch of yard.
Perry	Extend from 2915 feet east of Stock Track switch on Second Subdivision to 8000 feet west of west crossover in yard on Third Subdivision.
Manilla	Extend from Depot to 2000 feet west of loop switch on the Fifteenth Subdivision.
Council Bluffs Yard and Council Bluffs	Extend from 2200 feet east of east end of double track at Council Bluffs to U.P. Transfer.
Sloux City Yard and West Yard	Extend from 1580 feet east of spur switch at Morningside on Iowa Division to 3430 feet west of west switch of West Yard on IM&D Division.
Maquoketa	Extend from depot to 1463 feet west of the Clinton Engine Company track switch.
Amana	Extend from 2000 feet east of the east switch of the siding to 2000 feet west of the Amana Refrigeration Company lead switch.
Anamosa	Extend from 560 feet west of reformatory switch to 4000 feet east of east switch.
Monticello and Junction Switch	Extend from 2100 feet west of wye switch to 1350 feet east of Junction Switch on the Eighth Subdivision, and to 1000 feet East of Junction switch on the Seventh Subdivision.
Cedar Rapids	Extend from junction switch at Indian Creek to 860 feet west of C&NW Ry Crossing at Beverly.
Rutledge	Extend from 3002 feet east of east switch on Iowa Division Ninth Subdivision to 1500 feet west of west switch on D&I Division.
Des Moines	Extend from west switch of the new yard to 60 feet east of West 28th Street.
Clive	Extend from 6600 feet east of junction switch to 3100 feet west of junction switch on Thirteenth Subdivision, and from junction switch to 12000 feet west of junction switch on Twelfth Subdivision.
Jefferson	Extend from 2500 feet east of east switch to 2000 feet west of tri-County spur switch located .9 mile west of Jefferson Tower.
Rockwell City	Extend from 5000 feet east of depot to 4100 feet west of depot on Eleventh Subdivision, and from depot to 4000 feet west on Tenth Subdivision.
Spencer	Extend from 2000 feet east of Iowa Jct. to 9487 feet west of North Wye Switch on Iowa Division and from 2000 feet east of Iowa Jct. to 2600 feet west of West switch on IM&D Division.
Spirit Lake	Extend from 2000 feet east of east switch of house track to end of main track.
Herndon	Extend from 2500 feet east of east leg of wye switch Herndon on 13th Subdivision.
Storm Lake	Extend from 11,200 feet east of Storm Lake Depot on 10th Subdivision.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Car Capacity
A. B. C. Co.....	4.0 mi. West of Waucoma.....	22
American Cyanamid Co. spur.....	0.72 mi. West of Hawkeye.....	9
Me-Jon Inc. Spur.....	1.78 mi. West of Strawberry Point..	8
Amana Refrigerator Co.....	1.0 mi. West of Amana.....	85
Wheeler Lumber Spur.....	2.1 mi. East of Clive.....	22
Consumer Spur.....	2.02 mi. East of Clive.....	13
Greater Iowa Grain Co.....	1.75 mi. East of Clive.....	24
Crown Concrete Co.....	1.5 mi. East of Clive.....	8
Pittsburgh Des Moines Steel Co.....	0.5 mi. West of Clive.....	60
Clive Industrial trackage.....	1.0 mi. West of Clive.....	115
Iltis Lumber Co.....	1.7 mi. West of Clive.....	13
C. M. C. spur.....	1.8 mi. West of Clive.....	10
Parker Bros. spur.....	2.2 mi. West of Clive.....	9
Straight Mfg. Co.....	0.5 mi. West of Adel.....	6
United Brick & Tile spur.....	0.59 mi. West of Adel.....	25
Cargill Inc.....	1.0 mi. East of Redfield.....	120
Adel Clay Products spur.....	0.70 mi. East of Redfield.....	23
Redfield Brick & Tile spur.....	0.42 mi. West of Redfield.....	15
Farmers Coop Elev. spur.....	0.5 mi. West of Jefferson Tower...	32
National Stamp'g Mfg. spur.....	0.6 mi. West of Jefferson Tower...	13
Tri-County Cash Lbr. spur.....	0.77 mi. West of Jefferson Tower...	3
Milford Gravel Pit spur.....	1.20 mi. East of Milford.....	120
American Cyanamid Co. spur.....	1.76 mi. West of Spencer.....	16
Western Cashway Lbr. spur.....	2.32 mi. West of Spencer.....	10
Simplot Fertilizer Co.....	1.35 mi. East of Sac City.....	10
Monsanto Chemical spur.....	1.1 mi. East of Storm Lake.....	14
International Mineral spur.....	0.4 mi. West of Delmar.....	7
Mississippi Valley Milk spur.....	0.42 mi. West of Maquoketa.....	39
Clinton Engine spur.....	0.46 mi. West of Maquoketa.....	10
Mike's Feed Service.....	0.39 mi. West of Maquoketa.....	5
Kingsbury Homes Spur.....	0.56 mi. East of Sigourney.....	33

