

TABLE OF TRAIN SPEEDS

Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour
0	33	110.0	1	19	45.6
0	34	106.0	1	20	45.0
0	36	100.0	1	21	44.4
0	38	94.7	1	22	43.9
0	40	90.0	1	23	43.4
0	42	85.7	1	24	42.9
0	48	75.0	1	25	42.4
0	50	72.0	1	26	41.9
0	52	69.2	1	27	41.4
0	54	66.6	1	28	40.9
0	56	64.2	1	29	40.4
0	58	62.0	1	30	40.0
1	0	60.0	1	31	39.6
1	1	59.0	1	32	39.1
1	2	58.0	1	33	38.7
1	3	57.1	1	34	38.2
1	4	56.2	1	35	37.9
1	5	55.3	1	40	36.0
1	6	54.5	1	45	34.3
1	7	53.7	1	50	32.7
1	8	52.9	1	55	31.3
1	10	51.4	2	0	30.0
1	11	50.7	2	5	28.8
1	12	50.0	2	10	27.7
1	13	49.3	2	15	26.7
1	14	48.6	2	20	25.7
1	15	48.0	2	25	24.8
1	16	47.4	3	0	20.0
1	17	46.7	4	0	15.0
1	18	46.1	6	0	10.0

Radio conversation between foreman in charge of work and engineer to be worded as follows when using "Proceed Prepared To Stop" and "Conditional Stop" signs.

**FOREMAN'S FORM U
TRAIN ORDER CLEARANCE**

RI _____
(Occupation) (Name)
in charge of work at MP _____, calling
(Train No.) _____ (after train answers giving
his identification): _____

This is RI _____
(Occupation) (Name)
in charge of the work between MP _____ and
MP _____ Train Order No. _____
We are in the clear and you may proceed past the
red conditional stop sign and through the limits of
order at _____ MPH.

Where Rule 10 (i) (2) is authorized, Foreman will
omit the words, "Train Order No. _____."

**ENGINEER'S ORAL ACKNOWLEDGMENT
OF FORM U CLEARANCE**

This is engineer of RI Train

(Train No.) (Direction)
I may proceed past the red conditional stop sign
and through the limits of Order No. _____
between MP _____ and MP _____ at

(Speed) repeat _____ (Speed) miles per hour.

Where Rule 10 (i) (2) is authorized, Engineer will
omit the words, "of Order No. _____."

PREVENT INJURY



SAFETY FIRST

Chicago, Rock Island & Pacific Railroad



**TIME
TABLE
DES MOINES DIVISION**

No. 9

EFFECTIVE AT 12:01 A.M.
SUNDAY, JULY 20, 1969

STANDARD TIME
CENTRAL TIME—GOODLAND AND EAST
MOUNTAIN TIME—GOODLAND AND WEST

O. R. THURSTON
Superintendent
G. H. VOSS
Asst. Gen. Manager
C. R. HURT
Asst. Gen. Manager
W. F. THOMPSON
General Manager

**This Time Table for the exclusive use
and guidance of employees**

Southward				Main Line				Northward			
FIRST CLASS				SUBDIVISION 11 STATIONS				FIRST CLASS			
		17		TIME TABLE NO. 9				18			
		Psg.		July 20, 1969				Psg.			
		Daily						Daily			
		A.M.	Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers		M.P. from Burlington	Signs			
		10:45	.....	.....	60364	C.....	MINNEAPOLIS	TO	364.9	RFW TY	P.M. 7:30
		11:05	.....	.....	60354	U.....	ST. PAUL	TO	353.4	.....	7:00
		11:20	.....	.....	60346	.....	NEWPORT	.....	345.9	.....	6:11
		11:30	.....	.....	60344	Q.....	INVER GROVE	*TO	344.1	RFW TYd	6:08
		11:45	3268	63	60333	.....	ROSEMOUNT	.....	333.5	Y.....	5:56
		11:52	4282	144	60326	F.....	FARMINGTON	TO	326.3	WY....	5:49
		11:59	2618	42	60319	.....	CASTLE ROCK	.....	319.5	.....	5:42
		12:07	4701	134	59313	.....	NORTHFIELD	..P	313.4	T.....	5:35
		12:11	2974	32	57310	.....	DUNDAS	.....	310.3	.....	5:30
		12:15	4353	.....	.....	.....	COMUS	.....P	306.5	.....	5:26
		12:23	2260	103	57300	BO.....	Crossing	P	303.0	.....
		12:28	5988	.....	57296	.....	FARIBAULT	*TO	299.7	W.....	5:18
		12:43	6210	82	57284	OT.....	KASPER	.....P	295.5	.....	5:12
		12:57	6155	34	57269	.....	MEDFORD	.....P	290.3	.....
		1:04	6579	39	57261	.....	OWATONNA	*TO	284.3	.....	5:00
		1:18	4888	Yard	57253	WB.....	HOPE	.....P	275.0	.....
		1:20	.....	.....	57252	.....	ELENDALE	.....P	268.7	.....	4:43
		1:26	4530	31	57246	.....	CLARKS GROVE	.....P	260.9	.....	4:36
		1:30	6076	.....	57241	.....	ALBERT LEA-CRI&P	*TO	252.7	T.....	4:28
		1:34	3356	57	57236	.....	CMSI&P Crossing	.....P	252.4	.....
		1:40	4084	35	57230	.....	ALBERT LEA-C&NW	TO	252.6	RFW TYd	
		1:48	.....	Yard	57225	JU.....	CMSI&P Crossing	.....UX	252.3	.....
		P.M.	.....	.....	57225	.....	CURTIS	.....P	251.7	.....	4:22
			.....	.....	57225	.....	GLENVILLE	.....P	245.9	.....	4:16
			.....	.....	57225	.....	GORDON, MINN.	.....P	240.9	.....	4:11
			.....	.....	57225	.....	NORTHWOOD, IA.	.....P	235.9	.....	4:06
			.....	.....	57225	.....	KENSETT	.....P	229.5	.....	4:00
			.....	.....	57225	.....	WEST YARD	*P	226.5	.....
			.....	.....	57225	.....	MANLY	*TO	225.1	RFW TYd	3:55
			.....	.....	57225	.....			139.8	.....	P.M.

WHEN OPERATING UNDER RULE 356 TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD. RULE 99(k) AUTHORIZED.

MAXIMUM SPEED: Psg. Trains 70 MPH
Frt. Trains 60 MPH

See Page 4 for Speed Restrictions and Special Instructions.

Westward				Hollandale Branch				Eastward			
				SUBDIVISION 11-A STATIONS							
				TIME TABLE NO. 9							
				July 20, 1969							
				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers		M.P. from Clarks Grove	Signs		
				.....	17	57009	.....	MAPLE ISLAND	.....	8.7	.....
				.....	144	57007	.....	HOLLANDALE	.....	6.7	Y
				.....	32	.....	.....	WEST SIDE	.....	3.6	.....
				6579	39	57261	.....	CLARKS GROVE	.....P	0.0	.....

TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10(i)(2) AUTHORIZED.

MAXIMUM SPEED: All Trains 15 MPH
Trains must stop before proceeding over Highway 65 about three-fourths mile East of Clarks Grove. Overhead or side restricted clearances as follows:
Hollandale—Track No. 3 south side of building at door No. 9 Northern Valley Packing Co.

Westward				Albert Lea Branch				Eastward					
SECOND CLASS				SUBDIVISION 11-B STATIONS				SECOND CLASS					
55				TIME TABLE NO. 9				56					
July 20, 1969				July 20, 1969				July 20, 1969					
				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers		M.P. from Cedar Rapids	M.P. from Estherville	Signs	Freight		
				Yard	57253	WB.....	ALBERT LEA	.....	83.2	RFT..	P.M. 5:45	
				CMSI&P Crossing	.....P	82.9	.....	
				CRI&P Crossing	.....	82.3	.....	
				CONGER	.....	73.4	.....	5:15	
				WALTERS	.....	66.0	.....	5:02	
				C&NW Crossing	.....	57.7	.....	
				E37	57026	.....	BRICELYN, MINN.	.....	57.2	.....	4:47	
				RAKE, IOWA	.....	50.6	.....	4:35	
				LAKOTA	.....TO	184.6	38.4	.....	4:14
				SWEA CITY	.....	195.6	.....	.....	3:52
				ARMSTRONG	.....	204.4	.....	.....	3:35
				C&NW Crossing	.....	209.1	.....	.....
				MAPLE HILL	.....	210.5	.....	.....	3:23
				GRUVER	.....	216.0	.....	.....	3:13
				Yard	58184	SR.....	ESTHERVILLE	.....*TO	223.0	.....	RFW TYd	3:00
						83.2	.....	P.M.	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. RULE 99(d) AUTHORIZED.

MAXIMUM SPEED: All Trains 35 MPH

SPEED RESTRICTIONS

	All Trains	Bulletin Boards and General Order Books are located at:
MP 82 Pole 27 CMSI&P Crossing	20	Albert Lea Estherville—Depot and Engine House
MP 82 Pole 9 CRI&P Crossing	20	
MP 80 Pole 0 to MP 81 Pole 25	25	Standard Clocks are located at: Albert Lea and Estherville.
MP 57 Pole 21 C&NW Crossing	20	Estherville: Movement over Central Ave. crossing by all trains and engines must be protected by member of crew on the crossing.
MP 188 Pole 20 to MP 189 Pole 7	25	
MP 205 Pole 6 to MP 207 Pole 0	25	
MP 206 Pole 6 Bridge 2062	10	
MP 209 Pole 3 C&NW Crossing	20	

Southward				Main Line						Northward			
SECOND CLASS		FIRST CLASS		Freight Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 12 STATIONS	M.P. from Allerton	Signs	FIRST CLASS		SECOND CLASS	
67	65	17								18	66	68	
Freight	Freight	Psg.								Psg.	Freight	Freight	
Daily	Daily	Daily		Daily	Daily	Daily							
P.M. 6.30	A.M. 5.30	P.M. 1.55		Yard	57225	JU	MANLY	202.1	RFWT Yd	P.M. 3.45	A.M. 11.39	P.M. 11.15	
6.52	5.52	s2.10		56194	DF	MASON CITY	TO	192.6	RYd	s3.29	10.36	10.47	
7.01	6.01	2.12		56193		CLEAR LAKE JCT.	TO	191.1	Yd	3.20	10.27	10.38	
7.03	6.03	2.13		4780		FLINT	TO	190.5	Yd	3.19	10.25	10.36	
7.21	6.21	2.28		6111	25	SHEFFIELD	TO	174.5		3.05	10.05	10.18	
7.35	6.35	2.38		2660	39	HAMPTON	TO	163.7		2.54	9.51	10.04	
7.44	6.44	2.45		3615	35	BRADFORD	P	155.4		2.45	9.41	9.54	
7.53	7.25	2.53		4191	38	ARGON	P	148.2	Yd	2.36	9.30	9.45	
7.59	7.31	3.01		4103		PURINA	P	146.3	Yd	2.30	8.51	9.40	
8.10	7.42	3.08		6171	20	BUCKEYE	P	137.5		2.22	8.39	9.29	
8.25	7.57	3.20		2682	20	SHERMAN	P	138.0		2.11	8.22	9.15	
8.33	8.11	3.25		4488	28	GARDEN CITY	P	125.4		2.05	8.11	9.07	
8.50	8.29	3.35		2826	50	C&NW Crossing	UX	119.9		1.53	7.53	8.50	
9.05	8.41	3.45		4492	62	McCALLSBURG	TO	119.8		1.44	7.39	8.38	
9.21	8.53	3.55		5987	19	FERNALD	P	113.4		1.34	7.25	8.25	
10.30	9.30	4.10		50172	WX	NEVADA	TO	107.0		1.22	7.00	8.00	
P.M.	A.M.	s4.25		50174	DS	SHIPLEY	P	103.1		1.15	A.M.	P.M.	
		P.M.		341	MS	CAMBRIDGE	TO	96.6		1.15			
				50172	WX	ELKHART	P	89.5		1.15			
				50080		ENTERPRISE	P	85.3		1.15			
				50172	WX	SWANWOOD	P	78.6		1.15			
				50174	DS	C&NW Crossing	UX	73.9		1.15			
				50174	DS	SHORT LINE JCT.	TO	73.6	RFWT Yd	1.22	7.00	8.00	
				50174	DS	(CRI&P Crossing)	TO	73.6	RFWT Yd	1.22	7.00	8.00	
				50174	DS	DES MOINES	TO	130.5	RWYd	1.15	A.M.	P.M.	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
RULE 99(k) AUTHORIZED.

