TABLE OF TRAIN SPEEDS

Minutes	Seconds	Miles	Minutes	Seconds	Miles
Per	Per	Per	Per	Per	Per
Mile	Mile	Hour	Mile	Mile	Hour
0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 1 1 1 1 1	33 34 36 38 40 42 48 50 52 54 56 58 0 1 2 3 4 5 6 7 8 10 11 12 13 14 15 16 17 18	110.0 106.0 100.0 94.7 90.0 85.7 75.0 72.0 69.2 66.6 64.2 62.0 60.0 59.0 58.0 57.1 56.2 55.3 54.5 53.7 50.7 50.0 49.3 48.6 48.0 47.4 46.7 46.1	1 1 1 1 1 1 1 2 2 2 2 2 3 4 6	19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 50 55 0 50 10 15 20 25 0 0	45.6 45.0 44.4 43.9 43.4 42.9 41.4 40.9 40.4 40.0 39.6 39.1 38.7 38.2 37.3 32.7 31.3 32.7 31.3 32.7 25.7 24.8 20.0 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

	(Name)
in charge of work at MP_	, calling
(Train No.) (after	er train answers giving
his identification):	
This is RL(Occupation)	(Name)
in charge of the work between	een MP and
MP Train Order We are in the clear and your red conditional stop sign as	u may proceed past the
order at MPH.	
Where Rule 10 (i) (2) is a omit the words, "Train Orde	uthorized, Foreman will er No"
ENGINEER'S ORAL A	CKNOWLEDGMENT
OF FORM U C	
OF FORM U C	LEARANCE
0	LEARANCE
This is engineer	of RI Train (Direction)
This is engineer	of RI Train  (Direction) ed conditional stop sign
This is engineer  (Train No.) I may proceed past the r	of RI Train  (Direction) ed conditional stop sign
This is engineer  (Train No.)  I may proceed past the r and through the limits of O	of RI Train  (Direction) ed conditional stop sign rder No and MP at

# PREVENT INJURY



SAFETY FIRST

7000-7-20-69

# 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			Cootage Capacity	*					FIRST CLASS		FIRST CLASS
		17	S. C.	apacity Tracks			ATIONS	e 5		18	
		Psgr.	age ding	0 - 1	bers		TABLE NO. 9	M.P. from Burlington	ភ	Psgr.	
		Daily	Foot of Si	Car C	Station Numbers	   In C	y 20, 1969	.¥80	Sign	Daily	
		A.M. 10.45			60364		NEAPOLIS ) TO	364.9	RFW TY	P.M. s7.30	
		s11.05 11.20			60354	U ह	ST. PAUL	353.4		7.00 s6.30	
_ +		11.30	.,		60346	\$8.89 \$4.00	-7.4 NEWPORT -1.9	345.9		6.11	
		11.33	-,1	Yard	60344	Block Syst 400 to 406	INVER GROVE *TO	344.1	RFWT YYd	6.08	
		11.45	3268	63	60333	KP 333.5		333.5	Y	5.56	
		11.52	4292	144	60326	F 5	FARMINGTON TO	326.3	WY	5.49	
		11.59	2618	42	60319		CASTLE ROCK	319.5		5.42	
		A.M.— s12.07	4701	134	59313		NORTHFIELD P	313.4	Т	s5.35	
		P.M. 12.11	2974	32	57310		DUNDAS	310.3		5.30	
		12.15	4363			(cg	)MUS P	306.5		5.26	
	_					CN	IW CrossingP	303.0			
		s12.23	2260	103	57300	80 FA	RIBAULT*TO	299.7	w	s5.18	
		12.28	5988	*****	57296	KA	SPER P	295.5		5.12	
				10	57291	МЕ	DFORDP	290,3	.,		·
		s12.43	6210	82	57284	от оч	YATONNA*TO	284.3		s5.00	
				16	57275	l Інс	)PEP	275.0		ļ	
		12.57	6155	34	57269		LENDALEP	268.7		4.43	
		1.04	6579	39	57261		ARKS GROVEP	260.9		4.36	
		s1.18	4888	Yard	57253	<u>-"""···</u> ⊋81^t	BERT LEA-CRIAP*TO	252.7	Т	s4.28	
						E≅ -(	AS+P&P Crossing P	252.4	RFWT		
				•••••		^2 <u>}</u>	BERT LEA-C&NW TO	252.6	AA 4		
						<u>\$</u> \$	AStP&P Crossing UX	252.3		<u> </u>	
		1.20			57252	□⊈ C≀	URTIS P	251.7		4.22	
		1.26	4530	31	57246	E GL	_ENVILLEP	245.9		4.16	
		1.30	6076		57241	<del></del>	ORDON, MINNP	240.9		4,11	
		1.34	3356	57	57236	NO	ORTHWOOD, IA P	235.9		4.06	<del>                                     </del>
		1.40	4084	35	57230	к	ENSETT P	229.5		4.00	<del> </del>
						W	EST YARD *P	226.5		<u> </u>	
		sl.48 P.M.		Yard	57225	l (	ANLY*TO 139.8	225.1	RFWT Yd	3.55 P.M.	

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

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

See Page 4 for Speed Restrictions and Special Instructions.

Westward	_	 Eastward						
	Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 11.A STATIONS TIME TABLE NO. 9 July 20, 1969	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 GROVEP	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 CLAS	55 Freight Daily Except Sunday	Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 11-B STATIONS TIME TABLE NO. 9 July 20, 1969	M.P. from Cedar Rapids	M.P. from Estherville	Signs	SECOND CLASS 56 Freight Daily Except Sunday
	P.M. 7.30		Yard	57253	WBALBERT LEA*TO		83.2	RFT.	P.M. 5.45
					CMS+P&P CrossingP		82.9		
					CRISP Crossing	,.,,	82.3		
	7.50		30	57010	CONGER		73.4		5.15
	8.03		30	57017	WALTERS		66.0		5.02
					C&NW Crossing		57.7	,	
	8.18		E37	57026	BRICELYN, MINN		57.2		4.47
	8,30		56	57033	RAKE, 10WA		50.6		4.35
	9.00		65	57072	GMLAKOTATO	184.6	38.4		4.14
	9,20		25	57089	SWEA CITY	195.6			3.52
	9.45		27	57092	ARMSTRONG	204.4		,	3,35
					C&NW Crossing	209.1	,.,		
	9.57		E32	57098	MAPLE HILL	210.5			3.23
	10.10		31	57103	5.5	216.0			3.13
	11.30		Yard	58184	SRESTHERVILLE*TO	223.0		RFWT	3.00
	P.M.				63.2			1 d	P.M.

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

MAXIMUM SPEED: All Trains 35 MPH

·	All Trains
MP 82 Pole 27 CMStP&P Crossing	. 20
MP 82 Pole 9 CRI&P Crossing	. 20
MP 80 Pole 0 to MP 81 Pole 25	. 25
MP 57 Pole 21 C&NW Crossing	. 20
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

SPEED RESTRICTIONS

Bulletin Boards and General Order Books are located at:
Albert Lea Estherville—Depot and Engine House

Standard Clocks are located at: Albert Lea and Estherville.