OFFICE HOURS NOT OTHERWISE SHOWN

Station	Saturday	Sunday	Holiday
Calmar.....		3:00 pm to 11:00 pm	3:00 pm to 11:00 pm
Spencer.....	7:00 pm to 9:00 pm		
Marion.....		7:30 am to 10:30 am	7:30 am to 10:30 am
Atkins Yard.....			10:00 pm to 6:00 am
Atkins.....			7:45 am to 4:45 pm
Council Bluffs Yard.....		6:00 am to 2:00 pm 8:00 pm to 11:00 pm	6:00 am to 2:00 pm 8:00 pm to 11:00 pm
Beverly.....		11:00 am to 7:00 am 10:00 pm to 6:00 am	11:00 am to 7:00 am 10:00 pm to 6:00 am

Des Moines operator on duty 4:00 am to 11:59 pm Friday only.

At stations where office hours are shown as continuous, such stations will be open continuous daily including Holidays.

At all other stations the office will be closed on Holidays unless hours are assigned as specified above or by Bulletin.

Holidays include New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas on day set by Proclamation.

COMPANY SURGEONS ARE LOCATED AS FOLLOWS:

Location	Name	Residence Phone	Office and Phone
Chicago	R. Householder, Chief Surgeon	Chicago Wesley Memorial Hospital	240 E. Superior St., 337-6500.
Chicago	James R. Hines		Union Station, 236-7600
Chicago	Bruce R. Bodell, Asst. to Chief Surgeon	Chicago Wesley Memorial Hospital	240 E. Superior St., 337-6500 Union Station, 236-7600
Savanna	Dr. L. B. Hussey	273-2171	112 Jefferson St., 273-2241
Savanna	B. V. Gunnarsson	273-2710	333 Chicago Ave., 273-2241
Savanna	K. H. Reddies	273-7627	333 Chicago Ave., 273-2241
Cedar Rapids	Robert L. Swaney, Co. Surgeon	365-2412	1023 A Ave. N. E., 365-8648
Cedar Rapids	J. K. VonLackum, Oculist	364-6511	930 Merchants Nat. Bank Bldg., 364-6817
Cedar Rapids	W. J. Robson, Co. Surgeon	365-7313	Rt. 1 Hwy. 149, 366-5728
Cedar Rapids	Clifford A. Hendricks, Oculist	365-9264	1953 First Ave. S. E., 365-6946.
Council Bluffs	Gordon Best	322-2494	532 1st Ave., 322-7751
Council Bluffs	Fred H. Beaumont	322-4352	Council Bluffs Clinic, 322-7751
Council Bluffs	A. M. Dean (Oculist)	322-2272	22 So. 6th St., 322-5827
Omaha	Charles W. McLaughlin	551-9697	409 Doctors Bldg., 553-5922
Omaha	John D. Coe	391-1668	409 Doctors Bldg., 553-5922
Omaha	Robert M. Stryker	391-6121	8284 Hascall St., 391-3010
Omaha	David S. Weeks	556-3735	8284 Hascall St., 391-3010
Des Moines	Arnold L. Nelson	597-2888	811 Savings & Loan Bldg., 244-2127
Des Moines	J. B. Fraser, Asst. Co. Surgeon	266-4830	811 Savings & Loan Bldg., 244-2127
Des Moines	John W. La Mar, Asst. Co. Surgeon	266-6773	811 Savings & Loan Bldg., 244-2127
Des Moines	G. S. Marquis (Oculist)	276-2451	903 Equitable Bldg., 243-6103