MAXIMUM SPEED: Passenger Trains.....70 MPH
Freight Trains.....60 MPH

See Page 4 for Speed Restrictions and Special Instructions.

SPEED RESTRICTIONS

	Psg.	Freight
SUBDIVISION 11		
MP 245 Pole 33 to MP 246 Pole 3	—	50
MP 246 Pole 11 to MP 246 Pole 18	—	50
MP 249 Pole 18 to MP 253 Pole 28		
(Except as shown below)	60	55
Curtis and C&NW Albert Lea Sta.	20	20
MP 252 Pole 0 to MP 252 Pole 22	20	20
MP 283 Pole 18 to MP 284 Pole 27	60	55
MP 287 Pole 19 to MP 287 Pole 29	55	50
MP 300 Pole 6 to MP 300 Pole 12	60	50
MP 303 Pole 0 to MP 303 Pole 12	45	45
MP 333 Pole 16 to MP 344 Pole 1	—	50
MP 342 Pole 4 to MP 342 Pole 14	60	45
MP 344 Pole 1 to MP 345 Pole 28	20	20
Bridge 3450 Mississippi River	15	15
SUBDIVISION 12		
MP 73 Pole 31 to MP 74 Pole 25	35	35
MP 74 Pole 25 to MP 77 Pole 8	60	50
MP 109 Pole 24 to MP 110 Pole 11	50	45
MP 145 Pole 31 to MP 147 Pole 11	65	55
MP 147 Pole 11 to MP 147 Pole 35	25	25
MP 163 Pole 2 to MP 165 Pole 12		
(Except as shown below)	60	55
MP 164 Pole 11 CNW Crossing	35	35
MP 190 Pole 1 to MP 191 Pole 0	60	—
Manly—C&NW Connecting Tracks	10	10

SPECIAL INSTRUCTIONS

SUBDIVISION 11
Rule 83: Inver Grove, Manly and Albert Lea for trains originating or terminating.
Southward first class trains and passenger extra trains will secure CRI&P clearance at Minneapolis.
Trains between Minneapolis and St. Paul will be governed by CMSIP&P (LaCrosse Division) timetable and operating rules.
Trains between Robert Street and Division Street, St. Paul, will be governed by St. Paul Union Depot operating rules.
White oscillating headlight must be extinguished between east yard limits South Minneapolis and passenger depot Minneapolis and between Chestnut Street and Division Street, St. Paul.
Trains between St. Paul and Newport will be governed by CB&Q and CMSIP&P operating rules and joint timetable.
Southward trains may leave Newport without clearance.
Newport is the initial station for southward regular trains.
Inver Grove is initial station for southward extra trains.
Northward trains originating at Inver Grove need not obtain clearance.
Inver Grove drawbridge 3450 protected by automatic interlocking. Authority to pass STOP indication this interlocking may be given by bridge-tender.
Southward absolute signal this interlocking also protects facing point movements over spring switch north leg of wye Inver Grove.
Trains between Rosemount and Comus will be governed by CMSIP&P (Iowa, Minnesota and Dakota Division) timetable and operating rules.
Northward IC trains may leave Glenville without a clearance.
If an IC train is delayed at Glenville, doing station work, crew member will push button located in iron box east of highway crossing near absolute signal to indicate train is ready to enter the control section.
Manly—between MP 224 Pole 38 and MP 225 Pole 10, movements of trains and engines are governed by signal indication controlled by operator Manly train order office. Within these limits trains or engines must not enter or foul main track or re-enter main track after having cleared it, except by authority of operator. Southward (dwarf) absolute signal located at MP 225 Pole 10 governs movements through crossover to main track southward to "End Of Block" sign.
At Manly Nos. 17 and 18 will register by Form 1339.
At Manly C&NW trains may register by Form 1339.
Railroad crossings at grade are protected by interlocking except:

SPECIAL INSTRUCTIONS—continued

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For
				Stop	Proceed
252.3	CMSIP&P	—	—	—	—

Bulletin Boards and General Order Books are located at:
Minneapolis—Passenger Station
Inver Grove—Yard Office
Engine House
Albert Lea—CRI&P Passenger Station
C&NW Yard Office
Manly—Passenger Station
Yard Office
Standard Clocks are located at:
Minneapolis—Passenger Station
Inver Grove—Yard Office
Albert Lea—CRI&P Passenger Station
C&NW Yard Office
Manly—Passenger Station
Yard Office

Industrial or spur tracks are located at:

MP	Name	Car Capacity
286.5	Wickes Lumber Co.	24

Overhead or side restricted clearance as follows:
St. Paul, Minn.—Northern Pacific trackage, East Side Line at Tunnel No. 1 between Third St. and Mississippi St.
Owatonna, Minn.—C&NW overhead bridge MP 284 Pole 23 verticle clearance 20 ft. 4 1/2 ins. and horizontal clearance 8 ft. 3 3/4 ins. on main track; 19 ft. vertical clearance on siding.

SUBDIVISION 12
Manly—between MP 224 Pole 38 and MP 225 Pole 10, movements of trains and engines are governed by signal indication controlled by operator Manly train order office. Within these limits trains or engines must not enter or foul main track or re-enter main track after having cleared it, except by authority of operator. Southward (dwarf) absolute signal located at MP 225 Pole 10 governs movements through crossover to main track southward to "End Of Block" sign.
At Manly Nos. 17 and 18 will register by Form 1339.
At Manly C&NW trains may register by Form 1339.
Trains between Manly and Clear Lake Jct. will be governed by C&NW (Missouri Division) timetable and operating rules.
Between Clear Lake Jct. and north switch of siding Flint southward trains will operate per Rule 93.
Movement of northward trains to C&NW main track at Clear Lake Jct. and and over Iowa Terminal crossing will be governed by northward signal located 350 feet south of Clear Lake Jct. switch. Northward trains advanced on main track by calling-on signal 221 (A) may proceed on main track to C&NW northward interlocking signal and be governed accordingly.
Clear Lake Jct. is designated as initial station for southward trains.
Southward trains will not require clearance at Clear Lake Jct.
Between south switch Argon and south Yard Limits Purina, First Class trains run at restricted speed. Within these limits yard engines may occupy the main track on the time of First Class trains, avoiding delay thereto.
Crews will obtain permission from dispatcher before entering main track from Industry Spur at MP 77 Pole 32.
Rule 83: Manly, Short Line Jct. and Des. Moines.

Railroad crossings at grade are protected by interlocking except:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For
				Stop	Proceed
119.9	C&NW	—	—	—	Red

SPECIAL INSTRUCTIONS—continued

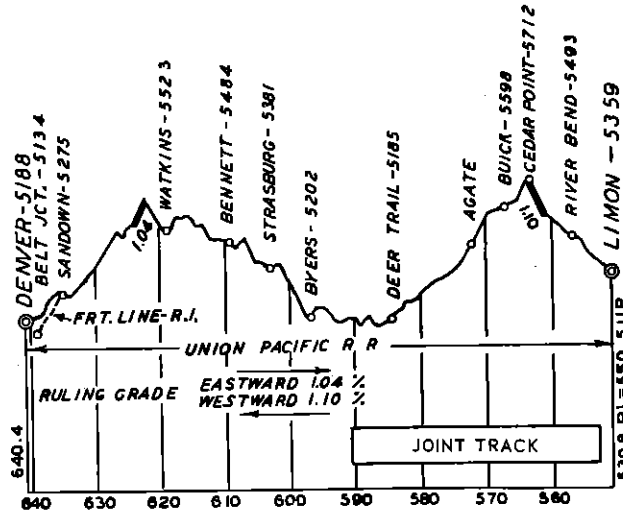
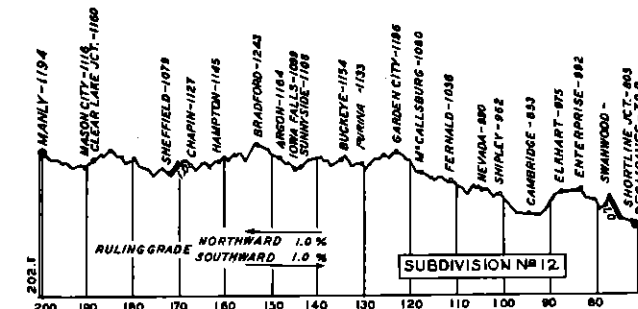
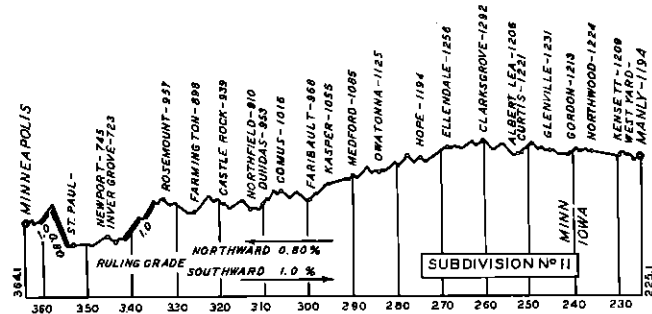
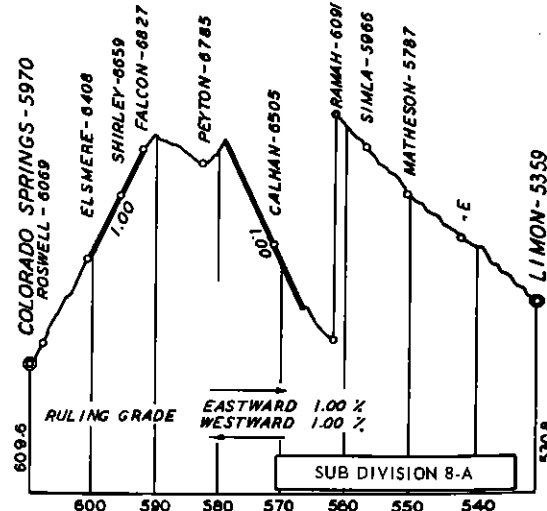
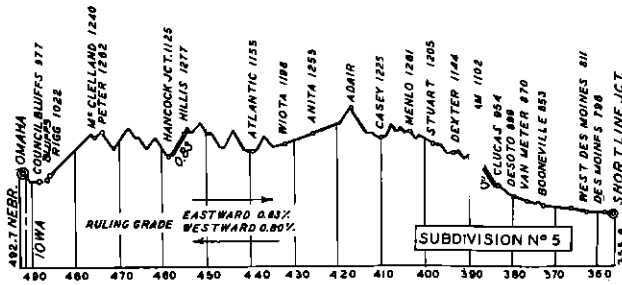
SUBDIVISION 12

Bulletin Boards and General Order Books are located at:
 Manly—Passenger Station and Yard Office
 Iowa Falls—Yard
 Short Line Jct.—Yard Office and Engine House
 Des Moines—Passenger Station
 C&N.W. Yard Welfare Room
 C&N.W. Engine House
 Standard Clocks are located at:
 Manly—Passenger Station
 Yard Office
 Short Line Jct.—Yard Office
 Engine House
 Des Moines—Telegraph Office
 Des Moines—C&N.W. Engine House
 Iowa Falls—Passenger Station
 Yard Office
 Industrial or spur tracks are located at:

MP	Name	Car Capacity
76.8	IU Transfer	30
78.5	General Mills Spur	39
159.8	Federated Power Plant	20

Overhead or side restricted clearances as follows:

Des Moines, Iowa—Steel canopy just west of Fifth Street between No. 1 track and Bush track 14 ft. 6 in.
 Des Moines, Iowa—North industry track just west of Fifth Street.
 Cambridge, Iowa—Milw RR overhead bridge 966 MP 96 Pole 18 vertical clearance 20 ft. 3 ins. and horizontal clearance 8 ft. 6 ins.