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

Des Moines Division

Sou	ıthw	ard						Main Line			!	North	w	ard
SECO CLA	OND ASS	FIRST CLASS		Capacity				SUBDIVISION 12			FIRS CLAS	T iS	SECC CLA	ND ASS
67	65	1	7	8.	city	1		STATIONS			18	L	66	68
Freight	Freight	Ps	gr,	Footage Ca of Sidings	Car Capacity o Other Tracks	Station Numbers		TIME TABLE NO. 9 July 20, 1969	M.P. from Allerton	s u g	Psgr.	Fre	ight	Freight
Daily	Daily	Do	ily	r. 2	ئةً	\$2			Σ₹	Š	Daily	D	aily	Daily
P.M. 6.30	A.M. 5.30	P. 1	M .55	.,,	Yard	57225	טנ	MANLY*TO	202.1	RFWT Yd	P.M. \$3.45		.M. .59	P.M. 11,15
			1					.C&NW Crossing	193.2					
6.52	5.52	s 2.	.10			56194	DF	.MASON CITYTO	192.6	RYd	s3.29	10	0.36	10.47
			1			,,,,,,,		CMS+P&P Crossing	190.0			_		
							,	IT Crossing						
7,01	6.01	2.	.12			56193		CLEAR LAKE JCT	191.1	Yd	3.20		0.27	10.38
7.03	6.03	2.	.13	4780				FLINT	190.5	Υd	3.19		0.25	10.36
7.21	6.21	2	.28	6111	25	56176	GR	SHEFFIELDTO	174.5	•••••	3.05		0.05	10.18
					13	56172		CHÁPINP	170.1					
								C&NW Crossing	164.2		$\perp \perp$			
								C&NW Crossing	164.1					
7.35	6.35	2.	.38	2660	39	56165	нм	HAMPTON*TO	163.7		2.54		9,51	10.04
7.44	6.44		.45	3615	35	56157		BRADFORDP	155.4		2.45		9.41	9.54
7.53	7.25	2	1 <b>8</b> 53	4191	38	<u></u>	*********	ARGONP	148.2	Υd	2.36		9.30	9.45
					*****		<u> </u>	IC CrossingP	147.7					
					,			CRIEP Crossing	147.7					
		s2	.59		112	55074	A0 ≥	10WA FALLS*TO	147.4	WTY Yd	s2.34			
7,59	7.31	3	.01	4103				PURÎNAP	146.3	Yd	2.30		8.51	9.40
8.10	7.42	3	.08	6171	20	51139	<u> </u>	BUCKEYEP	137.5	.,	2.22		8.39	9.29
					22	51135		SHERMANP	133.0					
8.25	7.57	3	.20	2682	20	51127	<del>`</del>	GARDEN CITYP	125.4	,,,,,,,,	2.11		8.22	9.15
							≝	C&NW CrossingUX	119.9				. <sup>65</sup> ~- 8.11	
8.33	8.11 66	3	.25	4438	20	51122	JU :	McCALLSBURGTO	119.8		2.05		8,11	9.07
	<b>□</b> •• −				23	51115		FERNALDP	113.4					8.50
8,50	8.29	3	.35	2826	50	51109	NA <b>⋖</b>	NEVADA*TO	107.0		1.53		7.53	8.50
68-					34	51105		SHIPLEYP	103.1					
9.05	8.41	3	.45	4492	62	51098	JN	CAMBRIDGETO	96.6		1.44		7.39	8.38
					23	51091		ELKHARTP	89.5					
9,21	8.53	3	1.55	5987	19	51097		ENTERPRISEP	85.3		1.34		7.25	8.25
					30	50080		5WANWOODP	78.6					<b></b> _
					*****	,		C&NW Crossing	73.9		<b>↓</b> ↓			
10.30 P.M	9.30 - A.M	4	1.10		Yard	50172	wx	SHORT LINE JCT	73.6	RFWT YYd	1.22		7.00 .M	8.00 - P.M
- F 1111.	A.M.	s4	1.25		341	50174	DS	DES MOINES		RWYd	1.15			
	L	P	М.					(130.5	L		P.M.			L

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

See Page 4 for Speed Restrictions and Special Instructions.

# SPEED RESTRICTIONS

	Psgr.	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 Pale 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 CMStP&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 CMStP&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 CMStP&P (lowa, 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

МР	Crossing	Remarks	Operated By	Normal Position Gates Against		Light ngement For Proceed
252,3	CMStP&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. 4½ ins. and horizontal clearance 8 ft. 3½ ins. on main track; 19 ft, vertical clearance on siding.

#### SUBDIVISION 15

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 (dwart) 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 1B 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 lowa 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:

		,	Operated	Normal Position Gates	Arra	Light Arrangement IFor				
MP	Crossing	Remarks	By	Against	Slop	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

lowa Falls—Yard

Short Line Jct.—Yard Office and Engine House

Des Moines-Passenger Station

C&NW Yard Welfare Room

C&NW 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&NW Engine House

lowa Falls-Passenger Station

Yard Office

Industrial or spur tracks are located at:

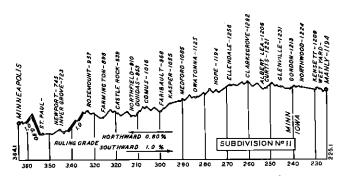
MP	Name	Car Capacity
76.8	(U Transfer	30
78.5	General Mills Spur	39
159.8	Federated Power Plant	20

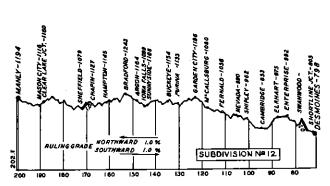
Overhead or side restricted clearances as follows:

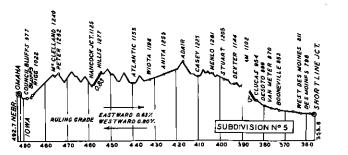
Des Moines, Iowa—Steel canopy just west of Fifth Street between No. 1 track and Bush track 14 ft. 6 in.

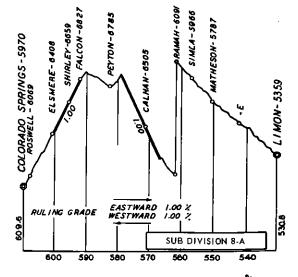
Des Moines, Iowa-North industry track just west of Fifth Street.

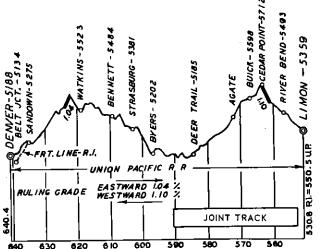
Cambridge, Iowa—Milw RR overhead bridge 966 MP 96 Pole 18 verticle clearance 20 ft, 3 ins. and horizontal clearance 8 ft. 6 ins.











Southwe	ard	_				Main Line			No	rthward
	FIRST CLASS	T S	city				erton		FIRST CLASS	
		17	ğ.,	<u>1</u>		SUBDIVISION 16 STATIONS	A P		18	
	P	sgr,	Footage Co	Car Capac of Other Tracks	Station Numbers	TIME TABLE NO. 9	from West Switch Allerton	<u>~</u>	Psgr.	
	D	Paily	Foot of Si	P. P.	Stat	July 20, 1969		Signs	Daily	
	] 1	P.M. 4.45		341	50174	MS E DES MOINES QES TO		RWYa	P.M. s1.05	
	4	4.55		Yard	50172	WX 5 DES MOINES O E E TO  WX 5 SHORT LINE JCT.  CRI&P Crossing	73.6	RFWT YYd	12.48	
						DMU Crossins	73.4			
				1		CB&Q Crossing	72.9	-1		
			5600	495	50009	§ 4 A O.M	66.8			
	5	5.08 P.M.	5700	20	50011	CRACISLE 10.9	64.7	₩	12.30 P.M.	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD
RULF 99%) AUTHORIZED

MAXIMUM SPEED: Passenger Trains 70 MPH Freight Trains 50 MPH

SPEED RESTRICTIONS	Psgr.	Freight
MP 64 Pole 6 to MP 64 Pole 30	. 60	_
MP 65 Pole 7 to MP 65 Pole 23 MP 69 Pole 13 to MP 72 Pole 3	65	_
MP 69 Pole 13 to MP 72 Pole 3	60	_
MP 72 Pole 3 to MP 73 Pole 31		
(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 Matt. Svc. Sw.)	20	20
CDECIAL INCEDITATIONS		

#### 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.

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.

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				
	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				
	5700	20	30011	CK CARLISLE TO	368.8	w				
		75	31006	11.3 INDIANOLA	380.1	1,,,,,,,				

Westw	ard			Keo	kuk	and Des Moines Valley Br	anck	1		Eas	tward	
SECONE			<u> </u>		T				S	ECOND	CLASS	
	209	203	pacit	ty of		SUBDIVISION 4-B			204			
	Freight	Freight	ပြည့္ချ	raci	ın	STATIONS	E _		Freight			
		Daily Except Sunday		Car Capacity Other Tracks	Station Numbers	TIME TABLE NO. 9  July 20, 1969	M.P. from Keokuk		Daily Except Sunday			
		P.M. 4.30		197	07151	KEOKUKTO		RFWT Yd	P.M. 2.00			
						CB&Q CrossingUX	0.7					
		5.00		16	07137	SAND PRAIRIE	14.8		1.10			
		-				CB&Q CrossingUX	30.0					
		5.32		20	07122	FARMINGTON	30.1		12.36			
		5.43	<b></b> .	16	07116	BONAPARTE	35.5		12.25 P.M.			
		6.10		15	07106	MT. ZION	45,6		12.01			_
		6.29		28	07097	DOUDS	54.8	4,,,,,,,	11.40			
	A.M 7.00	6.50		46	07292	ONELDON*TO	63.9	HYYd FT	11,20			
	9.00	⊢P.M		Yard	07077	NTO	75.8	·	-A.M			
						CMS1P&P Crossing	77.2		<u> </u>			
	9.40	_		19	07055	EDDYVILLE	91.6		<u> </u>	<u> </u>		_
	9.43					CRI&P JCT	93.0					
	9.59					M&STL JCT	99,6	,,,,,,,	<u> </u>			
	+A.M -P.M			32	07051	BEACON	100.3		<b>↓</b>	<u> </u>	<u> </u>	
	1.00		ļi	55	07048	EVANS JCT	102.2	YdR	<b> </b>			
				21	07044	LEIGHTON	107.4		₩	<u> </u>	-	_
	2.00		1199	106	07035	PAPELLATO	115.6	<del> </del>	╢	<u> </u>		
				. 27	07028	OTLEY	123.6	-	<u> </u>		ļ <u></u>	
				49	07017	MONROE	129.1		<u> </u>	<u> </u>		_
				45	07013	PRAIRIE CITY	138.3	-	1	ļ <u> </u>		
	3.30 P.M.			41	41163	ANALTOONATO	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 CrossingRestric	cted Speed
MP 18 Pole 16 to MP 19 Pale 13	10
Ottumwa_CB&Q Overhead Crossing	10
Ottumwa-May Street to Wapello Street inc	
MP 77 Pole 5 CMStP&P Crossing	
Pella-Clark Street Crossing	. 5
Monroe-Over two street crossings just west of depot	

See Page 8 for Special Instructions.