Location	Name of Surgeon	Residence Phone No.	Office Phone No.	Location	Name of Surgeon	Residence Phone No.	Office Phone No.
Sioux City	F. L. Wilson	258-8981	255-8911	Jamalca	W. A. Seldler	429-3427	429-3244
Sioux City	Frederic W. Wilson, Jr.	277-3691	255-8911	Coon Rapids	C. A. Johnson	684-2280	684-2280
Mapleton	Paul G. Ingham	882-1371	882-2611	Manning	A. W. Carlile	653-4821	653-4821
Ute	E. J. Liska	885-2257	885-2257	Carroll	Leo H. Kuker	792-2611	792-4311
Lost Nation	Frank S. Peckosh	678-2207	678-2555	Manilla	J. M. Hennessy	654-2025	654-3122
Olin	A. J. M. Findlater	484-2255	484-2555	Middle Amana	C. Herrman, Jr.	622-5243	622-5241
Marion	J. J. Keith	377-2455	377-3478	North English	U. S. Gelger	664-5055	664-5055
Marion	P. E. Orcutt	377-0309	377-3174	Williamsburg	D. F. Miller	468-1178	468-1221
Maquoketa	J. W. Jordan	652-2157	652-4122	Sigourney	Ed. Gann	622-2152	622-2150
Monticello	Earl H. DeShaw	465-3603	465-3378	Boone	W. H. Longworth	432-2335	432-5412
Calmar	Garfield Miller	562-3507	562-3562	Panora	C. A. Nicoll	755-2163	751-2121
Tama	A. J. Wentzlen	484-3443	484-2602	Jefferson	E. D. Thompson	386-3625	386-4714
Tama	A. J. Havlik	484-3828	484-2602	Rockwell City	P. W. Van Metre	297-4665	297-3495
Madrid	T. K. Leonard	795-3643	795-2127	Fonda	J. B. Thieslen	288-6337	288-6619
Perry	L. L. Long	465-2180	465-4664	Spencer	G. F. Fieselmann	262-4594	262-4310
Perry	K. W. Diddy	465-2116	465-2425	Spirit Lake	E. L. Johnson	336-1245	336-2410
Perry	R. F. Deranleav	465-4575	465-3553	Storm Lake	R. R. Hanson	732-5216	732-5030

‡Indicates salaried Company surgeons who should be used whenever possible.
 †Indicates surgeons equipped to conduct physical examinations of employes for entrance into service, promotion or re-examination.
 *Indicates surgeons equipped to conduct physical examinations of employes for re-examination only.

WESTWARD FREIGHT TRAINS—(INFORMATION ONLY) EASTWARD

63	175	67	61	81	73	STATIONS	62	162	76	64	68	168
Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight		Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight
Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily		Daily	Daily Ex. Monday	Daily	Daily	Daily	Daily
A. M. 2:20	A. M. 3:00	A. M. 6:00	P. M. 2:10	P. M. 10:00	P. M. 10:50	SAVANNA	A. M. 5:45	A. M. 6:30	A. M. 9:00	P. M. 7:30	P. M. 7:20	P. M. 7:55
	A. M. 3:30	A. M. 6:30		A. M. 10:30		GREEN ISLAND		5:45	8:25			7:10
						MARION						
	8:25		7:15		A. M. 8:45 P. M. 3:15	PERRY	11:30 10:00			1:50	P. M. 12:01 7:45	
						MANILLA	8:30			12:40	5:25	
						COUNCIL BLUFFS YARD	6:30			11:20	3:45	
A. M. 11:00			A. M. 10:00		P. M. 7:30		P. M. 6:30			A. M. 11:20	A. M. 3:45	

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

G-1 In reference to Rule 2 of the Consolidated Code of Operating Rules, the following watches conform to the requirements this railroad:

POCKET WATCHES

Hampden, Howard, Illinois, South Bend and Waltham, all of which must be 16 size-19 jewel or better, Hamilton-16 size-992-21 jewel, or 16 size-950-23 jewel, Elgin-16 size-B. W. Raymond-21 jewel.

WRIST WATCHES

Elgin-13/0 size, 23 jewel B. W. Raymond, Elgin 21 jewel, B. W. Raymond Chronometer, Ball-13 ligne, 21 jewel, Official Railroad Standard Bulova Accutron-Railroad Approved.

G-2 In complying with Rule 3 of the Consolidated Code of Operating Rules, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on back of their time slip.

G-3 The use of gasoline stoves and burners in Company's buildings and equipment is prohibited.

The use of oil and bottled gas (Propane) stoves and burners for either cooking, heating or refrigeration is permitted only when authorized by the Company and when installation is made in accordance with Company standards.

The above does not apply to U. S. Army Field Ranges when installed under the supervision of a U. S. Army Commissioned Officer and operated by his men.

To avoid personal injuries and possible damage by fire, when lighting and operating caboose oil stoves, employees must be governed by the instructions which are posted in each caboose so equipped.

G-4 Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department Inspector, may be hauled in any part of the train.

G-5 In addition to Consolidated Code Rule 806 regarding handling of occupied outfit cars, the following will also apply on this Railroad: When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of train striking the cars.

The same principle will also apply when such cars are placed on other side tracks; but when for operating reasons, it is not practicable to have switches spiked, the Train Dispatcher must be notified.

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars.

Under such conditions, the cars must not be moved except when necessary and then only after the man in charge has given his permission.