Southward Main Line Northward

FIRST CLASS	17	Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 16 STATIONS TIME TABLE NO. 9 July 20, 1969		M.P. from West Wye Switch Allerton	Signs	FIRST CLASS
					18				
Psg.	Daily				DES MOINES	TO			Psg.
P.M. 4.45		341	50174	DS MS	SHORT LINE JCT.	TO	73.6	RWYd	P.M. 12.48
4.55		Yard	50172	WX	CRISP Crossing	TO		RFWT Yd	
					DMU Crossing		73.4		
					CB&Q Crossing		72.9		
		5600	495	50009	AVON	TO	66.8		
5.08 P.M.		5700	20	50011	CARLISLE	TO	64.7	W....	12.30 P.M.

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD
 RULE 99(k) AUTHORIZED

MAXIMUM SPEED: Passenger Trains 70 MPH
 Freight Trains 50 MPH

SPEED RESTRICTIONS

	Psg.	Freight
MP 64 Pole 6 to MP 64 Pole 30	60	—
MP 65 Pole 7 to MP 65 Pole 23	65	—
MP 69 Pole 13 to MP 72 Pole 3	60	—
MP 72 Pole 3 to MP 73 Pole 31	—	35
(Except as shown below)	35	35
MP 73 Pole 0 CB&Q Crossing	25	—
MP 73 Pole 14 to MP 73 Pole 15 (DMU Crossing and Bulk Matl. Svc. Sw.)	20	20

Both main tracks between West 1st Street and West 11th Street Des Moines are not signalled.

Trains operating in back-up movement between Short Line Jct. and Des Moines passenger station reduce speed to 10 MPH over all street crossings.

When Northward absolute signal at south end of Carlisle siding, MP 64 Pole 3, displays CLEAR aspect, Rule 281, or an APPROACH aspect, Rule 285, Northward trains may move on main track at Carlisle to next signal governing.

SPECIAL INSTRUCTIONS

Engines must not be operated over car dump new elevator Avon.
 Rule 83: Short Line Jct., and Des Moines for trains originating or terminating.

Short Line Jct. is initial and terminal station for Second Class and Extra Trains.

Des Moines is initial and terminal station for First Class Trains.
 Trains and engines may move between Short Line Jct. and West Des Moines without train orders.

Trains and engines may move against the current of traffic between Des Moines passenger station and Short Line Jct. when protection has been afforded by yardmaster and crew so notified.

Between West Des Moines and Short Line Jct. inferior trains and engines may occupy main tracks moving with the current of traffic on the time of First Class trains but must avoid delay thereto.

Between Des Moines East 7th Street and Short Line Jct., First Class trains must move at Restricted Speed.

Between Des Moines West 11th Street and East 7th Street all trains and engines must move at Low Speed.

Overlap sign 300 feet north of dwarf signal No. 643, MP 64 Pole 7, on south end of siding Carlisle. A southward train on siding must stand clear of overlap sign when waiting for an approaching train and a northward train heading in siding must pull clear of overlap sign. When a southward train passes overlap sign, dwarf signal No. 643 should indicate proceed without a member of crew operating manual control. If signal does not indicate proceed, manual control on end of signal case should be operated with a switch key.

Bulletin Boards and General Order Books are located at:
 Short Line Jct.—Yard Office
 Des Moines—Passenger Station
 Engine House

Standard Clocks are located at:
 Short Line Jct.—Yard Office
 Des Moines—Telegraph Office
 Engine House

Overhead or side restricted clearances as follows:
 Des—Moines—Steel canopy just west of Fifth Street between No. 1 track and Bush Track, 14 ft. 6 in.

Des Moines—North Industry track just west of Fifth Street.

Westward Indianola Branch Eastward

FIRST CLASS	18	Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 16-A STATIONS TIME TABLE NO. 9 July 20, 1969		M.P. from Chicago via Des Moines	Signs	FIRST CLASS
					19				
Psg.	Daily				CARLISLE	TO	368.8	W....	P.M. 12.30
P.M. 4.45		5700	20	30011	INDIANOLA	TO	380.1		

MAXIMUM SPEED: All Trains 15 MPH TRAINS AND ENGINES WILL OPERATE PER RULE 93 RULE 10(i)(2) AUTHORIZED.

Westward		Keokuk and Des Moines Valley Branch										Eastward			
SECOND CLASS				Percentage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 4-B STATIONS TIME TABLE NO. 9 July 20, 1969	M.P. from Keokuk	Signs	SECOND CLASS					
209		203								204		Daily Except Sunday	Freight	Daily Except Sunday	Freight
Freight	Freight	Freight	Freight							Freight	Freight				
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday												
		P.M. 4.30		197	07151	.....KEOKUK.....TO	.....	RFWT Yd	P.M. 2.00				
						.....0.7 CB&Q Crossing.....UX	0.7							
		5.00		16	07197	.....SAND PRAIRIE.....TO	14.8		1.10					
						.....14.1 CB&Q Crossing.....UX								
		5.32		20	07122	.....FARMINGTON.....TO	30.1		12.36					
		5.48		16	07116	.....BONAPARTE.....TO	35.5		12.25					
		6.10		15	07106	.....MT. ZION.....TO	45.6		12.01					
		6.29		28	07097	.....DOUDS.....TO	54.8		11.40					
A.M. 7.00		6.50		46	07292	ON.....ELDON.....*TO	68.9	RYYd FT	11.20						
		P.M.				.....11.9 OTTUMWA.....TO	75.8		A.M.					
9.00				Yard	07077	N.....OTTUMWA.....TO	75.8								
						.....1.4 CMS&P Crossing.....UX	77.2							
9.40				19	07055	.....EDDYVILLE.....TO	91.6							
						.....14.4 EDDYVILLE.....TO	91.6							
9.43						.....1.4 CRI&P JCT.....TO	93.0							
						.....6.6 M&StL JCT.....TO	99.6							
9.59 A.M.				32	07051	.....BEACON.....TO	100.3							
		P.M. 1.00		55	07048	.....EVANS JCT.....TO	102.2	YdR						
				21	07044	.....LEIGHTON.....TO	107.4							
		2.00		1199	106	07035	PA.....PELLA.....TO	115.6							
						.....8.0 OTLEY.....TO	123.6							
				49	07017	.....MONROE.....TO	129.1							
				45	07013	.....PRAIRIE CITY.....TO	138.3							
		3.30 P.M.		41	41163	AN.....ALTOONA.....TO	151.5	R							

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD
RULE 99(d) AUTHORIZED

MAXIMUM SPEED: All Trains 35 MPH

SPEED RESTRICTIONS:	All Trains
MP 0 to MP 63 Pole 9 (Except as shown below).....	30
MP 8 Pole 20 to MP 9 Pole 10.....	10
MP 14 Pole 17 Road Crossing.....	Restricted Speed
MP 18 Pole 16 to MP 19 Pole 13.....	10
Ottumwa—CB&Q Overhead Crossing.....	10
Ottumwa—May Street to Wapello Street inc.....	5
MP 77 Pole 5 CMS&P Crossing.....	20
Pella—Clark Street Crossing.....	5
Monroe—Over two street crossings just west of depot.....	5

See Page 8 for Special Instructions. Instructions.

Westward		Keosauqua Branch										Eastward			
SECOND CLASS				Percentage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 4-C STATIONS TIME TABLE NO. 9 July 20, 1969	M.P. from Mt. Zion	Signs	SECOND CLASS					
209		203								204		Daily Except Sunday	Freight	Daily Except Sunday	Freight
Freight	Freight	Freight	Freight							Freight	Freight				
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday												
						.....15 07106	.....MT. ZION.....						
						.....20 07004	.....KEOSAUQUA.....	4.5					

TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10(i)(2) AUTHORIZED.
MAXIMUM SPEED: All Trains 15 MPH

Westward Oskaloosa Branch Eastward

Westward		Oskaloosa Branch										Eastward			
SECOND CLASS				Percentage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 4-D STATIONS TIME TABLE NO. 9 July 20, 1969	M.P. from Chicago	Signs	SECOND CLASS					
209		203								204		Daily Except Sunday	Freight	Daily Except Sunday	Freight
Freight	Freight	Freight	Freight							Freight	Freight				
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday												
						.....112 07060	GH.....OSKALOOSA.....TO	301.3						
						.....55 07048	.....EVANS JCT.....	304.6	Yd				

TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10(i)(2) AUTHORIZED.
MAXIMUM SPEED: All Trains 30 MPH

SPEED RESTRICTIONS

SUBDIVISION 4-D:	MPH
Bridge 3034 (Evans Jct.).....	25
Oskaloosa—All street crossings.....	5

SPECIAL INSTRUCTIONS

SUBDIVISION 4-D:
Westward trains and engines must obtain clearance at Oskaloosa
Overhead or side restricted clearances as follows:
Oskaloosa—CNW overhead bridge 3018 all shipments over 16
ft. 9 in. or high cube cars 17 ft. ATR restricted to
special clearance instructions and authority.