Instructions.

Westward				Keosauqua Branch				-	E	astwo	ard
	Footage Capacity	Caracity of Capacity of Other Tracks	Station Numbers	SUBDIVISION 4-C STATIONS TIME TABLE NO. 9 July 20, 1969	M.P. from Mt. Zion		Signs				
	<u> </u>	15	07106					-			
	[	20	07004	4.5 KEOSAUQUA4.5	4.5	$\neg \neg$					

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

# Westward Oskaloosa Branch

Eastward

Footage 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		
			MICH SPUR	297.9			
	112	07060	GH OSKALOOSA TO	301.3		!	
 			C&NW Crossing UX	301.4			
	5.5	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.	

# 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.

SUBDIVISION 4-B:

No. 203 may leave Keokuk without clearance.

Between CRI&P Jct. and M&StL Jct. trains will be governed by Special Instructions in current Timetable of M&StL Division of C&NW Ry, and C&NW Superintendent's Bulletins.

No. 209 may leave Evans Jct, without clearance.

Junction switch at Altoona with Subdivision 5 equipped with electrically-locked hand operated switch. Train and engine crews must secure permission of train dispatcher to operate this switch. Pole phone dispatchers circuit at MP 346 Pole 41 Subdivision 5.

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

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

МР	Crossing	Position Arran		light ngement For		
	·	Remarks	Бу	Against	Stop	Proceed
0.7	CB&Q	_	l –	_	<b> </b> -	I – I
30.0	CB&Q	_	_	_	_	_
301.4	C&NW		1 '	1		1

Industrial or spur tracks are located at:

Mile Post	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

							TOT CL		r		_ 1						
		COND	— т			<del>-</del>	RST CLA	7	-,-		otage Capacity Sidings	-				ŞUBÇ	DIVISION 5
209	B1_	43	83	59		+-			TOFC	=	Сар	racks				ST	ATIONS
=reight	Freight	Freight	Freight	Freight	il			Psgr.	Mail	. from	aga ding	I =7- I			TI		ABLE NO. 9
Daily	Daily	Daily	Daily	Daily		+-	ļ.—	Daily	Mixed	M.P. Chic	Foote of Sic	Other				Joly	20, 1969
x. Sun.	<u> </u>	P.M.	A.M.	A.M.	_	+	-	P.M.	A.M.	~~						_	
P.M. 3.30	P.M. 6.15	4.45	10.58	9.09			<del>                                     </del>	4.20	4.50	346.9		66	AN.,			4.	
3.40	Ι						L	4.25		351.7				-		/ <del>-</del> 3.	
3.45 P.M.	6.35 6.50	5,35 5,50	11.30 A.M.	9.24 9.30				4.30	s5.05 5.50	355.6		Yard	WX	-	20	(CRI	RT LINE JCT
		!								356.2				-	962-2	FtDE	-C&NW and
	-	-		<u> </u>				s4.35 4.45	6.00	357.0		341	D5-MS		P355-37 to 362		MOINES
	_			_	-  -	_   _				358.3				٦	355	DMU	Crossing
	7,00	6.00	-	9,40		-+	$\vdash \neg$		6.02	358.6					9¥		JCT
	7.05	6.05	<u> </u>	9.45		-	† †	4.53	6.08	362.6		459	BR				T DES MOINES
	+ :		<del>                                     </del>	<del>                                     </del>		+	<del>                                     </del>	_		362.7							JCT
	7,17	6.17	-	9,57		+		5.04	6.17	372.7	5958	12		-			NEVILLE
	+	<del> </del>						— 60 <b>—</b> I		376.6		₩-26					METER
	+-		$\vdash$	<u> </u>	+	-   -		_	_	379.8		19					DTO
	<del></del>		1		<del>                                     </del>	+				305.5	,.,	180		1		—5 WINI	EAR
	7,36	6.36	<u> </u>	10.16				5.19	6.33	387.4	6202	42	FR			EAR	LHAM
	1100		+-			_	+			393.0		26		System		DEX	.6 ————————————————————————————————————
	7.47	6.47	$\vdash$	10.27	<del>-  </del> -			5.30	6.43	398.2	4206	58	Ç5				ART
	7.52	6.52	<del>  -</del>	10.32	<del>                                     </del>	_	_	5.35	6.47	403.1	4042	30		Sec.		MEN	.9 — — — — — — — — — — — — — — — — — — —
	7.59	6,59		10.39	<del>                                     </del>	-		5.42	6.54	410.1	3530	34	,.,	şį			EY
	+,	+	1-	<del> </del>	_   -		_		<u> </u>	416.8		84	AD	tomot		ADA	.7 ————————————————————————————————————
	8,15	7.15		10.55			<del></del>	5.57	7,08	425.5	5 0 5 8	60	В 6	۲		AN1	.8 ————————————————————————————————————
		1		-	<del>   </del>	+	+ -		<del>                                     </del>	432.5		₩-25				₩IO	TA
	8.31	7.31	+-	11.10	<del>                                     </del>			6.12	7.21	439.9	6208	Yard	WN			(ATL	ANTIC
	- 0101	1101	-	A.M		_				440.7	1					AUE	0.8 —
	-	+	+	<del>                                     </del>	<del>                                     </del>	<del> </del> -	+-	6.29	7.35	455.6	14882	7	.,		٠.	-14 HIL	L15
	+	+-	+		<del>                                     </del>	_	+-	t	+ -	459.8	1	57			MP489- 06 Incl.		1COCK JCT
	+	+	+	$\vdash$	+ +		+-	6,47	7.52	474.7	+-	,			₹8		ГЕR,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
	<del>   </del>		+	+	<del>                                     </del>		+-	<del>                                     </del>	<del>                                     </del>	476.6		10		ļ	: 5 5 5 6 7	McC	LELLAND
		+	+	+-	<del>                                     </del>	<del>  -</del> -	+	7.01	8.02	486.4	+				MP439-1 Rules 4	— 9	G
	0.05	9.25	+	12.05	<del>                                     </del>	_	+	s7.03	sA.03	487.8	+-	Yard	Q		Σď	<b>  -</b> 1	JFFS
	9.25 P.M.	9.25 P.M.	+	P.M.	-		+	7.15		+	† ·	<del>                                     </del>				N&Y	N, CB&Q and
	<del> </del>			<u> </u>	+		-	-	$\vdash$	489.7	+		+			` .	P&P Crossing
	<u> </u>			_			4-	s7.25	-	488.8	+	Yard			_		BLUFFS, IOWA
				<u> </u>	$\bot$				↓	489.5					Meln	/—·	and C&NW Crossing
										489.8					» E	\C&I	&Q and NW Crossing
_		1	+	1	† †			s8.00 P.M.		492.7	·····		US			OM.	AHA, NEB
_					TRAINS	L astward	ARE SUP	ERIOR 1	.)	NS OF T	HE SAM	E CLASS	WESTWA	RD.			
						MAXIMUM	R	ULE 99	(k) AUTH	IORIZE	).						

					l l	FI	RST CLA	SS	ĺ	SECOND CLASS					
		SUBDIVISION 5	i	2	10	2			T	82	60	84	A 33	1	
		STATIONS TIME TABLE NO. 9	Signs	Station Numbers	Psgr.	TOFC Mail Mixed				Freight	Freight	Freight			
		July 20, 1969			Daily	Daily			† <del>  </del>	Daily	Daily	Daily		+	
<u></u> -		ALTOONA*T	o	41163	P.M. 1.40	A.M. 2.40				P.M. 3.00	P.M. 6.01	A.M. 2.12		T	
····	Ì	EAST DES MOINES	→		1.35									T.,	
<u></u>	<u> </u>	SHORT LINE JCT T (CRI&P Crossing)	O RFWT	50172	1.30	1.55 sl.45	_			2.45 2.15	5.50 5.35	2.00 1.00 A.M			
····	453 Incl	DMU-C&NW and 5 FIDDM&S Crossing 5	_	<del></del>		<u> </u>									
45 —	les 450 lo 4 1 P355-37 to	DES MOINES		50174	1.25 s1.10	. 1.38					_				
<del>-</del> -	P355	DMU Crossing	-									— Р.М.—			
	3≥	CNW JCT	+		12.46	1.30			1	1,50	5.22	11,55		$\perp$	
<u></u>		WEST DES MOINES. TO THE CONTRACT OF THE CONTRA	_	50179	12.41	1.25			┼┈╢	1.45	5.17	11.45		+	
<u>-</u>		-10,0	_	42189	12.29	1.10		_	╁	1.34	7 5.04	11 10		+	
-		TAN METER		.,,	12125	1,10			<del>† •  </del>	1.34	5.04	11.30		+	
-		— 3.2 ——————————————————————————————————	_		_				┼				_	$\vdash$	
-		WINEAR	P	42202	ļ				1 1			_		+	
		EARLHAM*T	······	42204	12.12	12.50		_		1.06	4.30	11.03		$\vdash$	
. E	— 5.6 ——————————————————————————————————	DEXTER	P		₽.M									T	
l: 5y#1		STUARTT		42215	12.03 A.M	12.37				12.51	4.24	10.50			
:: ¥		MEN LO	_	42219	11.59	12.31				12.44	4.10	10.44			
. ia ⟨		CASEY	-	42226	11.52	12,12	_		<u> </u>	12.36	4.09	10.36		<u> </u>	
Jonat		ADAIR*TI	. +	42234	11.10	A.M.				Р.М.				_	
: Ā		7.0 TO		42242	11.40	12,04			╂	12,18	3.49	10.13		-	
<del></del>		7.4 — 7.4 — *TC	+	42256	sl1.26	- P.M. 11.46				- A.M. 11.59	3.30	9,56		╆	
·.		- 0.8 - AUDUBON JCT	+		-	11110				11,009	3.30	9,30		$\vdash$	
-	9-	-14.8			11,11	11.25			1						
	MP489.	HANCOCK JCT		42276					1	_		_		$\vdash$	
	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	PETER		42291	10.56	11.02			<del>-  </del>						
-	2: ::	McCLELLAND								İ				T	
<u>:</u>	MP40	RIGG		42303	10.45	10,43						_			
<u> </u>		BLUFF5*T(	Yd	43314	10.42	s10.40 P.M.				11.00 -A.M.	2.30 -P.M.	8.30 -P.M.			
:		N&W, CB&Q and CMStP&P Crossing													
<u>.</u> \		CO. BLUFFS, IOWA		43316	s10,40			_							
-	ie sk	CB&Q and Canw CrossingU) CB&Q and Canw CrossingU)													
 	Y ON T	CB&Q and C&NW CrossingU) 2.9													
		OMAHA, NEB*TO	WRYd	43320	10,30 A.M.				<u> </u>						
		TRAIN	S EASTWAR	D ARE	SUPERIOR RULE 99	TO TRAIN	OF THE	SAME CL	ASS WESTW	ARD					