When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

G-6 For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the steam must be shut off as soon as the train stops in the station.

G-7 When passenger trains are unusually delayed, passengers should be informed as to cause and extent of delays.

Conductors will make suitable announcements to passengers on trains, or arrange for brakemen and sleeping or parlor car employees to do so.

Agents or station masters will see that such announcements are made to passengers in stations when waiting for delayed trains.

Public Address System should be utilized at stations when available.

G-8 A yellow flag by day stencilled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

G-9 In connection with Rule 920 of the Consolidated Code of Operating Rules, the engineer may permit other employees, when competent, to handle the engine with the engineer being responsible.

G-10 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-11 When a train order office is closed during the period authorized by timetable or bulletin the light in the train order signal will be extinguished.

G-12 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G-13 When Diesel-Electric or Electric engines are handled dead in train the following will apply:

When engine handling the train is of the wagon type:—Single Unit Diesel-Electric road switcher, yard switcher or wagon type units may be handled next behind the road engine.

When engine handling the train is of the road switcher or yard switcher type:—Wagon type units or series of such units may be handled next behind the road engine, but road switcher or yard switcher type engines must be separated from the road engine by at least one car and must be separated from each other by one or more cars.

Diesel-Electric or Electric engines will be handled dead in train on authority of Chief Dispatcher who will specify the train they are to be handled on and where they will be placed in the train.

When a 44 ton Diesel engine is being handled dead in freight train, it must be placed at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44 ton Diesel engine must be placed behind the pusher. When there is a 44 ton Diesel engine on the rear of the train, the train must not be pushed nor pulled from the rear and the dead Diesel engine must not be handled in switching movements in conjunction with other cars.

G-14 Diesel engines moving dead in train will come under the provisions of Rule 809 and when the doors of the engine are locked and the hand brake is not accessible, a freight car with operative hand brakes must be coupled to the diesel with uncoupling mechanism made inoperative.

G-15 Passenger car equipment may be moved through water up to six inches above the top of rail without damage to the generators or battery and bearing boxes.

When necessary to move passenger car equipment through water from 3 to 6 inches above the rails, the equipment should be pushed through the water to a point where it can be reached from the opposite end by a power unit or other equipment and pulled on through the obstruction.

GENERAL SPEED RESTRICTIONS

G-16 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speed shown below and further reduction made where conditions require:

TYPE OF EQUIPMENT	MPH
Trains handling ore cars Loaded	35
Empty	40
Trains handling ore except silicon ore, loaded in open top equipment other than ore cars	40
Trains handling loaded air dumps (must stop when meeting trains on double track)	25
Work trains with workmen or occupied outfit cars	25
Scale test cars on Branch Lines	20
on Main Line	25
The following Diesel engines either dead in train or operating under own power:	
690 AB to 696 AB	55
950 to 977	45
993	30

G-17 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

G-18 Diesel or Electric engines with unobstructed view in either direction may be operated at permissible speeds in either direction.

Diesel or Electric engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.

G-19 The provisions of Rule 30 of the Manual of Rules and Instructions on Air Brake and Train Air Signals Form 2697 Revised, will apply as follows at the following points:

Aberdeen—Miles City—Deer Lodge—Othello	All trains
St. Paul	Freight trains only
Minneapolis	Passenger trains only

G-20 When making a back-up movement with more than three diesel units in multiple, there is a danger of jack-knifing the units which may result in rail overturning under the engine. Before making back-up movements with more than three units, the leading unit, or units, must be isolated and only the rear three units allowed to work power.

G-21 When flat spots develop enroute on car or engine wheels, speed of train must be reduced to not exceed forty (40) M.P.H. to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of the train will be reduced in line with their judgment.

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or engine with flat spots at a speed either under seventeen (17) M.P.H. or in excess of twenty-three (23) M.P.H. as the most severe impact occurs at speeds (17) to (23) M.P.H.

G-22 When two locomotive tenders are handled in the same train, they must be separated from each other by one or more cars.

G-23 Before shoving cuts of cars that include extra length cars measuring 60 ft. or longer, on sharp curves, or steep grades, it must be known that any such extra length cars are coupled.

G-24 A train order or Clearance timed, dated and completed or OK'd before midnight, may be accepted after midnight and should be respected the same as if issued on date of departure of the train.

X-1 Trains handling wrecker derricks must not exceed the following speed limitations. The indicated maximum speed must be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds.