Railroad crossings at grade are protected by interlocking except:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
0.7	CB&Q	—	—	—	—	—
30.0	CB&Q	—	—	—	—	—
301.4	C&NW	—	—	—	—	—

Industrial or spur tracks are located at:

MP	Name	Car Capacity
36.5	Midwest Rendering Works	10
54.0	Douds Stone Company	12
94.9	Atlas Coal Company	12
104.3	Carbon Hill Coal Company	7

Bulletin Boards and General Order Books are located at:
Keokuk—Eldon—Eldon Yard—Ottumwa

Standard Clocks are located at:
Keokuk—Eldon—Eldon Yard

SPEED RESTRICTIONS

	Psgr.	Freight
SUBDIVISION 5		
Mp 346 Pole 31 to MP 348 Pole 34	—	50
MP 348 Pole 34 to MP 348 Pole 39	60	—
MP 352 Pole 31 to MP 353 Pole 16	40	35
MP 353 Pole 16 to MP 355 Pole 10	50	50
MP 355 Pole 31 to MP 359 Pole 31	20	20
West 1st Street to West 7th Street Des Moines	10	10
MP 359 Pole 10 to MP 362 Pole 18	60	50
MP 362 Pole 28 to MP 363 Pole 3	35	35
MP 365 Pole 11 to MP 366 Pole 12	60	55
MP 377 Pole 11 to MP 377 Pole 38	40	40
MP 377 Pole 38 to MP 384 Pole 32	60	50
(Except as shown below)	50	45
MP 377 Pole 39 to MP 378 Pole 13	55	50
MP 378 Pole 21 to MP 378 Pole 35	55	50
MP 380 Pole 5 to MP 380 Pole 31	65	—
MP 406 Pole 3 to MP 406 Pole 14	60	—
MP 406 Pole 34 to MP 409 Pole 20	60	—
MP 423 Pole 20 to MP 423 Pole 34	60	—
MP 435 Pole 34 to MP 437 Pole 24	25	25
MP 454 Pole 0 MP 457 Pole 0 (Hillis Siding)	50	40
MP 484 Pole 16 to MP 484 Pole 21	40	30
MP 486 Pole 5 to MP 487 Pole 12	20	20
MP 487 Pole 12 to MP 490 Pole 1		

SPECIAL INSTRUCTIONS

SUBDIVISION 5
 Rule 83: Short Line Jct., Des Moines and West Des Moines for trains originating or terminating; Co. Bluffs for trains originating or terminating at Bluffs; Omaha for First Class trains.
 Short Line Jct. is initial station for No. 1, Second Class Trains and Extra Trains and terminal station for No. 2.
 Des Moines is initial station for First Class trains except No. 1 and No. 2.
 Trains and engines may move between Short Line Jct. and West Des Moines without train orders.
 Trains and engines may move against the current of traffic between Des Moines passenger station and Short Line Jct. when protection has been afforded by yardmaster and crew so notified.
 Between West Des Moines and Short Line Jct. inferior trains and engines may occupy main tracks moving with the current of traffic on the time of first class trains but must avoid delay thereto.
 Between West Des Moines and West 11th Street and between East 7th Street and Short Line Jct., First Class trains must move at Restricted Speed.
 Between West 11th Street and East 7th Street Des Moines all trains and engines will move at Low Speed.
 Both main tracks between West 1st Street and West 11th Street, Des Moines are not signalled.
 Trains operating in back-up movement between Short Line Jct. and Des Moines passenger station reduce speed to 10 MPH over all street crossings.
 Des Moines, West 11th St., MP 358 Pole 3, dwarf signals are located 200 feet from DMU crossing and govern movement with the current of traffic and have no automatic block signal function. When they indicate Stop, trains and engines must be preceded by a flagman to the crossing.
 West Des Moines, the end of Two Main Tracks and C&NW Jct. at MP 362 Pole 7 are protected by interlocking.
 Westward trains meeting eastward trains at end of Two Main Tracks West Des Moines will stop with forward end of engine or car immediately east of First Street. When ready to proceed, interlocking signal will clear if block is unoccupied when forward end of engine or car is a short distance west of First Street.
 Eastward dwarf signal located between main track and auxiliary track at MP 362 Pole 33 will indicate proceed when main track switch is lined for auxiliary track providing block is unoccupied.
 Westward trains enroute to C&NW will sound four short blasts of whistle approaching West Des Moines.
 At C&NW Jct. MP 358 Pole 6, trains moving against the current of traffic will stop before crossing the Junction. All trains and engines moving with the

SPECIAL INSTRUCTIONS—continued

current of traffic approach this Junction at Restricted Speed. Signal No. 3587 will govern train and engine movement from C&NW tracks to Westward main track. Normal indication of Signal 3587 is STOP and will indicate proceed only when switches are properly lined. Push button type light indicators are located at junction switch and east end of crossover switch. Before lining switches for movements toward either main track, trainmen must know that indicators are indicating a white light. In case of failure of indicator lights, train movement must be protected per Rule 99 or D-99. If Signal 3587 does not indicate proceed after junction switch and both crossover switches have been lined, be governed by Rule 351.
 Trains and engines moving against the current of traffic MP 362 Pole 9 on Eastward Main Track reduce speed to 20 MPH until First Street West Des Moines is occupied.
 Trains handling rock cars between Winear and West Des Moines must not exceed 30 MPH.
 All trains will register by Form 1339 at Atlantic.
 Bluffs is the initial station for No. 2, terminal station for No. 1, and initial and terminal station for second class and extra trains.
 Between Third and Eighth Streets, Council Bluffs, all trains and engines will move at Low Speed. Inferior trains and engines may occupy the main tracks on time of First Class trains but must avoid delay thereto. Trains and engines may move between Bluffs and Council Bluffs without train orders or clearances.
 While operating on all Union Pacific tracks in Council Bluffs, Omaha and South Omaha, each member of train and engine crew must have a copy of and be governed by Union Pacific rules, Bridge Subdivision special rules and Bridge Subdivision timetable.
 Omaha is the initial and terminal station for First Class trains except No. 1 and No. 2.
 Bulletin Boards and General Order Books are located at:
 Short Line Jct.—Yard Office
 Engine House
 Des Moines—Passenger Station
 C&NW Yard Welfare Room
 C&NW Engine House
 West Des Moines
 Atlantic
 Bluffs—Yard Office
 Engine House
 Council Bluffs—Passenger Station
 Standard Clocks are located at:
 Short Line Jct.—Yard Office
 Engine House
 Des Moines—Telegraph Office
 C&NW Engine House
 West Des Moines
 Atlantic
 Bluffs—Yard Office
 Engine House
 Council Bluffs—Passenger Station
 Railroad crossings at grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For Stop	Proceed
356.2	DMU-C&NW	—	—	DMU	Red	—
	FTDDM&S	—	—	—	—	—
358.3	DMU	Gate	Trainmen	DMU	Red	—
489.5	IC-CNW	—	—	—	—	—
489.8	CNW-CBQ	—	—	—	—	—

Industrial or spur tracks are located at:

Mile Post	Name	Car Capacity
384.5	Concrete Material Co.	40
385.6	Quarry	125

Overhead or side restricted clearances as follows:
 Des Moines—Steel canopy just west of Fifth Street between No. 1 track and Bush track 14 ft. 6 in.
 North industry track just west of Fifth Street.
 Highway crossing signals West 11th Street between old freight house lead and Short No. 4.
 West Des Moines—Between 11th Street and 150 feet east between tracks 1-2-3-4.
 Winear—Loading dock Concrete Materials Co. MP 384 Pole 37.

Westward	Winear-Winterset Branch						Eastward									
	Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-A		M.P. from Chicago	Signs									
				STATIONS												
				TIME TABLE NO. 9												
				July 20, 1969												
			 WINEAR P	385.5	Y.....									
			 WINTERSET		397.8										
				TRAINS AND ENGINES WILL OPERATE PER RULE 93, RULE 10(i)(2) AUTHORIZED.												
				MAXIMUM SPEED: All Trains 30 MPH												
Westward	Audubon Branch						Eastward									
	Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-B		M.P. from Chicago	Signs									
				STATIONS												
				TIME TABLE NO. 9												
				July 20, 1969												
				WN..... ATLANTIC TO	439.9	RFWY									
			 AUDUBON JCT..... P	440.7										
			 BRAYTON		452.0										
			 EXIRA		455.7										
			 HAWLIN		461.0										
			 AUDUBON		465.1										
				TRAINS AND ENGINES WILL OPERATE PER RULE 93, RULE 10(i)(2) AUTHORIZED.												
				MAXIMUM SPEED: All Trains 15 MPH												
				Industrial or spur tracks are located at:												
				<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Mile Post</th> <th>Name</th> <th>Car Capacity</th> </tr> </thead> <tbody> <tr> <td>442.9</td> <td>Moorman Feed Company</td> <td>15</td> </tr> <tr> <td>463.3</td> <td>Nishna</td> <td>12</td> </tr> </tbody> </table>				Mile Post	Name	Car Capacity	442.9	Moorman Feed Company	15	463.3	Nishna	12
Mile Post	Name	Car Capacity														
442.9	Moorman Feed Company	15														
463.3	Nishna	12														
Southward	Oakland Branch						Northward									
	Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-C		M.P. from Avoca	Signs									
				STATIONS												
				TIME TABLE NO. 9												
				July 20, 1969												
			 AVOCA		0.0										
			 HANCOCK		6.4										
			 HANCOCK JCT..... P	6.8										
			 OAKLAND		12.3										
				TRAINS AND ENGINES WILL OPERATE PER RULE 93, RULE 10(i)(2) AUTHORIZED.												
				MAXIMUM SPEED: All Trains 35 MPH												
SPEED RESTRICTIONS				SPECIAL INSTRUCTIONS												
MP 0.0 to MP 6 Pole 8.....				Industrial or spur tracks are located at:												
Bridge 23.....				<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Mile Post</th> <th>Name</th> <th>Car Capacity</th> </tr> </thead> <tbody> <tr> <td>10.15</td> <td>American Beef</td> <td>56</td> </tr> </tbody> </table>				Mile Post	Name	Car Capacity	10.15	American Beef	56			
Mile Post	Name	Car Capacity														
10.15	American Beef	56														
Avoca—Elm, Pine, and High Streets.....				Overhead or side restricted clearances as follows:												
				Hancock—Loading platform Gulf Fertilizer Co. south house track..												

Westward

Main Line

Eastward

Table with columns for Second Class, First Class, Station Numbers, Subdivision 6 Stations, M.P. from Chicago, M.P. from St. Joseph, and First Class. Includes stations like Bluffs, Omaha, Fairbury, and Belleville.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. RULE 99(j) AUTHORIZED. ALL TRAINS AND ENGINES MUST OBTAIN CLEARANCE AT FAIRBURY. MAXIMUM SPEED: All Trains 60 MPH

See Page 15 for Speed Restrictions and Special Instructions.

Westward

Beatrice Branch

Eastward

Table with columns for Footage Capacity of Sidings, Car Capacity of Other Tracks, Station Numbers, Subdivision 6-A Stations, M.P. from St. Joseph, and Signs. Includes stations like Beatrice, Harbine, and Janse.

TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10 (1)(2) AUTHORIZED. MAXIMUM SPEED: All Trains 30 MPH

SPECIAL INSTRUCTIONS

Rule 83: Jansen for trains originating or terminating. Westward trains must obtain clearance at Beatrice.

Railroad crossings at grade are protected by interlocking except as follows:

Table with columns: MP, Crossing, Remarks, Operated By, Normal Position Gates Against, Light Arrangement For (Stop, Proceed). Includes crossings UP and CB&Q.

Westward

Ruskin Branch

Eastward

Table with columns for Footage Capacity of Sidings, Car Capacity of Other Tracks, Station Numbers, Subdivision 6-B Stations, M.P. from St. Joseph, and Signs. Includes stations like Fairbury, Gladstone, Hebron, and Ruskin.

TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10 (1)(2) AUTHORIZED. MAXIMUM SPEED: All Trains 15 MPH

SPEED RESTRICTIONS

All Trains MP 166 Pole 0 to MP 195 Pole 0..... 10 MPH

SPECIAL INSTRUCTIONS

Trains and Engines must stop before passing over Fourth, Fifth and Eighth Street crossings Fairbury and be protected by a member of crew located on ground at crossing.

All Trains

Trains and Engines must stop before passing over Highway US 81 crossing Hebron MP 178 Pole 23 and movement must be protected by member of the crew located on the ground at crossing. Bulletin Boards and General Order Books and Standard Clock located at Fairbury.

Westward				Main Line				Eastward					
SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 8 STATIONS TIME TABLE NO. 9 July 20, 1969	M.P. from St. Joseph	Signs				
59		81											
Freight	Freight												
Daily	Daily												
P.M. 7.30	A.M. 5.10												
		.....	Yard	47702	GD...	GOODLAND.....	*TO	423.8	FWT RYd				
		.....	W12	47708	.....	CARUSO.....	P	429.3	.....			
7.45	5.25	2582	20	47712	.....	RULETON.....	P	433.4	.....			
7.55	5.35	4380	71	47720	RA...	KANORADO, KAN.....	TO	441.4	.....			
		.....	60	47726	.....	PECONIC, COLO.....	P	447.3	.....			
8.10	5.50	5074	123	47732	BN...	BURLINGTON.....	*TO	453.7	.....			
		.....	E35	47741	.....	BETHUNE.....	P	462.0	.....			
8.30	6.10	7698	52	47751	RT...	STRATTON.....	TO	472.1	Y				
		.....	52	47758	.....	YONA.....	P	479.3	.....			
8.50	6.30	2624	32	47765	.....	SEIBERT.....	P	486.3	.....			
9.05	6.45	4500	31	47776	.....	FLAGLER.....	*P	497.3	.....			
9.20	7.01	6120	70	47787	.....	ARRIBA.....	P	508.8	.....			
9.35	7.15	4138	39	47799	.....	GENOA.....	P	520.7	.....			
9.50 P.M.	7.30 A.M.	.....	Yard	47809	MN...	LIMON.....	*TO	530.8	RYd WY				
A.M. 12.01	A.M. 10.30	5874	Yard	48008	SW...	SANDOWN JCT.....	*TO	.....	YYd				
1.00	10.40	.....	.....	.....	.....	BELT.....	.....	.....	Yd				
1.30 A.M.	11.00 A.M.	.....	Yard	48001	NY...	NORTH YARD.....	*TO	.....	RWY Yd				
						DENVER		197.5					

Automatic Block System MP 423-32 to MP 530-32

Rule 93

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
 RULE 99(j) AUTHORIZED BETWEEN GOODLAND AND LIMON.
 EASTWARD TRAINS AND ENGINES MUST OBTAIN CLEARANCE AT LIMON.
 MAXIMUM SPEED: All Trains 60 MPH

SPEED RESTRICTIONS

	MPH
MP 530 Pole 11 to MP 530 Pole 34.....	15
Sandown Jct. to Belt.....	20

SPECIAL INSTRUCTIONS

Bridge 4885 is equipped with flood and fire protection appliance which controls Eastward Signal 4886 and Westward Signal 4865. If these signals are found displaying a Stop, Then Proceed at Low Speed indication, bridge must be inspected before passing over it.

Trains between Limon and 21st Street Denver will be governed by Union Pacific RR operating rules, timetable and special rules.

Trains between 21st Street and Cherry Creek, Denver will be governed by DUT Ry operating rules.

Trains between Cherry Creek and 7th Street Yard, Denver will be governed by ATSF Ry—DRGW RR Joint Timetable and DRGW RR operating rules.

Trains between Belt and Denver North Yard will be governed by D&RGW RR Timetable and operating rules.

Westward trains between Sandown Jct. and Belt and Eastward trains between D&RGW North Yard and Sandown Jct. will not require clearance.

Bulletin Boards and General Order Books are located at:
 Goodland—Telegraph Office Sandown Jct.
 Engine House Denver—D&RGW North Yard Office
 Limon
 Standard Clocks are located at:
 Goodland Limon Denver—D&RGW North Yard Office

Railroad crossings at grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
530.8	UP	—	—	—	—	—

Industrial or spur tracks are located at:

Mile Post	Name	Car Capacity
455.75	Great Western Sugar	30
468.36	Great Western Sugar	80

Overhead or side restricted clearances as follows:
 MP 455 Pole 30 to MP 456 Pole 6 concrete abutment south side of track Great eastern Sugar Co. track.

Westward				Colorado Springs Branch				Eastward					
				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION B-A STATIONS TIME TABLE NO. 9 July 20, 1969	M.P. from St. Joseph	Signs				
		.....	Yard	47809	MN.....	LIMON.....	*TO	530.8	RYd WY				
		.....	.....	.....	.....	0.0	.....	.....	.....	
		.....	.....	.....	.....	UP Crossing	.....	530.8	.....			
		.....	23	47828	.....	MATHESON	.....	550.0	.....			
		.....	48	47834	SM.....	SIMLA	.....	556.3	.....			
		.....	.....	47839	.....	RAMAH	.....	561.1	.....			
		.....	16	47849	GH.....	CALHAN	TO	570.8	.....			
		.....	W16	47861	.....	PEYTON	.....	582.0	.....			
		2440	22	47870	.....	FALCON	.....	591.3	.....			
		.....	.....	47873	.....	SHIRLEY	.....	594.9	.....			
		.....	15	47879	.....	ELSMERE	.....	600.1	.....			
		1860	Yard	47886	.....	ROSWELL	.....	607.3	YdY				
		.....	Yard	47888	CS.....	COLO. SPCS	TO	609.6	RYd WY				
						78.8							

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
 MAXIMUM SPEED: All Trains 40 MPH

SPECIAL INSTRUCTIONS

Trains between Colorado Springs and D&RGW connection Monument Creek will be governed by AT&SF Ry—D&RGW joint timetable and AT&SF Ry operating rules.

When train order office is closed, trains may leave Colorado Springs without clearance.

Colorado Springs city ordinance restricts speed to 18 MPH for trains moving through sidings or while performing switching over crossings within city limits.

Engine or cars being handled inside city property on west industrial spur track serving new power plant Roswell will not exceed 5 MPH.

Movement over Fillmore Street, Roswell must be protected by flagman on ground at the crossing.

Bulletin Boards and General order books are located at: Limon and Colorado Springs.

Standard Clocks are located at: Limon and Colorado Springs.

Westward		Estherville Branch										Eastward	
SECOND CLASS				Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 12-A STATIONS TIME TABLE NO. 9 July 20, 1969	M.P. from Cedar Rapids	Signs	SECOND CLASS			
217		53								54		218	
Freight	Freight	Freight	Freight							Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
		A.M.	P.M.		112	55074	AO.....IOWA FALLS.....*TO	97.0	WYd				
		6.00	7.10		Yard		.....IOWA FALLS YARD.....*	97.4	RFWT Yd	A.M.	P.M.		
		6.25	7.30		47	55084	.....POPE JOY.....	107.4		10.15	1.30		
		6.35	7.45		117	55090	DO.....DOWS.....TO	118.2	RYdW	10.05	1.20		
		A.M.			30	55096	.....GALT.....	119.3			P.M.		
			8.11		87	55104	CN.....CLARION.....*TO	126.4		9.43			
							.....C&NW Crossing.....	126.8					
					25	55109	.....HOLMES.....	131.7					
							.....C&NW Crossing.....	135.8					
			8.30		60	55114	.....GOLDFIELD.....	136.0		9.09			
			8.46		69	55121	.....HARDY.....	144.3		8.49			
			9.08		65	55130	.....LIVERMORE.....	152.7		8.26			
							.....C&NW Crossing.....UX	159.0					
					50	55135	.....BODE.....	158.1					
			9.24		56	55140	.....OTTOSEN.....	163.2		8.01			
			9.36		72	55146	WN.....WEST BEND.....*TO	168.7		7.50			
					31	55152	.....RODMAN.....	174.9					
							.....CMSrP&P Crossing.....UX	184.3					
			10.08		68	55162	.....EMMETSBURG.....	184.6		7.02			
					20	55167	.....OSGOOD.....	190.5					
			10.27		97	55172	.....GRAETTINGER.....	194.4		6.42			
			10.39		45	55179	.....WALLINGFORD.....	200.6		6.30			
			10.51		Yard	58184	SR.....ESTHERVILLE.....*TO	206.9	RFWT Yd	6.10			
		P.M.					109.9			A.M.			

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT NO. 217 IS SUPERIOR TO NO. 54 AND NO. 218 AND NO. 53 IS SUPERIOR TO NO. 218. RULE 99(d) AUTHORIZED DOWNS TO ESTHERVILLE
 MAXIMUM SPEED: All Trains 40 MPH

See Page 20 for Speed Restrictions and Special Instructions.

SPEED RESTRICTIONS

SUBDIVISION 12-A

	MPH
MP 99 Pole 0 to MP 102 Pole 0	35
MP 102 Pole 0 to MP 112 Pole 20	25
MP 112 Pole 20 to MP 145 Pole 0 (Except as shown below)	35
MP 126 Pole 28 C&NW Crossing	20
MP 132 Pole 0 to MP 135 Pole 28	25
MP 135 Pole 28 C&NW Crossing	20
MP 135 Pole 28 to MP 142 Pole 0	25
Trains handling derrick and pile drivers BR 1364	15
MP 151 Pole 2 to MP 151 Pole 12	25
MP 154 Pole 26 to MP 155 Pole 0	30
MP 184 Pole 4 to MP 184 Pole 21	10
MP 185 Pole 0 to MP 185 Pole 10	30
MP 193 Pole 31 to MP 194 Pole 5	25
MP 198 Pole 27 to MP 199 Pole 8	25

SPECIAL INSTRUCTIONS

SUBDIVISION 12-A
 Rule 83: Iowa Falls Yard and Dows for trains originating or terminating. No. 218 may leave Dows without clearance when no operator on duty and train order signal indicates proceed.
 When making a movement from Clarion station to transfer track and it is desired to return to Clarion station, a key switch controller is provided and located on mast of Eastward Absolute Signal. To operate, insert switch key and turn to the right. If no train approaching on C&NW tracks, Eastward Absolute Signal will clear. In case a C&NW Railroad approach has become occupied, it will be necessary to operate release at crossing.
 Estherville—movement over Central Ave. crossing by all trains and engines must be protected by member of crew on the crossing.
 Bulletin Boards and General Order Books are located at Iowa Falls Yard and at Estherville Depot and Engine House.
 Standard Clocks are located at Iowa Falls Passenger Station and Yard Office and at Estherville.
 Railroad crossings at grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
153.0	C&NW	—	—	—	—	—
184.3	CMSrP&P	—	—	—	—	—

Industrial or spur tracks are located at:

Mile Post	Name	Car Capacity
121.1	Sinclair Fertilizer	9
156.8	Custom Farm Service	7
196.3	Graettinger Gravel Pit	68
205.2	Virginia Spur	11