10

#### 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 31	50	50
MP 355 Pole 31 to MP 359 Pole 10	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		
(Except as shown below)	60	50
MP 377 Pole 39 to MP 378 Pole 13	50	45
MP 378 Pole 21 to MP 378 Pole 35	55	50
MP 380 Pole 5 to MP 380 Pole 31	55	50
MP 406 Pole 3 to MP 406 Pole 14	65	_
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	60	_
MP 454 Pole 0 MP 457 Pole 0 (Hillis Siding)	25	25
MP 484 Pole 16 to MP 484 Pole 21	50	40
MP 486 Pole 5 to MP 487 Pole 12	40	30
MP 487 Pole 12 to MP 490 Pole 1	20	20

# SPECIAL INSTRUCTIONS

SUBDIVISION 5

Rule 83: Short Line Jcl., 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 Fastward 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

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:

			Operated	Normal Position Gates	Arra	Light ngement For
MP	Crossing	Remarks	By	Against	Stop	Proceed
356.2	DMU-C&NW					
	FtDDM&S		_	_	_	_
358.3	DMU	Gate	Trainmen	DMU	Red	l –
489.5	IC-CNW	_	_		_	l –
489.8	CNW-CBQ	_	-	_	_	_

Industrial or spu-	ndustrial or spur tracks are located at:						
Mile Post	Name	Car Capacity					
384.5	Concrete Material Co.	40					
385. <del>6</del>	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		Eastward						
	Footage Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-A  STATIONS  TIME TABLE NO. 9  July 20, 1969	M.P. fram Chicago	Signs		
		167	42202	P	385.5	Y		<u> </u>
		228	42012	12.2 — — — — — — — — — — — — — — — — — —	397.8			
	TRAIN	IS AND E		12.2 VILL OPERATE PER RULE 93, RULE 10(i)(2) A MAXIMUM SPEED: All Trains 30 MPH	UTHORI	ZED.		

Westward	ward Audubon Branch						
	Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-B  STATIONS  TIME TABLE NO. 9  July 20, 1969	M.P. from Chicago	Signs	
	6208	Yard	42256	WN ATLANTIC*TO	439.9	RFWY	
	*****		.,	AUDUBON JCTP	440.7		
		31	42007	BRAYTON	452.0		
		47	42009	3.7 - EXIRA	455.7		
		25	42011	HAMLIN	461.0		
		110	42013	AUDÜBON	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:

Mile Post	Name	Car Capacity
442.9	Moorman Feed Company	15
463.3	Nishna	12

Southward		Oakland Branch							
	Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-C STATIONS TIME TABLE NO. 9 July 20, 1969	M.P. from Avoca	Signs	_		
		67	42019	AVOCA	0.0				
		23	42017	HANCOCK	6.4	····			
		57	42276	HANCOCK JCT P	6.8	·····			
	1	46	42015	5.5	12.3				

TRAINS AND ENGINES WILL OPERATE PER RULE 93, RULE 10(i)(2) AUTHORIZED. MAXIMUM SPEED: All Trains 35 MPH

12

# SPEED RESTRICTIONS

	MPH	
MP 0.0 to MP 6 Pale 8	30	
3ridge 23	10	
Avoca—Elm, Pine, and High Streets	.:10	

# SPECIAL INSTRUCTIONS

Industrial or spur tracks are located at:

Mile Post	Name	Car Capacity
10.15	American Beef	56

Overhead or side restricted clearances as follows:

Hancock-Loading platform Gulf Fertilizer Co. south house track.

11

We	stwo	ard						Main Line		_		Ea	stw	ard
SECC CL/		FIR		je	الجائب			SUBDIVISION 6				FIR CL/		
81	59		7	ا خه	2,8	go.		STATIONS	<u>و</u> و	F o a		10		<b>↓</b>
Freight	Freight		Psgr.	Footage Capacity Sidings	Car Capacity of Other Tracks	Station Numbers		TIME TABLE NO. 9 July 20, 1969	M.P. from Chicago	M.P. from St. Joseph	Signs	Psgr.		
Daily	Daily		Daily							·		Daily		<u> </u>
P.M. 9.30	P.M. 12.10		P.M. 6.44		Yard	43314	Q	.BLUFFS	487.8		FWT Yd	A.M. 10.42		<u> </u>
			s7.01		Yurd	43316		.co. BLUFFS, IA	488.8		YdR	s10.40	_	
			s8.00			43320	US	.DMAHA NEB \ Z *TO	492.7		RWYd	10.30 - A.M		
10.05	12.45		-P.M				.,	.CRI&P JCT	507.5			100.00		i
								UP Crossing	507.5					
10.10	12.50			3194	88	43325	G	ALBRIGHTTO	507.8		Yd			
					E25	45335		RICHFIELDP	518.1					
10.30	1.10			4560	35	45343	K	LOUISVILLE*TO	525.8					
								MoPac Crossing	525.8		*******			
	-							CB&Q Crossing	530.5				•	
-					E9	45348		-0.5 SOUTH BENDP	531.0					
					26	45353	ск	MURDOCK*TO	536.8					
10.50	1.30		T T	4478	6	45360	B	ALVOP	543.0					
					13	45367	2.32	PRAIRIE HOMEP	550.3	,				
					55	45374	2	HAVELOCKP	557.0					
							₹9	MoPac CrossingUX	560.8				<u> </u>	
11.10	1.50			2880	Yard	45378	CH. 52	LINCOLN*TO	561.4		WYd			
					15	45386	50₹	ROKE BYP	569.8			1		
					23	45392	¥25	MARTELLP	575.3	•••••				
11,35	2.15			4124	27	45399	HW. 52	HALLAM*TO	582.3	,,,				<u> </u>
—P,M					19	45405	 Ş <sup>©</sup> .	CLATONIAP	580,6					
					19	45419	£~	PLYMOUTHP	602.0					
12.05	2.45			3930	26	45428	<del>j</del>	JANSENP	612.7	149.7		<u> </u>	<u> </u>	<u> </u>
12.15	2.55		_		Yard	45435	Automatic	FAIRBURY, NEBR*TO	K#11111	155.5	Yd FWT			
							··· <u>··</u>	UP Crossing		155.8			<u> </u>	1
					,,,			CB&Q CrossingP		163.7		<u> </u>		<u> </u>
12.40	3.20			6164	29	45449		MAHASKA, KAN*		170.3				<u> </u>
					21	45454	*****	NARKAP		174.8				<u> </u>
					22	45460		MUNDENP		181.6				
1.00 A.M.	3.40 P.M.				Yard	12468	٧١	BELLEVILLE*TO		189.4	YdWR FTY	:		

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		
	Footage Capacity of Sidings	Car Capacity of Other Tracks		SUBDIVISION 6-A  STATIONS  TIME TABLE NO. 9  July 20, 1969	M.P. from St. Joseph	Signs					
	1050	129	45089	BGTO	129.2	Y					
				UP CrossingUX	129.3						
		·····		UX	129.5						
		23	45097	8.1 ELLIS	137.6						
		27	45103	HARBINE	143.2						
	3950	32	45428	6.0 P 20.0	149.2	R					

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

			Operated	Normal Position Gates	Arra	light ngement For
MP.	Crossing	Remarks	By	Against	Stop	Proceed
129.3	UP	_	_	_	_	_
129.5	CB&Q	_	-	l –	-	

Westward				Eastward					
	Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 6-B  STATIONS  TIME TABLE NO. 9  July 20, 1969	M.P. from St. Joseph	Signs			
		Yard	45435	FFAIRBURY*TO	155.5	RYd FWT			
				UP Crossing	157.3				
		16	36008		163.6				
	,	36	36014	GILEAD	169.5				
		30	36024	HEBRON	179.4				
	••••	49	36031	DESHLER	187.1				
		58	36039	RUSKIN	194.9	Y			

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

SPEED RESTRICTIONS

All Trains 10 MPH

MP 166 Pole 0 to MP 195 Pole 0...