	On Tangent Track	On Curves
First Subdivision	40 M.P.H.	30 M.P.H.
Second Subdivision	40 M.P.H.	30 M.P.H.
Third Subdivision	40 M.P.H.	30 M.P.H.
Fourth Subdivision	20 M.P.H.	15 M.P.H.
Fifth Subdivision	20 M.P.H.	15 M.P.H.
Sixth Subdivision	15 M.P.H.	10 M.P.H.
Seventh Subdivision	15 M.P.H.	10 M.P.H.
Eighth Subdivision	20 M.P.H.	15 M.P.H.
Ninth Subdivision	25 M.P.H.	20 M.P.H.
Tenth Subdivision	15 M.P.H.	10 M.P.H.
Eleventh Subdivision	20 M.P.H.	15 M.P.H.
Twelfth Subdivision	25 M.P.H.	18 M.P.H.
Thirteenth Subdivision	20 M.P.H.	15 M.P.H.
Fourteenth Subdivision	10 M.P.H.	10 M.P.H.
Fifteenth Subdivision	35 M.P.H.	30 M.P.H.

X-2 Trains handling locomotive cranes, Jordan spreaders, shovels, pile drivers, ditching machines, cut wideners and snow plows of all types except flangers must not exceed the speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding, and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

	On Tangent Track	On Curves
First Subdivision	35 M.P.H.	30 M.P.H.
Second Subdivision	35 M.P.H.	30 M.P.H.
Third Subdivision	35 M.P.H.	30 M.P.H.
Fourth Subdivision	20 M.P.H.	15 M.P.H.
Fifth Subdivision	20 M.P.H.	15 M.P.H.
Sixth Subdivision	15 M.P.H.	10 M.P.H.
Seventh Subdivision	15 M.P.H.	10 M.P.H.
Eighth Subdivision	20 M.P.H.	15 M.P.H.
Ninth Subdivision	25 M.P.H.	20 M.P.H.
Tenth Subdivision	20 M.P.H.	15 M.P.H.
Eleventh Subdivision	25 M.P.H.	20 M.P.H.
Twelfth Subdivision	25 M.P.H.	20 M.P.H.
Thirteenth Subdivision	25 M.P.H.	20 M.P.H.
Fourteenth Subdivision	10 M.P.H.	10 M.P.H.
Fifteenth Subdivision	30 M.P.H.	20 M.P.H.

X-3 The speed of all trains or engines passing through turnouts must not exceed 13 M.P.H., except those turnouts laid with long frogs and designated by Special Instructions or bulletin where the speed may be increased to 25 M.P.H., unless otherwise authorized.

Turnouts laid with long frogs are located at:
 Station Location
 Rutledge At the Junction switch west of the Depot.

Turnouts laid with long frogs where maximum speed for passenger trains is 40 M.P.H. and other trains is 35 M.P.H. are located at:

Station	Location
Tama	West end of two main tracks.
Melbourne	East end of siding.
Melbourne	West end of siding.
Woodward Jct.	Turnout from Twelfth Subdivision to Second Subdivision.

Turnouts laid with long frogs where maximum speed for passenger trains is 45 M.P.H. and other trains is 35 M.P.H. are located at:

Station	Location
Council Bluffs Yard	East end of double track.

Turnouts laid with long frogs and curved points where maximum speed for passenger trains is 50 M.P.H. and other trains is 40 M.P.H. are located at:

Station	Location
Green Island	West end of double track.
Dove	East end of two main tracks.
Indian Creek	West end of two main tracks.
East Atkins	East end of two main tracks.
Newhall	West end of two main tracks.
Gladstone	East end of two main tracks.
East Madrid	East end of two main tracks.
Madrid	West end of two main tracks.
Bouton	East end of two main tracks.
Herndon	West end of two main tracks.
Aspinwall	East end of two main tracks.
Manilla	West end of two main tracks.

Turnouts laid with long frogs and curved points where maximum speed for passenger trains is 50 M.P.H. and other trains is 35 M.P.H. are located at:

Station	Location
Collins	Both ends of siding.
Duke	Both ends of siding.
Huxley	Both ends of siding.

X-3 (a) SPRING SWITCHES

Movement in facing point direction over a spring switch not equipped with a facing point lock must not exceed 25 miles per hour. When switch is equipped with a facing point lock, movement may be made at normal speed. If switch is lined for the turnout the allowable turnout speed must be observed.

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the points must not exceed 40 miles per hour.

If movement is through the turnout the allowable turnout speed must be observed.