SPEED RESTRICTIONS

SUBDIVISION 12-B

	MPH
MP 113 Pole 15 to MP 122 Pole 9 (Except as shown below)	25
MP 114 Pole 0 to MP 122 Pole 0	15
MP 126 Pole 4 to MP 126 Pole 12	25
MP 150 Pole 0 to MP 153 Pole 0	25
MP 153 Pole 0 to MP 154 Pole 20	15
MP 154 Pole 20 to MP 165 Pole 6	25
MP 165 Pole 5 to MP 184 Pole 0	20

SPECIAL INSTRUCTIONS

SUBDIVISION 12-B
 Railroad crossings at grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
119.6	C&NW	Electric Lock Gate	Trainmen	CRI&P	Red	—
127.8	C&NW	—	—	—	—	—
128.8	C&NW	—	—	—	—	—
146.1	CMSrP&P	Gate	Trainmen	CRI&P	Red	—

Overhead or side restricted clearances as follows:
 Forest City—loading dock

SPEED RESTRICTIONS

SUBDIVISION 12-C

	MPH
MP 148 Pole 3 to MP 151 Pole 12	20
MP 154 Pole 12 to C&NW Crossing	20
MP 160 Pole 0 to MP 161 Pole 16	15
MP 165 Pole 5 to MP 173 Pole 0	15

Westward		Forest City Branch				Eastward	
		Footage Capacity of Sidings	Car Capacity Other Tracks	Station Numbers	SUBDIVISION 12-B STATIONS	M.P. from Cedar Rapids	Signs
		TIME TABLE NO. 9					
		July 20, 1969					
.....	117	55090	DO.....DOWS.....TO	113.2	RYdW		
			6.4				
			C&N Crossing.....UX	119.6			
			0.3				
.....	24	55007	.....ROWAN.....	119.9			
			7.9				
			C&N Crossing.....UX	127.8			
			0.2				
.....	48	55015	.....BELHOND.....	128.0			
			0.8				
			C&N Crossing.....UX	128.8			
			4.7				
.....	27	55020	.....GODELL.....	133.5			
			5.8				
.....	87	55026	.....KLEME.....	139.3			
			6.5				
.....	88	55033	.....GARNER.....	145.8			
			0.3				
			CMS&P Crossing.....UX	146.1			
			2.0				
.....		55035	.....HAYFIELD JCT.....	148.1			
			3.6				
.....	E25	55039	.....MILLER.....	151.7			
			5.8				
.....	100	55045	.....FOREST CITY.....	157.5			
			5.8				
.....	E33	55050	.....NEILS.....	163.3			
			4.8				
.....	35	55055	.....THOMPSON.....	168.1			
			9.0				
.....	73	55064	.....BUFFALO CENTER.....	177.1			
			63.9				

TRAINS AND ENGINES WILL OPERATE PER RULE 93.
RULE 10(i)(2) AUTHORIZED.

See Page 20 for Speed Restrictions and Special Instructions.

MAXIMUM SPEED: All Trains 30 MPH

Westward		Titonka Branch				Eastward	
		Footage Capacity of Sidings	Car Capacity Other Tracks	Station Numbers	SUBDIVISION 12-C STATIONS	M.P. from Cedar Rapids	Signs
		TIME TABLE NO. 9					
		July 20, 1960					
.....				55035	.....HAYFIELD JCT.....	148.1	
					5.8		
.....				38	55006	.....HAYFIELD.....	153.9
					0.5		
					C&N Crossing.....UX	154.4	
					5.5		
.....	22	55012	.....CRYSTAL LAKE.....	159.9			
					6.3		
.....	26	55018	.....WODEN.....	166.2			
					6.6		
.....	53	55025	.....TITONKA.....	172.8			
					24.7		

TRAINS AND ENGINES WILL OPERATE PER RULE 93.
RULE 10(i)(2) AUTHORIZED.

MAXIMUM SPEED: All Trains 25 MPH

See Page 20 for Speed Restrictions and Special Instructions.

Westward		Sioux Falls Branch				Eastward				
SECOND CLASS		211	53	SUBDIVISION 13 STATIONS		SECOND CLASS				
		Freight	Freight	TIME TABLE NO. 9		54	212			
		Mon. Wed. Fri.	Daily Except Sat.	July 20, 1969		Daily Except Sun.	Tues. Thur. Sat.			
		A.M. 4.00	P.M. 4.00	Yard	58184	SR.....ESTHERVILLE.....*TO	206.9	RFWT Yd	P.M. 4.00	P.M. 12.05 A.M. 11.48
		4.25	4.25	54	58191	.....SUPERIOR.....	219.8		3.18	
				53	58201	.....SPIRIT LAKE.....	229.6			
				90	58205	.....MONTGOMERY.....	228.4			
		5.10 A.M.	5.20	106	58212	AK.....LAKE PARK.....*TO	234.7	RWYd	2.30	11.00 A.M.
				40	58218	.....HARRIS.....	240.6			
			5.50	52	58223	.....OCHEYEDAN.....	246.0		2.00	
				33	.....	.....ALLEN DORF.....	251.8			
			6.25	101	58235	SB.....SIBLEY.....*TO	257.4	RTYd	1.30	
						.....C&N Crossing.....UX	257.6			
				33	58242	.....LITTLE ROCK, IOWA.....	265.0			
			7.25	45	58251	.....ELLSWORTH, MINN.....	273.7		12.30	
			7.52	63	58611	.....ROCK RAPIDS, IOWA.....	283.5		12.10 P.M.	
						.....IC Crossing.....UX	283.7			
						.....GN Crossing.....UX	292.2			
			8.15	60	58619	W.....LESTER.....*TO	292.3		A.M. 11.50	
				24	58624	.....LARCHWOOD, IOWA.....	297.7			
						.....CMS&P Crossing.....UX	314.5			
						.....GN Crossing.....UX	315.9			
						.....C&N Crossing.....UX	316.0			
		9.00 P.M.		Yard	58643	F.....SIOUX FALLS, S. DAK.....*TO	316.4	RTYd W	11.00 A.M.	
						109.5				

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

RULE 99(d) AUTHORIZED LAKE PARK TO SIOUX FALLS.
MAXIMUM SPEED: All Trains 35 MPH

See Page 23 for Speed Restrictions and Special Instructions.

Westward		Kanaranzi Branch				Eastward	
		Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 13-D STATIONS	M.P. from Cedar Rapids	Signs
		TIME TABLE NO. 9					
		July 20, 1969					
.....				45	58251	.....ELLSWORTH.....	273.7
						5.5	
.....				38	58256	.....KANARANZI.....	279.2
						5.5	

TRAINS AND ENGINES WILL OPERATE PER RULE 93.
RULE 10(i)(2) AUTHORIZED.
MAXIMUM SPEED: All Trains 15 MPH

See Page 23 for Special Instructions.

SPEED RESTRICTIONS

SUBDIVISION 13

MPH

MP 207 Pole 4 to MP 209 Pole 3	15
MP 221 Pole 29 to MP 222 Pole 14	25
MP 223 Pole 15 to MP 223 Pole 25	30
MP 237 Pole 16 to MP 244 Pole 24	25
MP 248 Pole 27 to MP 250 Pole 3	30
MP 257 Pole 6 C&NW Crossing	20
MP 263 Pole 15 to MP 268 Pole 10	30
MP 282 Pole 22 to MP 283 Pole 22	30
MP 283 Pole 28 IC Crossing	20
MP 288 Pole 25 to MP 289 Pole 10	30
MP 292 Pole 7 GN Crossing	20
MP 292 Pole 25 to MP 293 Pole 14	30
MP 299 Pole 36 to MP 302 Pole 15	30
MP 306 Pole 0 to MP 308 Pole 35	30
MP 314 Pole 20 CMStP&P Crossing	10
Sioux Falls—Cliff Ave.	10
MP 315 Pole 36 GN Crossing	10
MP 316 Pole 0 C&NW Crossing	10
Bismark Spur trains handling derricks and pile drivers	15

SPECIAL INSTRUCTIONS

SUBDIVISION 13

Estherville—Movement over Central Ave. crossing by all trains and engines must be protected by member of crew on the crossing.

No. 212 may leave Lake Park without clearance if no operator on duty and Train Order signal indicates proceed.

Sioux Falls—Trains and engines within city limits will not exceed 15 MPH. Rule 83: Lake Park and Sibley for trains originating or terminating.

Bulletin Boards and General Order Books are located at:
Estherville—Depot and Engine House
Lake Park and Sioux Falls

Standard Clocks are located at: Estherville, Lake Park, Sibley and Sioux Falls.

Overhead or side restricted clearances as follows:

Superior—Elevator spout
Spirit Lake—Loading dock south side of track Consumers Lumber and Building Industries.

Railroad Crossings at Grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
257.6	C&NW	Electric Lock Gate	Trainmen	CRI&P	Red	—
283.7	IC	—	—	—	—	—
315.9	GN	—	—	—	—	—
316.0	C&NW	—	—	—	—	—

Industrial or spur tracks are located at:

Mile Post	Name	Car Capacity
256.7	Town and Country Gas Co.	1
284.9	Chaplin	30

SPEED RESTRICTIONS

SUBDIVISION 13-A

MPH

MP 237 Pole 18 to MP 238 Pole 5	25
MP 244 Pole 0 to MP 253 Pole 17	20
MP 253 Pole 17 to MP 253 Pole 21	10
MP 261 Pole 0 to MP 262 Pole 0	20
MP 264 Pole 9 to MP 270 Pole 0	20
MP 270 Pole 0 to MP 288 Pole 25	15
MP 296 Pole 12 to MP 298 Pole 20	25
MP 298 Pole 20 to MP 300 Pole 27	20
MP 300 Pole 27 to MP 313 Pole 38	25
MP 313 Pole 38 to MP 314 Pole 10	15

SPECIAL INSTRUCTIONS

SUBDIVISION 13-A

Rule 83: Lake Park for trains originating or terminating. Trains may leave Pipestone and Hardwick without clearance.

Bulletin Boards and General Order Books are located at: Lake Park

Standard Clocks are located at: Lake Park

Overhead or side restricted clearances as follows: Pipestone—Armour & Co. drawbridge.

Railroad crossings at grade are protected by interlocking except as follows:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
313.4	CMStP&P	—	—	—	—	—
313.7	GN	—	—	—	—	—

Engines must not go beyond clearance point on track referred to as siding Pipestone.

SPECIAL INSTRUCTIONS

SUBDIVISION 13-B

Trains may leave Hardwick without clearance.

SPECIAL INSTRUCTIONS

SUBDIVISION 13-D

Industrial or spur tracks are located at:

Mile Post	Name	Car Capacity
251.12	Granstead Spur	4

Westward

Pipestone Branch

Eastward

		Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 13-A STATIONS TIME TABLE NO. 9 July 20, 1969		M.P. from Cedar Rapids	Signs
Westward	Eastward							
		106	58212	AK.....LAKE PARK, IOWA.....	*TO	234.7	RWYd
		22	58410	.....9.6 ROUND LAKE.....		244.8	.....
		120	58420	WR.....7.9 WORTHINGTON, MINN.....		254.0	.....
		29	58427	.....7.2 READING.....		261.9	.....
		26	58434	.....6.2 WILMONT.....		269.1	.....
		29	58441	.....6.5 WISMORE.....		275.3	.....
		15	58447	.....14.5 KENNETH.....		281.8	.....
		26	58278	.....8.8 HARDWICK.....		296.3	.....
		18	58282	.....8.3 TOSKY.....		305.1	.....
	8.3 CMStP&P Crossing.....	UX	313.4	.....
	0.3 G. N. Crossing.....	UX	313.7	.....
		129	58291	.....0.4 PIPESTONE, MINN.....		314.1	TR
	79.4			

TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10(i)(2) AUTHORIZED.