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.

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.

## SPEED RESTRICTIONS

	rreign
SUBDIVISION 6	
MP 486 Pole 5 to MP 487 Pole 12	30
MP 487 Pole 12 to MP 490 Pole 1	20
MP 507 Pole 21 to MP 508 Pole 13	
MP 508 Pole 13 to MP 522 Pole 5 (Except as shown below)	
MP 509 Pole 28 to MP 510 Pole 0	
MP 530 Pole 0 to MP 531 Pole 17	. 50
MP 545 Pole 4 to MP 546 Pole 39	. 50
MP 551 Pole 30 to MP 552 Pole 9	. 50
MP 557 Pale 27 to MP 557 Pale 41	. 55
MP 560 Pale 18 to MP 561 Pale 32	. 25
MP 561 Pole 32 to MP 562 Pole 36	. 30
MP 562 Pole 36 to MP 564 Pole 11	50
MP 151 Pole 15 to MP 153 Pole 38	. 55
MP 153 Pole 38 to MP 155 Pole 0	. 50
MP 155 Pole 0 to MP 156 Pole 9	. 35
MP 156 Pole 9 to MP 158 Pole 29	. 55
MP 163 Pole 7 CB&Q Crossing	. 40
MP 164 Pale 19 to MP 166 Pale 0	. 50
MP 188 Pole 16 to MP 189 Pole 20	. 25
SUBDIVISION 7	. 50
MP 197 Pole 33 to MP 198 Pole 15	
MP 198 Pole 22 to MP 199 Pole 6 (Except as shown below)	
MP 198 Pole 32 MoPac Crossing	
MP 204 Pole 9 AT&SF Crossing	
MP 215 Pole 23 to MP 217 Pole 19	
MP 225 Pole 6 to MP 225 Pole 18	
MP 230 Pole 34 to MP 231 Pole 2	
MP 257 Pole 7 to MP 257 Pole 13	
MP 283 Pole 11 to MP 284 Pole 20	
MP 292 Pole 37 to MP 293 Pole 6	
MP 306 Pole 17 to MP 306 Pole 37	
MP 316 Pole 10 to MP 316 Pole 27	
MP 317 Pole 17 to MP 317 Pole 31	. 45

# SPECIAL INSTRUCTIONS

SUBDIVISION 6

Rule 83: Jansen for trains originating or terminating. Co. Bluffs for trains originating or terminating at Bluffs.

Bluffs is the initial and terminal station for Second Class and Extra trains. Between Third and Eighth Streets, Co. Bluffs 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 Co. Bluffs without trains orders or clearances.

While operating on all UP tracks in Co. Bluffs Omaha and South Omaha, each member of train and engine crew must have a copy of and be governed by UP rules, Bridge Subdivision special rules and Bridge Subdivision time table.

Omaha is the initial and terminal station for First Class trains.

Lyman-Richie Corporation spur tracks, loading tipple located 4750 feet east of headblock MP 523.4. Engines must not use track east of tipple and must not exceed 10 MPH when using this spur, Loading tipple will not clear man on top or side of car.

Engines may occupy Western Sand and Gravel Spur MP 530.2 for sufficient distance only to clear insulated joint behind dwarf signal of interlocking.

.When necessary to handle cars through covered shed over main lead in Power Plant Sheldon Station MP 581.5, stop must be made to be certain cars will clear overhead and sides. Engines equipped with snow plow pilot must not be operated through this shed. This location will not clear man on side of car.

Warning and obstruction lights, as listed below, will govern.

Warning and obstruction lights are installed on facilities at car shaker pit, 3200 feet from main track at Sheldon Station as follows:

(a) Two (2) red warning lights on south end and two (2) red warning lights on north end of Shaker House.

One (1) red warning light on either side of entrance.

Des Moines Division

(Warning lights are normally off-lights are on when shaker is lowered from its extreme hoisted position and/or when fuel oil pump, which supplies thawing burners, is in operation.)

### SPECIAL INSTRUCTIONS—continued

(b) One (1) red obstruction light on elevated platform along west side of Shaker House-light is on at all times.

(c) Two (2) red obstruction lights on steel barrier gate located at south end of Shaker House-lights are on at all times.

(Barrier gate is normally open. Personnel from Sheldon Station will close barrier gate when there is any reason that train crews should not proceed through the facilities.

All trains may register by form 1339 at Belleville when not required to stop to change consist of train.

Bulletin Boards and General Order Books are located at:

Bluffs-Yard Office

Engine House Co Bluffs-Passenger Station

Lincoln

Fairbury

Belleville

Standard Clocks are located at:

Bluffs-Yard Office

Engine House

Co. Bluffs-Passenger Station

Lincoln Fairbury

Relleville

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		
				-				
٠	507.5	I)P	Gate	Trainmen	UP	Red		

Industrial or spur tracks are located at:

MP	Name	Car Capacity
513.42	Company Material	10
523.6	Lyman-Richie	117
530.2	Western Sand and Gravel	78
556.0	Belhany Spur ·	3
558.0	W. T. Good Spur	12
581.5 I	Sheldon Station	20

#### SUBDIVISION 7

All trains may register by Form 1339 at Belleville when not required to stop to change consist of train.

Joint use of tracks between Almena Jct. MP 308 Pole 32 and CB&Q Jct., MP 325 Pole 35 CRI&P and CB&Q Railroads.

Agent Norton has control of electrically-locked hand-operated switches Almena Jct., connection at Lau, and CB&Q Jct. Employees using these switches will communicate with operator using block phone located in pole box stencilled "Block Phone" located near each switch. Instructions for operating locks are located in each phone box. There is a time interval of approximately four minutes for locks to release when entering main track. After use of switch has been completed, member of crew will notify operator at Norton: There is also a phone connection with dispatcher's circuit and located in pole box adjacent to each switch for use in emergency.

CB&O trains must receive Rock Island Lines Clearance Form CT-94-A before entering main track at Almena Jct., Lau, and CB&Q Jct.

Bullelin Boards and General Order Books are located at:

Belleville

Phillipsburg

Goodland-Telegraph Office

Engine House Standard Clocks are located at:

Belleville

Philliosburg

Goodland

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

				Operated	Normal Position Gates	Light Arrangement For			
	MP	Crossing	Remarks	Ву	Against	Stop	Proceed		
Г	204.9	AT&SF	Gate	Trainmen	AT&SF	Red	_		
							l		

West	ward				Main Line						Eastward		
	SECOND CLASS	5		2 8									
	<b>59</b> Freight	81 Freight	Footage Capacity of Sidings	Capacity of Capacity of Other Tracks	Station Number		SUBDIVISION 7  STATIONS  TIME TABLE NO. 9	M.P. from St. Joseph	sub				
	Daily	Daily	₽°0.2	ਹੌਂ ਹੈਂ ਹੈ	25.2		July 20, 1969	.s.	S <sub>g</sub>				
	P.M. 3.45	A.M. 1.05		Yard	12468	vլ	BELLEVILLE*TO	189.4	YdFR WTY				
				19	46473		RYPALP	194.0					
			••••				MoPac Crossing	198.8				<u> </u>	
_	4.03	1.23	4150	21	46483	,,,,,,,,,,	- 0.0	204.9					· ·
	<del>                                     </del>			20	,,.		Tass CrossingUX	204.9				ļ	—
<del></del>				24	46488		FORMOSOP	209.9		-		<u> </u>	├
	4.21	1.41	5200	57	46500		MONTROSEP	215.1			-		
_	7.21	1141	5200	21	4650B	мк	MANKATO*TO - 8.0 OTEGO	222.1				<del></del>	₩
_	4.34	1.54	4094	33	46514	**********	= 4.7 ESBONP	230.1				<del></del>	+-
_				40	46520	NY.,,	LEBANONTO	241.5				<del></del>	$\vdash$
				37	46527	4-1-1-1-1	ELLAIREP	248.0					┼
	4.59	2.19	4664	56	46533	нғ	SMITH CENTER*TO	254.1					├
				34	46541		- 8.0	262.1		_		<del></del>	
				31	46547		— 6.0 ——————————————————————————————————	268.1		_			
	5.20	2.40	10544	25	46551		4.6————————————————————————————————————	272.7					
		_		22	46556		GRETNAP	277.7					
	5.35	2.55		Yard	46563	Z 35	PHILLIPSBURG*TO	283.9	YdWT				
	5.44	3.04	4432	24	46570	🚡	7.6 STUTTGARTP	291.5					
	5.52	3.12	2590	22	46577	∧	PRAIRIE VIEWTO	298.3					
	6.01	3.21	2544	23	46586	NA	ALMENATO	306.5					
					46588		ALMENA JCTP	308.6					
				24	46590		CALVERTP	310.6					
_	6.13	3.33	10544	43	46597	51	NORTON*TO	318.0	,		_	ļ	
			3132		4659B		P 7.0	319.0				<u> </u>	<u> </u>
	-		,,		46605		CB&Q JCTP	325.9			_		<u> </u>
	6.25	3.45	6950		46610		ROBERTSONP	330.0					<del> </del>
		9.50		21	46614		CLAYTONP	335.0					<del> </del>
	6.38	3.58	4028	33	46621	JN	JENNINGSTO	342.4					<del>                                     </del>
_	6.58	4.18	7104	27	46629	£11	P 9.4	350.8					<u> </u>
-	0.08	4.10	7134	58 50	46639	XD	SELDENTO	360.2 370.8	Y				<del> </del>
-				9			REXFORDTO					_	
_	7.18	4.38	7102	27	46654		BRETON	375.3 379.8		_			<del>-</del>
_ +	7.26	4.46	4388	82	46666	BA	— 8.0 — *TO	387.8		-			<del> </del>
+				32	46674	VA	- 8.2TO	396.0	,.,.,.,.		_		<del> </del>
	7.46	5.06	2626	56	46684	\$F	- 9.8TO	405.8					<del> </del>
	7.56	5.16	4040	33	46693		— 9.8 ——————————————————————————————————	415.1					
	8.10 P.M.	5.30 A.M.		Yord	47702	GD	- 8.7 GOODLAND*TO	423.8	RYd FWT				-
						RULE	R TO TRAINS OF THE SAME CLASS WEST 99(j) AUTHORIZED. 5T OBTAIN CLEARANCE AT PHILLIPSBU						