All spring switches except those indicated below are equipped with facing point locks. The speed must not exceed 25 miles per hour when moving against the points at the following spring switches:

Council Bluffs West end of double track.
 X-4 Referring to Rule 922 of the Consolidated Code of Operating Rules, the following will apply:

At points where mechanical forces are employed, the Mechanical Department will be responsible for knowing, when an engine is sent out for service, that it is in good working order and is adequately supplied with fuel, water, sand and other supplies including flagging equipment and signal appliances. Engineers will not be required to make inspection of engine at such points, except it must be known that adequate air pressure is being maintained and that air brake equipment is functioning properly. Hand Brakes must be released on all units before engine is moved.

Rules 1, 2, 3, 11 and 14 of the Manual of Rules and Instructions on Air Brake and Train Air Signals for Enginemen and Trainmen are modified accordingly.

The above instructions will apply at the following points:
 Savanna Perry Sioux City
 Council Bluffs 5:00 a.m. to 8:00 p.m.
 Cedar Rapids 7:00 a.m. to 3:00 p.m., except Sat. & Sun.
 10:30 p.m. to 6:30 a.m., except Sat. & Sun.

X-4(a) Speedometers on road engines in main line service must be checked by observing time between "Speed Test Section" signs.

Where there are no "Speed Test Section" signs in use, the check must be made between mile posts at first opportunity after departure from point where engineer takes charge of engine.

The location where test was made, speed at time of check and any variation must be shown on the work report.

Speed Test Section signs are located as follows:
 Iowa Division None

X-5 Five minute fuses should be used in Automatic Block System territory and also on the Fourth, Sixth, Seventh, Eighth and Eleventh, Subdivisions; ten minute fuses should be used on all other Subdivisions.

X-6 In compliance with Rule D-91 the following will apply:

Where trains are to be moved against the current of traffic, following trains will not be permitted to enter the block until the preceding train is clear of the block.

Stop indication must be displayed immediately after rear of a train has passed the signal and following trains will not be permitted to enter the block until it is clear of the preceding train.

Rules 91 and 91-A do not apply for movements against the current of traffic.

Protection against following trains on the same track is not required of trains moving against the current of traffic. This provision does not apply to any unit of equipment which does not actuate block or cab signals or to a work extra.

X-7 No. 19 and No. 20 must not exceed 65 M.P.H. passing hot box scanners located at M.P. 180.2, M.P. 324.5, M.P. 392.2 and M.P. 453.6.

X-8 CTC operation between Green Island and Council Bluffs Yard is controlled by the train dispatcher at Perry.

FIRST SUBDIVISION

X-9 Speed restrictions (in addition to General speed restrictions):

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Trains moving against the current of traffic	59	49
Samoa around the curve	40	40
Green Island over interlocking	60	45
Green Island through interlocked crossover and through junction switch entering and leaving D. & I. Division Second District	20	20
Marion - Over street crossings 9th to 18th	12	12
Marion - No. 1 main track between Yard office and 9th St.	20	20
Marion - No. 2 main track between passenger station to 800 feet east of MP 226	20	20
Indian Creek through crossover and through junction switch entering or leaving Ninth Subdivision	15	15

X-13 Eastward freight trains must not exceed 45 M.P.H. from mile post 167 between Delmar and Browns to mile post 161 between Browns and Green Island.

X-14 At Atkins Yard, first class trains will not register.

X-15 At Marion, only first class trains will register. At Marion Yard, only freight trains starting and terminating will register.

X-16 Trains using the following sidings will move expecting to find them occupied by cars:
 Siding - Samoa.
 Westward siding - west of depot Green Island.

SECOND SUBDIVISION

X-21 Speed restrictions (in addition to General speed restrictions):

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Tama Tower	40	35
Tama, through the City	25	25
Perry, over street crossings West 2nd to East 7th	12	12
Perry, C. & N. W. crossing	15	15
Perry, between Yard Office and C. & N. W. crossing	20	20

X-22 At Atkins Yard and Perry, first class trains will not register. At Perry, freight trains will register in the train register at the Yard Office.

X-25 In case of failure of an interlocking signal at Tama Tower, after authority to proceed has been obtained from the Train Dispatcher at Perry an understanding must also be had with the Operator at Tama Tower before any movement is made over the interlocked switches at that point.

When authorizing an eastward train to proceed the Train Dispatcher must indicate which main track is to be used beyond Tama Tower.

X-26 When picking up cars at Ferguson, loaded cars cannot be pulled over track scales.

THIRD SUBDIVISION

X-27 Speed restrictions (in addition to General speed restrictions):

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Perry, C. & N. W. crossing	15	15
Perry, between Yard Office and C. & N.W. crossing	20	20
Manilla, around the loop	10	10
Council Bluffs, Wabash and C.B.&Q. crossing	20	20
Council Bluffs, between Tower A and 21st Street	15	15
Council Bluffs, between C.B.&Q. crossing and Jay	Reduced Speed	
Council Bluffs on Westward track 6th and 7th Streets over Defect Detector	30	20

X-28 Dome cars are restricted from operating over tracks 8 to 13 inclusive, at Omaha Union Station.