MAXIMUM SPEED: All Trains 30 MPH

See Page 23 for Speed Restrictions and Special Instructions.

Westward

Luverne Branch

Eastward

		Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 13-B STATIONS TIME TABLE NO. 9 July 20, 1969		M.P. from Cedar Rapids	Signs
Westward	Eastward							
		26	58273	.....9.1 HARDWICK.....		296.3	.....
		19	58264	.....9.1 LIVERNE.....		287.2	.....

TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10(i)(2) AUTHORIZED.

MAXIMUM SPEED: All Trains 20 MPH

See Page 23 for Special Instructions.

Westward

Sibley Branch

Eastward

				SUBDIVISION 13-C STATIONS TIME TABLE NO. 9 July 20, 1969			
	Footage Capacity of Siding	Car Capacity of Other Tracks	Station Numbers		M.P. from Chicago	Signs	
		33	58062	GR.....GOWRIE.....TO	425.0	RWY Yd	
		25	58505	6.4.....SLIFER.....	431.4		
		22	58510	3.6.....SOMERS.....	435.0		
				0.2.....C&NW Crossing.....UX	435.2		
				11.6.....IC Crossing.....	446.8		
		48	58522	0.2.....MANSON.....	447.0		
		36	58530	7.7.....PALMER.....	454.7		
		4	58534	4.4.....WESTVIEW.....	459.1		
		80	58538	3.4.....POCAHONTAS.....	462.5		
		21	58544	6.2.....WARE.....	468.7		
		34	58550	6.0.....LAURENS.....	474.7		
				0.5.....C&NW Crossing.....	475.2		
		5	58557	7.1.....LEYERETT.....	482.3		
				2.0.....CMS&P Crossing.....UX	484.3		
		31	58571	11.4.....ROSSIE.....	495.7		
		33	58577	6.1.....ROYAL.....	501.8		
		15	58584	6.8.....MONETA.....	508.6		
		32	58589	5.6.....HARTLEY.....	514.2		
				0.2.....CMS&P Crossing.....	514.4		
		26	58595	5.1.....PLESSIS.....	519.5		
		36	58598	5.0.....MELVIN.....	524.5		
		26	58599	5.5.....CLOVERDALE.....	530.0		
		101	58235	4.9 SB.....SIBLEY.....*TO	534.9	RTYd	
				109.9			

TRAINS AND ENGINES WILL OPERATE PER RULE 93.
RULE 10(i)(2) AUTHORIZED.

MAXIMUM SPEED: All Trains 30 MPH

Railroad crossings at grade are protected by interlocking except:

MP	Crossing	Remarks	Operated By	Normal Position Gates Against	Light Arrangement For	
					Stop	Proceed
435.2	C&NW	Gate	Trainmen	CR&P	Red	—
484.4	CMS&P	—	—	—	—	—

Industrial or spur tracks are located at:

Mile Post	Name	Car Capacity
464.2	PAM	12
508.2	Moneta	39
523.8	Amer. Cyanide Corp.	10

SPEED RESTRICTIONS

	MPH
MP 425 Pole 8 to MP 443 Pole 21.....	20
MP 446 Pole 14 to MP 463 Pole 0.....	20
MP 463 Pole 0 to MP 475 Pole 0.....	15
MP 475 Pole 6 C&NW Crossing.....	10
MP 484 Pole CMS&P Crossing.....	20
MP 490 Pole 0 to MP 525 Pole 0.....	20
MP 525 Pole 0 to MP 533 Pole 0.....	15

SPECIAL INSTRUCTIONS

Rule 83: Sibley for trains originating or terminating.
Bulletin Boards and General Order Books are located at: Gowrie.
Standard Clocks are located at: Sibley and Gowrie.

OFFICERS

- H. E. PHELPS—Senior Asst. Supt.Des Moines
- C. W. GUENTHER—Chief DispatcherDes Moines
- P. E. MANKINS—Chief DispatcherDes Moines
- R. T. FLOWERS—Asst. Supt.St. Paul
- H. E. STRATE—Division Engr.Des Moines
- J. B. FISTER—Terminal TrainmasterDes Moines
- E. R. PEARSON—TrainmasterDes Moines
- C. H. MEYERS—TrainmasterEstherville
- H. H. LAMBERT—TrainmasterCouncil Bluffs
- D. A. LOGAN—TrainmasterBelleville
- R. D. NESTOR—TrainmasterGoodland
- G. H. BUSSE—TrainmasterDenver
-Asst. Terminal Trainmaster.....Des Moines
- W. E. HILL—Asst. TrainmasterDenver
- S. L. SCHLESENER—Asst. TrainmasterSt. Paul
- G. D. THOMPSON—Master MechanicDes Moines
- D. B. FULTON—Asst. Master MechanicMinneapolis
- C. A. URTON—Master Car Repairer.....Des Moines
- L. T. SEEHAN—Road Foreman of Engines.....Des Moines
- G. J. HUGGINS—Road Foreman of EnginesCouncil Bluffs
- J. W. ODOM—Road Foreman of EnginesGoodland
- J. T. AHERN—Division Safety OfficerDes Moines

TRAIN DISPATCHERS—DES MOINES

- W. E. MURPHY—Asst. Chief Dispatcher
- V. R. BEESON—Asst. Chief Dispatcher
- D. A. ZOELLNER—Relief Asst. Chief Dispatcher
- C. R. GIBSON—Relief Asst. Chief Dispatcher
- C. D. SHIELDS—Asst. Chief Dispatcher
- F. A. BAYLISS—Asst. Chief Dispatcher
-Asst. Chief Dispatcher
- T. F. HERZOG—Asst. Chief Dispatcher
- J. J. WILKE—Dispatcher
- J. E. MARSENGILL—Dispatcher
- H. M. ROZENBERG—Dispatcher
- J. D. McDERMET—Dispatcher
- J. L. VANDEE—Dispatcher
- J. D. STROH—Dispatcher
- D. D. EDGERTON—Dispatcher
- C. C. LAMB—Dispatcher
- G. L. WATTS—Dispatcher
- L. H. ELYEA—Dispatcher
- G. R. WILLIAMSON—Dispatcher
- R. L. THOMPSON—Dispatcher
- J. A. HEAD—Dispatcher
- C. S. WINSHIP—Dispatcher
- M. G. COBB—Dispatcher
- G. W. LINDSEY—Dispatcher
- M. C. BURKART—Extra Dispatcher
- W. A. KNIGHT—Extra Dispatcher
- C. D. AUSTIN—Extra Dispatcher

RULES CHANGES

RULES CHANGES—Continued

SPEED RESTRICTIONS—continued

SPEED RESTRICTIONS—continued

UNIFORM CODE OF OPERATING RULES

Rule 1 (Addition)—Enginemen and trainmen whose vision require the use of glasses, must have with them such glasses when examined or re-examined, and must wear such glasses when on duty at all times.

Rule 10(g) (Addition)—Temporary Speed Restriction signs will be displayed to the right of the restricted track in the direction of approach.

Rule 98 (Addition)—Trains or engines moving against the current of traffic on two or more tracks must approach railroad crossings at grade, drawbridges and junctions prepared to stop.

Rule 104(a) (Addition)—Where there is a signal protecting trailing movement to a main track through a spring switch and such signal indicates "Stop" or "Stop, Then Proceed at Low Speed" and there is no conflicting movement closely approaching the switch, member of crew will operate key release marked "Clear" if so equipped and, signal should clear.

RULE 110(a) HIGH-WIDE LOAD—A load which is contained on more than one car, or on one car, or equipment on its own wheels which measures in excess of 11'0" wide or 15'6" above top of rail, or contained on a car longer than 54'6" so that the lading exceeds the width of the car.

High-wide loads which exceed published clearance for the route to be moved must not be moved until clearance instructions have been issued by the Office of the General Superintendent of Transportation.

Conductors, in checking waybills for trains handling a high-wide load or excessive weight shipment, must immediately notify the Chief Train Dispatcher if they do not have instructions governing movement of car.

High-wide loads or excessive weight shipments must not be switched except in placing them in and taking them out of trains. In switching movements, they must not be cut off while in motion, but must be shoved to a stop; sufficient hand brakes must be set or cars properly secured to avoid rolling.

Chief Train Dispatchers, in issuing movement instructions, will notify train and engine crews and yard forces to handle such cars in line with this Rule, listing items by numbers as shown below.

- 1. At no place shall the width of a load on adjacent tracks exceed the width of a large box car (11 ft. 0 inches wide).
2. On single track—trains handling this shipment, if holding main track when meeting or passing trains on adjacent tracks, must move at restricted speed until wide load has passed train clear of the main track.

10. Other special handling instructions issued by General Superintendent Transportation. When movement instructions include any of the Item 1 through 10, Train Dispatchers must issue train orders to trains affected which must indicate which of the items shown above are to be applied.

Example: "Extra 300 West has (car number) in train measuring _____ in width and _____ in height. Be governed by Rule 110(a) Items One, Two and Nine, 10 MPH at Bridge _____."

Crews of trains receiving notice of high-wide loads in other trains must inspect their trains for open or swinging doors or anything projecting beyond normal clearance. When a train which is handling a high-wide load is notified by train order of another train handling a high-wide load on the same subdivision, the Conductor must notify the Train Dispatcher so that a meeting or passing point can be arranged.

Rule 111 (c)—Mirrors of any type must not be used in making inspection as required by Rule 111.

Maximum speed may be increased as well as decreased by train order.

Train orders, except Form X Example 2, must not be issued in the form of a General Order.

TRAIN AIR BRAKE AND COMMUNICATION SIGNAL RULES.

Rule 33, Paragraph II

II. At points other than initial terminals where locomotive crew, train crew, or both are changed on a freight train and consist including engine remains intact and it becomes necessary to stop train:

- A. Enginemen of arriving train, after making stop, must complete a full service "Brake Pipe" reduction, if not already in effect.
B. Enginemen of departing train must note as soon as he boards locomotive, that locomotive brakes are fully applied, as indicated by gauge, and that main reservoir pressure is within required limits.

NOTE: When engine crew is changed without stopping train, the outbound Engineman must have the assurance from inbound Engineman that the train's air brakes are working properly.

SPEED RESTRICTIONS

ALL SUBDIVISIONS

Authorized speed through switch leads of turnouts as follows:

Table with columns: No., Load, 85 Ft. & Longer Cars, MPH. Rows include No. 20, No. 15, and Others.

TOFC Trailers loaded with swinging meat thru No. 15 and No. 20 turnouts 15

LOCATION No. 15 TURNOUTS

- SUBDIVISION 5: MP 351 Pole 28, MP 473 Pole 25, MP 475 Pole 0, MP 487 Pole 4, MP 489 Pole 4
SUBDIVISION 7: MP 315 Pole 37, MP 317 Pole 13, MP 329 Pole 11, MP 330 Pole 30

SUBDIVISION 11

- MP 244 Pole 37, MP 251 Pole 27, MP 268 Pole 15, MP 269 Pole 22, MP 284 Pole 5, MP 285 Pole 11, MP 295 Pole 4, MP 296 Pole 9, MP 306 Pole 14, MP 333 Pole 13

SUBDIVISION 12

- MP 191 Pole 3

LOCATION No. 20 TURNOUTS

SUBDIVISION 5

- MP 362 Pole 24 End of two main tracks, MP 362 Pole 28 C&NW Connection, MP 454 Pole 4, MP 457 Pole 0, MP 474 Pole 26 C&NW Connection, MP 486 Pole 16 C&NW Connection

MAXIMUM ENGINE SPEEDS

Table with columns: Speed Range, MPH. Lists various speed ranges and their corresponding MPH values.