MAXIMUM SPEED: All Trains 60 MPH

See Page 75 for Speed Restrictions and Special Instructions.

Westward	Westward						Main Line							
SECOND CLA	SECOND CLASS		OND CLASS			SUBDIVISION 8 STATIONS STATIONS TIME TABLE NO. 9 July 20, 1969								
59	81	e > E	26	, vi			STATIONS	E d						
Freig	ht Freigh	Footage Capacity of Sidings	_ ig _ i	Station Numbers			TIME TABLE NO. 9	M.P. from St. Joseph	E					
Dail	y Daily	ლეგ	្និបីទី	움골			July 20, 1969	≅÷	Signs					
P.M 7.3			Yard	47702	GD		GOODLAND*TO	423.8	FWT RYd					
			W12	47708			CARUSOP	429.3						
7.4	5 5.25	2582	20	47712			RULETONP	433.4						
7.5	5 5.35	4380	71	47720	RA		KANORADO, KANTO	441.4						
			60	47726			PECONIC, COLOP	447.3						
8.1	0 5.50	5074	123	47732	BN	333	BURLINGTON*TO	453.7				-		
			E35	47741		System 530.32	BETHUNEP	462.0						
9.3	0 6.10	7698	52	47751	RT &	훘	STRATTONTO	472,1	Y					
			52	47758		32 BJ	VONAP	479.3						
8.5	0 6.30	2624	32	47765		423-	SEIBERTP	486.3						
9.0	5 6.45	4500	31	47776	¥	50	FLAGLER*P	497.3						
9.2	0 7.01	6120	70	47787			ARRIBAP	508.8						
9.3	5 7.15	4138	39	47799			GENOAP	520.7		_				
9.5 P.M			Yard	47809	MN		10.1 LIMON*TO	530.8	RYd WY					
A.M 12.0 1.0	1   10.30	5874	Yard	48008	sw	33.e	SANDOWN JCT*TO		YYd					
1.1	5 10,50					_	BELT		Yd					
1.3 A.M			Yard	48001	NY		NORTH YARD*TO DENVER 197.5		RWFY Yd					

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 Pale 11 to MP 530 Pale 34..... Sandown Jct. to Belt.....

#### 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 Limon

Denver-D&RGW North Yard Office

Standard Clocks are located at:

Goodland Limon Denver—D&RGW North Yard Office

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

			Operated	Normal Position Gates	Light Arrangement For			
MP	Crossing	Remarks	Ву	Against	Stop	Proceed		
530.8	UP	_	_	_	_	1		

#### 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 estern Sugar Co. track.

Westward			Eastward				
	Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 8-A STATIONS TIME TABLE NO. 9 July 20, 1969	M.P. from St. Joseph	Signs	
		Yard	47809	MNLIMON*TO	530.8	RYd WY	
				UP Crossing	530.8		,
	*****	23	47828	MATHESON	550.0		
		48	47834		556.3		
			47839	RAMAH	561,1		
	·····	16	47849	GHTO	570.8		
	Ī	₩16	47861	PEYTON	582.0		
	2440	22	47870	.,,,FALCON.,,,	591.3		
			47873	3.6 SHIRLEY	594.9		
		15	47879	ELSMERE	600.1		
	1860	Yard	47886	ROSWELL	607.3	YdY	
	•••••	Yard	47888	CSCOLO. SPGSTO	609.6	RYd WY	

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	Westward Estherville Branch											
SECOND CLASS	-   -	T		_	[		CLASS					
217 53	k ż		SUBDIVISION 12-A	. <u>s</u>		54	218					
Freight Freight	a to a de la company de la com	- E	STATIONS TIME TABLE NO. 9	E &		Freight	Freight					
Daily Except Sunday Sunday	Footage Capacity of Sidings Car Capacity Other Tracks	Station Numbers	July 20, 1969	M.P. from Cedar Rapids	Signs		Daily Except Sunday					
A.M. P.M.	112	55074	AO10WA FALLS*TO	-97.0	WYd		2.1					
6.00 7.10	Yard		IOWA FALLS YARD*	97.4	RFWT YYd	A.M 10.30						
6.25 7.30	47	55084	POPEJOY	107.4		10.15	1.30					
6.35 7.45	117	55090	DODOWS	113.2	RYdW	10.05	1.20					
71 0,71	30	55096	GALT	119.3			P.M					
8.11	87	55104	CN*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						
9.03	65	55130	LIVERMORE	152.7		8.26						
			C&NW CrossingUX	153.0								
	50	55135	BODE	158.1								
9.24	56	55140	OTTOSEN	163.2	,	8.01						
9.36	72	55146	WNWEST BEND*TO	168.7		7.50	-					
	31	55152	RODMAN	174.9								
			CMS.P&P CrossingUX	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*TO	206.9	RFWT Yd	6,10						
P.M.			109.9		1 (1	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 DOWS TO ESTHERVILLE

MAXIMUM SPEED: All Trains 40 MPH

See Page 20 for Speed Restrictions and Special Instructions.

#### Des Moines Division

# 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 Pale 31 to MP 194 Pale 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 Ava. 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 lowa Falls Yard and at Estherville Depot and Engine House.

Standard Clocks are located at lowa Falls Passenger Station and Yard Office and at Estherville.

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

			Operated	Normal Position Gates	Light Arrangement For				
MP	Crossing	Remarks	Ву	Against	Stop	Proceed			
153.0	C&NW	_	_	_	l –				
184.3	CMStP&P	_	-	-	<b>)</b> –	-			

#### 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

			· · · · · · · · · · · · · · · · · · ·	
ИΡ	113	Pole	15 to MP 122 Pole 9 (Except as shown below)	.25
ИP	114	Pole	0 to MP 122 Pole 0	.15
ИP	126	Pole	4 to MP 126 Pole 12	.25
ИP	150	Pole	0 to MP 153 Pole Q	.25
ИΡ	153	Pole	0 to MP 154 Pole 20	.15
MΡ	154	Pole	20 to MP 165 Pole 6	.25
			5 to MP 184 Pole 0	

# SPECIAL INSTRUCTIONS

#### SUBDIVISION 12-8

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

			Operated	Normal Position Gates	Light Arrangement For			
MP	Crossing	Remarks	Ву	Against	Stop	Proceed		
119.6	C&NW	Electric Lock						
		Gate	Trainmen	CRI&P	Red	_		
127.8	C&NW	_	_	_	_			
128.8	C&NW	_	_	_	l –	_		
146.1	CMStP&P	Gate	Trainmen	CRI&P	Red	_		

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

# SPEED RESTRICTIONS

# SUBDIVISION 12-C

MP	148 Pole	3 to MP 151	Pole 12	20
			Crossing	
MΡ	160 Pole	0 to MP 161	Pole 16	15
MΡ	165 Pole	5 to MP 173	Pote 0	15

MPH

Westward	Forest City Branch						Eastward
	Footage Capacity of Sidings	Car Capacity Other Tracks	Station Numbers	SUBDIVISION 12-B STATIONS TIME TABLE NO. 9 July 20, 1969	M.P. from Cedar Rapids	Signs	
		117	55090	DOTO	113.2	RYdW	
				6.4 C&NW CrossingUX	119.6		
		24	55007	ROWAN	119.9		
	•			C&NW CrossingUX	127.8		
	.,,.,.	48	55015	BELMOND	128.0		
				C&NW CrossingUX	128.8		
		27	55020	GOODELL	133.5		
		87	55026	KLEMME	139,3		
		88	55033	GARNER-	145.8		
	******			CMStP&P CrossingUX	146.1	,,	
	,	•••••	55035	HAYFIELD JCT	148.1		
		E25	55039	MILLER	151.7		
		100	55045	FOREST CITY	157.5		
		E33	55050	NEILS	163.3		
		35	55055	THOMPSON	168.1		
		73	55064	BUFFALO CENTER	177.1		

TRAINS AND ENGINES WILL OPERATE PER RULE 93.
RULE 10(1)(2) AUTHORIZED,

See Page 20 for Speed Restrictions and Special Instructions.