X-29 At Perry, first class trains will not register.
At Perry, freight trains will register in the train register at the yard office.
At Council Bluffs Yard, first class trains will not register.

X-30 Before operating over the Union Pacific Co.'s tracks between C.R.I.&P. Jct. and South Omaha, all train, engine and yard employes must pass a satisfactory examination on the Union Pacific Rules and must have a certificate of such examination in their possession.

X-31 Rule 268(A) does not apply between Manilla and Co. Bluffs Yard.

X-34 At C.R.I.&P. Jct., a Switch Tender is on duty from 10:00 p.m. to 6:00 a.m. daily to handle switches for westward C.M.St.P.&P. trains moving from the single track to the westward U.P. Main Track near U.P. Transfer.

DURING THE HOURS THE SWITCH TENDER IS ON DUTY THE FOLLOWING WILL GOVERN:

Eastward trains and engines must not enter single track at C.R.I.&P. Jct. or at the Pool Yard without a proceed signal from the Switch Tender given with a yellow flag or yellow light.

Westward trains and engines will be governed by a yellow light, located on a pole at the Railroad Crossing STOP BOARD at the clearance point at end of double track.

When a yellow light is displayed, it will be regarded as a proceed signal from the Switch Tender and will be authority for a westward train or engine to enter the single track.

When no light is displayed, westward trains or engines must remain until a light is displayed or permission to proceed is received from the Switch Tender. In case a light is not displayed a member of the crew must communicate immediately with the Switch Tender.

Telephone for communication with the Switch Tender is located at the STOP BOARD.

During the hours Switch Tender is not on duty, a light will not be displayed and trains and engines will handle their own switches.

Trains or engines are not relieved from making the required positive Railroad Crossing stop in these limits.

Electric lantern may be used by Switch Tender for displaying yellow light.

X-36 At Council Bluffs Yard, at east end of yard, when the signal governing eastward movements from the yard to the main track displays a STOP indication, eastward trains on the departure track must stop to clear the inbound lead until the signal displays a proceed indication.

FOURTH SUBDIVISION

X-37 Trains may find cars on main track at DeWitt.

X-38 Following are speed restrictions covering 6 wheel truck road switching locomotives Delmar to DeWitt: Maximum speed—15 M.P.H.

FIFTH SUBDIVISION

SIXTH SUBDIVISION

SEVENTH SUBDIVISION

EIGHTH SUBDIVISION

X-39 At Onelda trains must not exceed a maximum speed of 20 M.P.H. over C.G.W. railroad crossing.

X-41 Following are speed restrictions covering 6 wheel truck road switching locomotives: Bridge H-466—1.4 miles west of Edgewood between MP 56 and MP 57—15 M.P.H.

X-42 Trains will proceed at reduced speed through rock cut located at the east switch of the siding at Fayette.

NINTH SUBDIVISION

X-43 Speed restrictions (in addition to General speed restrictions):

LOCATION	Maximum Speed M.P.H.
All Engines, and Wrecking Derricks X-3, X-7, X-16, and X-19 over Bridge I-180.3 Miles West of Indian Creek	15
All Engines over Bridge I-126 0.3 Miles East of Amana	25
All Engines over Bridge I-260 3.7 Miles East of Sigourney	25
Wrecking Derricks X-16 and X-19 over Bridge I-126 0.3 Miles East of Amana	15
Over Bridge I-260 3.7 Miles East of Sigourney	15
Over Bridge I-352 1.3 Miles West of Highland	25
Beverly, C&NW Crossing	20

X-44 At the C. & N. W. crossing at Hedrick, all trains must stop at the Stop Sign regardless of the indication displayed by the Absolute Signal.
When the Absolute Signal displays a proceed indication, after stop has been made movement may be made over the crossing.
When the Absolute Signal displays a Stop Indication, movement will be governed by Rule 613.

X-46 At Cedar Rapids, trains must not exceed maximum speed of 10 M.P.H. over the C&NW crossing and the CRI&P junction switch, located between Seventh Avenue and Eighth Avenue and over the C&NW crossing and the CRI&P crossing, located at Ninth Avenue.

X-47 At Cedar Rapids, the City Ordinance reads: "Sounding of whistles is prohibited. No Railroad Company or person in its employ shall cause or allow the whistle of any locomotive engine to be sounded within this City, except for necessary brake signals and such as may be absolutely necessary to prevent injury to persons and property other than their own, or that in their possession as freight."