Psgr. Freight

Trains and engines moving against current of traffic on two main tracks not signaled both directions, except Subdivision 1-A and 1B 59 49

Trains and engines making movement against current of traffic on two main tracks over facing point spring switches not protected by signals or indicators 30 Engines only

Railroad crossing not protected by interlocking except where higher speed authorized in this rule 10 Engines only

Engines running forward light, or with only one car (except suburban service) 35

Road freight or passenger diesels, other than road switchers, backing up 25

When this being done, except in switching movements or when shoving cars, a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve 30

Scale test cars moving in trains will be handled next ahead of caboose

Short Wheel base ore hoppers 25

Trains handling steam derrick, pile drivers, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by officer 35

Pile Driver 95231, 95232 and Crane 95260. Main Line 25 Branch Line (Except as shown below) 20 Subdivisions 4C, 4D, 5A, 5B, 5C, 11A, 12B, 12C, 13A, 13B, 13C, 13D, and 16A 20

These machines must not be handled over bridges on industrial and other back tracks unless otherwise authorized by officer and must not be handled in trains when pile leads and platforms are attached to boom in either a raised or lowered position unless accompanied by the operator in the cab of the machine.

These machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized.

Ditcher, or other type of spreaders handled in trains in through movements, must have wings in trailing position when practicable.

These instructions will not apply to relief derricks with boom trailing when trained behind engine in relief train service. In such case speed restrictions will be as follows:

Table with columns: Subdivisions, MPH. Lists speed restrictions for various subdivisions like 10B, 12A, 13, 8A, 11B, etc.

All other Subdivisions 40

Spreader 95319 when being moved in train with wings in trailing position and coupled to loaded cars on both ends 40

Trains handling welded rail of any length will not exceed 35 MPH on main track or 5 MPH through turnouts. Buffer cars must be placed on both ends of welded rail and must be placed in train as instructed.

Air dump cars under load 40

Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.

All Work Equipment cars converted from old passenger cars are to be moved only on rear end of freight trains, no more than five cars ahead of caboose.

Where more than one of such cars are to be moved in the same train, all such cars must be trained together with rear car not more than five cars ahead of caboose.

Suburban cars series 2500 and 2600 are conventional equipment restricted to 70 MPH.

SPECIAL INSTRUCTIONS

The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below, unless otherwise instructed by officer at location of high water.

Table with columns: Equipment, Maximum height of water above rail. Lists Diesel engines, Lightweight passenger cars, Conventional passenger cars.

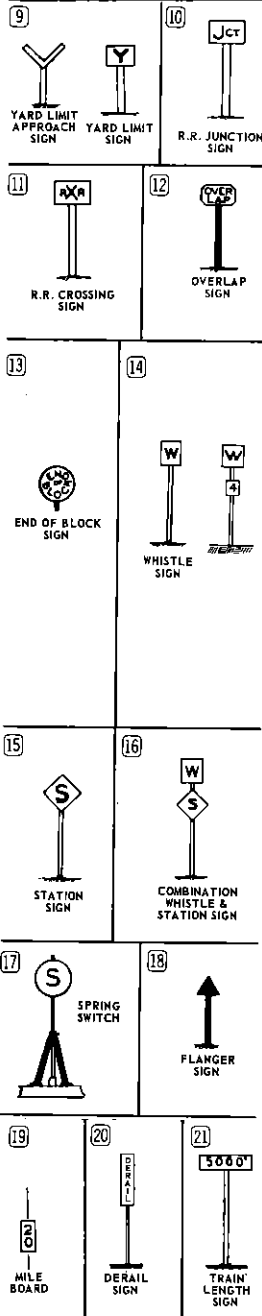
1. Conductors and Enginemen running over more than one Division must consult Bulletin Board and General Order Book at the initial point on each Division, except where they have consulted the Bulletin Board and General Order Book of such Division at the initial point of run.

2. Trains approaching train order signal displaying stop indication will sound four blasts of the whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received.

3. f—Flag stop to receive or discharge traffic. g—Conditional stop for revenue passengers only. s—Regular Stop.

SPECIAL INSTRUCTIONS—continued

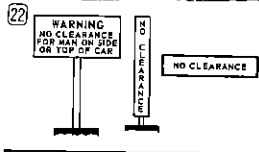
Rule 21—Continued



9. "Yard Limit Approach" sign indicates "Yard Limit" sign displayed approx. 1 mile ahead. "Yard Limit" sign indicates start of yard limits and is the point where train must be moving at restricted speed when required by rule.
10. R. R. Jct. sign indicates R. R. jct. located 1 mile ahead.
11. R. R. Crossing sign indicates R. R. Crossing located 1 mile ahead.
12. Overlap sign indicates the point where signal section for the block ahead begins. After track has been occupied beyond this sign, signals in opposing direction will indicate stop. See Rule 9 Special Instructions.
13. End of block sign indicates the point where block signal section ends.
14. Whistle sign indicates point where Rule 14-L whistle signal must begin. Whistle signal must be repeated or prolonged until crossing is occupied by engine or car. Whistle sign will be located at distances from crossing as follows on sub-divisions where maximum speed is:
40 MPH or less.....1320 Ft.
40-60 MPH.....2000 Ft.
60-80 MPH.....2600 Ft.
80-90 MPH.....3000 Ft.
When standard crossing whistle sign bears a number plate below the "W" such sign will designate the number of crossings for which whistle signal Rule 14-L is to be sounded. Whistle signal rule 14-L must be repeated or prolonged until all crossings protected by this sign have been occupied by engine or car.
15. Station sign indicates station ahead 1 mile from sign except on sub-divisions where max. freight train speed is in excess of 60 MPH, sign will be located 2 miles from station. Distance to be measured from siding switch in direction of approach.
16. Combination whistle and station sign. To be placed when both signs are applicable as shown in signs 14 & 15.
17. Indicates location of spring switches.
18. Flanger sign indicates location where flangers are to be raised over motor car set offs, road crossings or other obstructions when operating snow plows, spreaders or other work equipment.
19. Mile board indicates mile post location.
20. Derail sign indicates location of derails.
21. Train length marker signs indicate distance from leaving switch of siding or yard (or other designated point) to determine length of train by feet.

SPECIAL INSTRUCTIONS—continued

Rule 21—Continued



22. Loads (gross weight of car and lading) with a maximum gross weight of 263,000# can be moved over all sub-divisions, except subdivisions shown in TABLE I below, provided that the 263,000# load is on a car 40 ft. or longer over strikers. For cars shorter than that specified in preceding sentence, the gross weight load should be reduced by 8,000# for each foot that the car is shorter than the specified length.
23. No clearance sign indicates point where there is insufficient clearance for a man on side or top of car.
23. Roadway signs facing direction of approaching trains (except temporary speed restriction signs) will be respected regardless of which side of the tracks signs are located.

22. Loads (gross weight of car and lading) with a maximum gross weight of 263,000# can be moved over all sub-divisions, except subdivisions shown in TABLE I below, provided that the 263,000# load is on a car 40 ft. or longer over strikers. For cars shorter than that specified in preceding sentence, the gross weight load should be reduced by 8,000# for each foot that the car is shorter than the specified length.

TABLE I

Subdivision	From	To	Maximum Gross Weight
4B	Keokuk	Des Moines	190,000
5B	Audubon	Audubon	221,000
5C	Avoca	Oakland	221,000
6B	Fairbury	Ruskin	190,000
12B	Dows	Buffalo Center	190,000
12C	Hayfield Jct.	Titonka	221,000
13	Estherville	Sioux Falls	190,000
13A	Lake Park	Pipestone	190,000
13B	Luverne	Hardwick	190,000
13C	Gowrie	Sibley	221,000
16A	Carlisle	Indianola	221,000

All maximum gross weights shown in TABLE I are based on the following cars. Gross weight of 221,000# loaded on a car 35 ft. or longer over strikers. Gross weight of 190,000# loaded on a car 30 ft. or longer over strikers. For cars shorter than specified, the gross weight will have to be reduced by 8,000# for each foot that the car is shorter than specified.

Restrictions for 100-ton hopper cars and 30,000 gallon tank cars.

100-ton hopper cars and 30,000 gallon tank cars having gross weights exceeding gross weight in TABLE I, but not exceeding 263,000# and having minimum axle spacing of 5 ft. 8 in. and minimum truck centers of 49 ft. may be moved over subdivisions shown in TABLE II.

TABLE II

Subdivision	From	To
4B	Keokuk	Altoona

Restrictions: 100-ton hopper cars must not exceed 240,000 pounds gross weight:

Bridge	Maximum Speed
70	10 MPH
307	25 MPH
515	25 MPH
529	25 MPH
477	10 MPH
489	25 MPH

Subdivision	From	To
5B	Atlantic	Audubon

Restrictions: 100-ton hopper and tank cars having a gross weight from 240,000 to 263,000 pounds are restricted to 10 MPH at the following locations:

- MP 452 Pole 2 to MP 455 Pole 9
- MP 457 Pole 9 to MP 458 Pole 2
- MP 459 Pole 8 to MP 461 Pole 0

SPECIAL INSTRUCTIONS—continued

Table II—Continued

Subdivision	From	To
12A	Iowa Falls	Estherville

Restrictions: Cars having gross weights in excess of 240,000 pounds but not greater than 263,000 pounds:

Bridge No.	Town	Speed
1123	Dows	25 MPH
1668	Ottosen	25 MPH

Subdivision	From	To
12B	Belmond	Buffalo Center

Restrictions: Cars having gross weight 221,000 to 240,000 pounds per car must be separated from each other by a car having a maximum gross weight of 170,000 pounds. Cars having gross weight 199,000 to 240,000 pounds restricted as follows:

Bridge No.	Town	Speed
1354	Belmond	10 MPH
1553	Forest City	10 MPH

Speed not to exceed 10 MPH MP 165 Pole 2 to Buffalo Center.

Subdivision	From	To
13	Lake Park	Sioux Falls

Restrictions: Cars having gross weight 199,000 to 240,000 pounds restricted to:

Bridge No.	Town	Speed
2477	Ocheyedan	25 MPH
3073	Sioux Falls	10 MPH
3147	Sioux Falls	10 MPH

Cars having gross weight 240,000 to 263,000 pounds restricted to:

Bridge No.	Town	Speed
2477	Ocheyedan	10 MPH
2583	Sibley	20 MPH
3032	Larchwood	20 MPH
3033	Larchwood	20 MPH
3040	Granite	20 MPH
3065	Shindlar	20 MPH
3073	Sioux Falls	10 MPH
3147	Sioux Falls	10 MPH

Subdivision	From	To
16A	Carlisle	Indianola

Restrictions:

Bridge No.	Town	Speed
3727	Carlisle	10 MPH