MAXIMUM SPEED: All Trains 30 MPH

Westward	<del></del>	Titonka Branch					Eastward		
	Footage Capacity of Sidings	Car Capacity Other Tracks	Station Numbers	SUBDIVISION 12-C STATIONS TIME TABLE NO. 9 July 20, 1960	M.P. from Cedar Rapids	Signs			-
			55035		148.1				1
		38	55006	5.8 HAYFIELD	153.9				
		******		C&NW Crossing	154.4			1	<u> </u>
		22	55012		159.9				
		26	55018	WODEN	166.2				
		53	55025	TIONKA24.7	172.8				1

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.

S

Westv	ward					Sioux Falls Branch				Eas	stwa	ırd
SECON	ID CLASS		<u> </u>							ECOND	CLASS	==
1	211	53	pacity	١,		SUBDIVISION 13	v		54	212		
	Freight		ទីក្ខ	동	_	STATIONS	m apid			Freight		
	Mon. Wed. Fri.	Daily Except Sat.	Footage Cap of Sidings	Capacity of Other Tracks	Station Numbers	TIME TABLE NO. 9 July 20, 1969	M.P. from Cedar Rapids	Signs	Daily Except Sun.	Tues. Thur. Sat.		
	A.M. 4.00	P.M. 4.00		Yard	58184	SR*TO	206.9	RFWT Yd	P.M. 4.00	P.M. 12.05		
	4.25	4.25		54	58191	SUPERIOR	213.8		3.18	A.M. 11.48		
	1			53	58201	9.8	223.6					
-				30	58205	4.8	228.4					
	5.10	5 <b>.2</b> 0		106	58212	AKLAKE PARK*TO	234.7	RWYd	2.30	11.00 A.M.		
-	→ A.M			40	58218	5.9	240.6			- A.M		
		5.50		52	58223	5.4 ————————————————————————————————————	246.0		2.00			
				33	•••••	ALLENDORF	251.6					
	1	6.25		101	50235	\$8*TO	257.4	RTYd	1.30			
	ſ					C&NW CrossingUX	257.6					
	T			33	58242	LITTLE ROCK, IOWA	265.0					
		7.25		45	56251	ELLSWORTH, MINN	273.7		12.30			
		7.52		63	58611	ROCK RAPIDS, 10WA	283.5		12.10 P.M.			
						IC CrossingUX	283.7		1 1017			
						GN Crossing	292,2		- A.M			
		8.15		60	58619	WLESTERTO	292.3		11.50			
				24	58624	LARCHWOOD, IOWA	297.7					
	1		.,			CM5+P&P Crossing	314.5	<b></b>				
			*****			GN CrossingUX	315.9					
						C&NW CrossingUX	316.0					
-		9.00 P.M.		Yard	58643	FSIOUX FALLS, S. DAKTO	316.4	RTYd	11.00 A.M.			
See Page 2	3 for Spe	ed Resti			RU1	RD ARE SUPERIOR TO TRAINS OF THE SAME CLASS V LE 99(d) AUTHORIZED LAKE PARK TO SIOUX FALLS.			EED: A	ll Trains	s 35 MF	·H
Westv	Page 23 for Speed Restrictions and Special Instructions.  Rule 99(d) AUTHORIZED LAKE PARK TO SIOUX FALLS.  MAXIMUM SPEED: All Trains 35 MPH  MAXIMUM SPEED: All Trains 35 MPH  Eastward  Eastward						ard					

Westward		Kanaranzi Branch						Eastward			
	Footage Capacity of Sidings	Car Capacity of Other Tracks	Station Numbers	SUBDIVISION 13-D  STATIONS TIME TABLE NO. 9  July 20, 1969	M.P. from Cedar Rapids	Signs					
		45	58251	ELLSWORTH	273.7						
		38	58256	KANARANZ1	279.2						

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

22

See Page 23 for Special Instructions.

# SPEED RESTRICTIONS

#### SUBDIVISION 13

MP 207 Pale 4 to MP 209 Pale 3	1.5
MP 221 Pole 29 to MP 222 Pole 14	. 25
MP 223 Pole 16 to MP 223 Pole 25	30
/IP 237 Pole 16 to MP 244 Pole 24	25
MP 248 Pole 27 to MP 250 Pole 3	
AP 257 Pole 6 C&NW Crossing	20
MP 263 Pole 15 to MP 268 Pole 10	30
1P 282 Pole 22 to MP 283 Pole 22	30
AP 283 Pole 28 IC Crossing	20
MP 288 Pole 25 to MP 289 Pole 10	30
IP 292 Pole 7 GN Crossing	
MP 292 Pole 25 to MP 293 Pole 14	30
MP 299 Pole 36 to MP 302 Pole 15	30
IP 306 Pole 0 to MP 308 Pole 35	30
IP 314 Pole 20 CMStP&P Crossing	10
ioux Falls—Cliff Ave	
IP 315 Pole 36 GN Crossing	
MP 316 Pole 0 C&NW Crossing	10
ismark Spur Irains handling derricks and pile drivers	

# **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 ngement For Proceed
257.6	C&NW	Electric			_	
		Lock Gate	Trainmen	CRI&P	Red	_
283.7	l IC	l – 1	· —	_	_	-
315.9	GN	_	_	_	_	i _
316.0	C&NW	_		<b>–</b> ,	_	<u> </u>

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	
MP 296 Pole 12 to MP 298 Pole 20	25
MP 298 Pale 20 to MP 300 Pale 27	20
MP 300 Pole 27 to MP 313 Pole 38	
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:

МР	Crossing	Remarks	Operated By	Normal Position Gates Against		Light ngement For Proceed
313.4	CMStP&P	(Cilial Ka		Against		Proceed
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 al:

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		
		106	58212	AK*TO	234.7	RWYd		
-		22	58410	9.6	244.3			
		120	58420	WRWORTHINGTON, MINN	254.0			
		29	58427	READING	261.9			
		26	58434	WILMONT	269.1			
		29	58441	WISMORE	275.3	,,,,,,,		
		15	58447	KENNETH	281.8			
		26	58273	HARDWICK	296.3			
		18	58282	TROSKY	305.1			
				CMS1P&P CrossingUX	313.4			
				G. N. Crossing	313.7			
		129	58291	PIPESTONE, MINN	314.1	TR		

# TRAINS AND ENGINES WILL OPERATE PER RULE 93. RULE 10(1)(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	_ E E	Station Numbers	SUBDIVISION 13-B STATIONS TIME TABLE NO. 9 July 20, 1969	M.P. from Cedar Rapids	Signs			
		26	58273	HARDWICK	296.3				
		19	58264	LUVERNE 9,1	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					
	Footage Capacity of Siding Car	Station Numbers	SUBDIVISION 13-C  STATIONS TIME TABLE NO. 9  July 20, 1969	M.P. from Chicago	Signs		
	33	58062	GRTO	425.0	RWY Yd	1-1-	
	25	58505	6.4SLIFER	431.4			
	22	58510	3.6 — SOMERS	435.0			
			C&NW CrossingUX	435.2			
		·····	IC Crossing	446.8	********		
	48	58522	MANSON	447.0			
	36	58530	PALMER	454.7			
	4	58534	WESTVIEW	459.1			
	80	58538	POCAHONTAS	462.5			
	21	58544	WARE	468,7			
	34	58550	LAURENS	474.7			
				475.2			
	5	58557	LEVERETT	482.3			
			CMStP&P CrossingUX	484.3	*******		
	31	58571	ROSSIE 6.1	495.7			
	33	58577	ROYAL	501.8			
	15	58584	MONETA	508.6			
	32	58589	HARTLEY	514.2			
			CMStP&P Crossing	514.4			
	26	58595	PLESSIS	519.5			
	36	58598	MELVIN	524.5			
	26	58599	CLOVERDALE	530.0			
	101	58235	SB*TO	534.9	RTYd		

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

MAXIMUM SPEED: All Trains 30 MPH

# 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 CMStP&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.

Railroad crossing	s at	grade are	protected	by i	nterlocking	excel

			Operated	Normal Position Gates	Light Arrangement For	
MP	Crossing	Remarks	Ву	Against	Stop	Proceed
435.2	C&NW	Gate	Trainmen	CRI&P	Red	_
484.4	CMStP&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		