X-47 (a) At Center Point Road and Oakland Avenue, Cedar Rapids, a color light type indicator is located between the main track and siding on each side of crossing to govern train and engine movements over crossing.
When yellow is displayed traffic lights are at stop and rail movement may be made over the crossing.

When red is displayed the following will govern:
Push buttons for manual control of the traffic lights are located west of the crossing on the side of the relay case north of the main track and on a pedestal south of the siding near the first switch west of the crossing.
When indicator displays red after a movement has approached to within 100 feet of the crossing, a member of the crew must operate a push button. If the indicator continues to display red, movement must be made in accordance with Rule 103.

X-48 At Cedar Rapids CRI&P main track between "A" Avenue & 7th Avenue will be used jointly by CRI&P, CMStP&P and IC trains and engines as directed by Towermen at 9th Avenue.

Movements to the RI main track in this area will be made by contacting the 9th Avenue Tower Operator over one of the yard communicating speakers located on the east side of the RI main track at "A" Avenue and "B" Avenue. Operators at 9th Avenue Tower will authorize all movements to the RI main track on authority of RI Yardmaster. All movements through or over the spring switch will be made in accordance with The Consolidated Code of Operating Rule No. 104 (H).

The normal position for the Stub track switch and the IC-RI lead track switch located at "B" Avenue will be lined for the Milwaukee main track.

X-49 At Rutledge trains and engines must not exceed maximum speed of 15 M.P.H. over track Rutledge to Ottumwa Air Base.

TENTH SUBDIVISION

X-49(a) At Sac City trains and engines must not exceed 13 M.P.H. thru turn outs located 73 feet West of Depot and 919 feet East of Depot.

ELEVENTH SUBDIVISION

X-50 Speed restrictions (in addition to General speed restrictions):

LOCATION	Maximum Speed M.P.H.
	All Trains
Jefferson C&NW Crossing	20
Lohrville CGW Crossing	20
Rockwell City IC Crossing	20
Marathon C&NW Crossing	20
Spencer, C. & N. W. Crossing	15
Bridge R-1426, 0.7 Miles West of Arnolds Park	25

X-51 Iowa Division trains will use the IM&D Division main track between Iowa Jct. and Spencer. Westward trains must obtain permission from the IM&D train dispatcher before entering the main track.
Normal position for the junction switch at Iowa Jct. is for movements on the IM&D Division.

X-53 At Spencer, the train order signal has four arms; the upper arms or lights govern IM&D Division trains and the lower arms or lights govern Iowa Division trains.

X-54 At Spencer the normal position of the electrically locked gate at the C&NW crossing is against movement on the C&NWRR.

X-56 At Fonda, the normal position of the electrically locked gate is against movements on the CMStP&PRR.

TWELFTH SUBDIVISION

X-58 At Clive the normal position of the junction switch is for movements from the Thirteenth to the Twelfth Subdivision.

THIRTEENTH SUBDIVISION

X-60 Speed restrictions (In addition to General speed restrictions):

LOCATION	Maximum Speed M.P.H.
	All Trains
Adel, 8th St. Crossing U. S. Highway 169.....	10

X-61 At Des Moines, the whistle must not be sounded when approaching 28th Street from either direction except to prevent an accident.

Between West 28th Street and Clive, westward trains will give only one moderate sound of the whistle 500 feet east of Grand Avenue, located 4.64 miles east of Clive, and eastward trains will give only one moderate sound of the whistle 500 feet west of the township road crossing located about 1000 feet west of Grand Avenue.

X-63 At Clive, the normal position of the junction switch is for movement from the Thirteenth to the Twelfth Subdivision.

FOURTEENTH SUBDIVISION

X-65 At Madrid, the normal position of the Fourteenth Subdivision main track switch is for the Hill track.

X-65(a) Trains may find cars on main track at Luther.

FIFTEENTH SUBDIVISION

X-66 Speed restrictions (In addition to General speed restrictions):

LOCATION	Maximum Speed M.P.H.
	All Trains
Manilla, around the loop.....	10
Arion, C&NW and IC Crossing.....	25
Ute, Through station limits.....	45
Bridge T-210-B, 1.5 miles east of Sioux City.....	15
Sioux City Yard, GN and CB&Q Crossing at east end of yard.....	20
Sioux City, C&NW Crossing west of passenger sta- tion.....	10

X-67 Within the yard limits of Sioux City Yard — West Yard the officials of the IM&D Division have jurisdiction.

X-68 Between East switch at Sioux City Yard and C&NWRR Crossing located just west of Pearl Street, Sioux City, there is no superiority of trains. All trains and engines must move within these limits at reduced speed.