# **OFFICERS**

H. E. PHELPS-Senior Asst. Supt.	Des Moines
C. W. GUENTHER-Chief Dispatcher	Des Moines
P. E. MANKINS-Chief Dispatcher	Des Moines
R. T. FLOWERS-Asst. Supt.	\$t. Paul
H. E. STRATE-Division Engr.	Des Moines
J. B. FISTER-Terminal Trainmaster	Des Moines
E. R. PEARSON-Trainmaster	Des Moines
C. H. MEYERS—Trainmaster	Estherville
H. H. LAMBERT-Trainmaster	Council Bluffs
D. A. LOGAN-Trainmoster	Belleville
R, D. NESTOR-Trainmaster	Goodland
G. H. BUSSE-Trainmaster	Denver
-Asst. Terminal Trainmaster	Des Moines
W. E. HILL-Asst, Trainmaster	Denver
S. L. SCHLESENER-Asst. Trainmaster	St. Paul
G. D. THOMPSON-Master Mechanic	Des Moines
D. B. FULTON-Asst. Master Mechanic	Minneapolis
C. A. URTON-Master Car Repairer	Des Moines
L. T. SEEHAN-Road Foreman of Engines	Des Moines
G. J. HUGGINS-Road Foreman of Engines	Council Bluffs
J. W. ODOM-Road Foreman of Engines	Goodland
J. T. AHERN-Division Safety Officer	Des Moines

## TRAIN DISPATCHERS-DES MOINES

- W. E. MURPHY-Asst. Chief Dispatcher
- V. R. BEE\$ON-Asst. Chief Dispatcher
- D. A. ZOELLNER-Relief Asst. Chief Dispotcher
- C. R. GIBSON-Relief Asst. Chief Dispatcher
- C. D. SHIELDS-Asst. Chief Dispatcher
- F. A. BAYLISS-Asst. Chief Disputcher
  - -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

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. If signal does not clear, train or engine may then proceed as prescribed by Rule 350 or Rule 351.

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. The Chief Train Dispatcher will supervise the movement of high-wide loads and excessive weight shipments.

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. Yard Conductors. in making up trains, must notify the Yardmaster of any of these cars being lined up for movement in trains. Yardmaster must notify the Chief Dispatcher.

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. They must not be stored on nor moved over yard tracks where clearance is insufficient. Employees must not ride on top, ends, or on sides of such cars. These cars must be given careful handling through turnouts, yards, sidings and interchange tracks and, crews must keep a sharp lookout for close clearances. Where overhead or side clearance is doubtful, movement must be stopped and adequate protection provided.

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. O 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. Trains clear of the main track when meeting or being passed by train handling wide load must be stopped. Train handling this shipment if on other than main track when being met or passed by train on adjacent track must be stopped and other train must move at restricted speed until entire train has passed wide shipment.
- On two or more tracks-trains handling this shipment, unless otherwise instructed, must be stopped when meeting, passing or being passed on adjacent tracks, other train proceed at restricted speed until entire train has passed wide load.
- 3. Shipment must come to a complete slop and be very carefully handsignalled at the lowest possible speed at (location).
- 4. Use westward track only over Bridge 1822 Mississippi River at Davengort.
- 5. Do not pass any trains or equipment on Bridge 1822, Davenport.
- 6. Use westward track only over Bridge 1826 1/2, Perry Street, Davenport.
- 7. Use westward track only over Bridge 3611 at Des Moines.
- 8. Use eastward track only over Bridge 3611 at Des Moines. 9. Speed must not exceed\_\_\_\_\_MPH at (or between)\_\_\_

# RULES CHANGES—Continued

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.

"Extra 300 West has (car number) in train measuring\_\_\_\_\_ 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. Engineman 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:

Loaded						
85	Ft.	å	Longer Cars			
			35			

Na. 2040	35
No. 1525	20
Others10	

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

# 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 End of two main tracks

#### SUBDIVISION 7

27

MP 315 Pole 37

MP 317 Pole 13 MP 329 Pole 11

MP 330 Pale 30

#### SPEED RESTRICTIONS—continued

# 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 Pale 28 C&NW Connection

MP 454 Pole 4

MP 457 Pole 0

MAXIMUM ENGINE SPEEDS

MP 474 Pole 26 C&NW Connection

MP 486 Pole 16 C&NW Connection

# 402-403, 409, 603-612, 625-626, 628, 630-639, 641-646, 648-650, 652-655, 750-751..... 353, 373, 382-396..... 10, 12-23, 29, 30, 34, 35, 42-49, 100-127, 200-207, 209-211, 213-220, 222, 224-227, 235-237, 240-242, 404-406, 408,

410-411, 415-416, 422-423, 430-441, 450-475, 615, 617, 

#### on two main tracks not signaled both directions, except Subdivision 1-1A and 1B..... 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 10 where higher speed authorized in this rule..... Engines only Engines running forward light, or with only one car 35 (except suburban service)..... Road freight or passenger diesels, other than road 25

switchers, backing up..... 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....... Scale test cars moving in trains will be handled next ahead of caboose.

Trains and engines moving against current of traffic

Short Wheel base ore hoppers ..... Trains handling steam derrick, pile drivers, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless other-

wise advised by officer..... Pile Driver 95231, 95232 and Crane 95260.

Main Line..... Branch Line (Except as shown below)..... Subdivisions 4C, 4D, 5A, 5B, 5C, 11A, 12B, 12C,

13A, 13B, 13C, 13D, and 16A

# SPEED RESTRICTIONS—continued

· <u> </u>	Psgr.	Frei
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 un-		
less 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.		
Dilcher, 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:		
Subdivisions 10B, 12A, 13		30
Subdivisions 8A, 11B		25
Subdivisions 4B, 4C, 4D, 5A, 5B, 5C, 11A, 12B,		
13A, 13C, and 16A		20
Subdivisions 6A, 6B, 13D		15
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 pas-		
senger cars are to be moved only on rear end of		
freight trains, no more than five cars ahead of		
and the second s		

# SPECIAL INSTRUCTIONS

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

Suburban cars series 2500 and 2600 are conven-

tional equipment restricted to 70 MPH.

cars ahead of caboose.

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. When towed or operated under own power through water of lesser depth than shown below, a speed of 3 MPH must not be exceeded.

#### Maximum height of water above rail

Diesel engines 3 inches Lightweight passenger cars...... 7 inches 

- 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.

28

30

25

95

25

20

MPH

Psgr.

Freight

When handling snowplows, a maximum speed of 30 MPH must not be exceeded except, when using Vanderbilt-type snowplows, the officer in charge is authorized to permit maximum speed of 40 MPH.

Flangers will be used only when necessary and must not be in lowered position when working or moving over switches, bridges, road or street crossings motor car set-offs, or at any place marked by flanger signs.

Not more than two road switcher-type engines shall be coupled to wedge snowplows to avoid buckling.

- 5. Speedometers on road engines must be checked by observing time between mile posts twice on each trip. The location, speed and any variation must be shown on work report.
- 6. The following letters and symbols shown in "Station" and "Signs" columns indicate:
  - F-Fuel station
  - P-Train dispatcher's telephone
  - R-Train register station
  - T-Turntable
  - W-Water station Y-Wve
  - UX-Railroad crossing not protected by interlocking
  - TO-Train order station per Rule 221
  - TO (N)-Train order station, no train order signal.
    - Yd-Station where yard limit signs are maintained
    - \*-Radio installation
- 7. At stations where telephones are located, conductor or engineer will communicate with dispatcher within fifteen minutes after arrival unless expected train is heard, or seen approaching.
- 9. A train holding main track at meeting point must not pass beyond OVERLAP SIGN nor open a switch beyond the overlap sign until the opposing train has arrived and the siding switch has been set for entrance to the siding. Train taking siding must open siding switch before passing OVERLAP SIGN.
- 10. HIGHWAY CROSSING SIGNALS—Operation of highway crossing signals and automatic gates is such that when an engine or cars move toward crossing on main track, the crossing signal will operate, and after crossing has been occupied and cleared, if any movement by such engine or cars is again made toward the crossing without such movement having been started from the outside of the signal starting circuits, which vary in length 2000 feet to 3500 feet beyond the crossing, the signal or automatic gate will not operate.

Trains or engines standing in start circuits at crossing protected by automatic signal devices, to avoid unnecessary delay to highway traffic, member of crew must go immediately to the crossing and operate control to stop automatic crossing signal.

A controller is provided on side of case for this purpose. To raise gates, insert switch key in slot marked raise, turn and hold for five seconds before removing key. After gates have thus been raised, before movement is started over crossing, switch key must be inserted in slot marked lower, turned and held until gates are down before removing key.

In territory where two or more main tracks are involved, extreme care should be taken to see the correct controller is used.

- 11. HOLIDAYS: New Years, Memorial Day, July Fourth, Labor Day, Thanksgiving, Christmas.
- 12. All through girder bridges will not clear man on the side of a car.
- 13. Sanders must not be used while moving over rail-locks and draw-span of drawbridges.

Drawbridges are located as follows:

INVER GROVE-MISSISSIPPI RIVER

- 14. In CTC territory where maximum speed is in excess of 20 MPH, trains using a hand operated main track switch not equipped with electric lock, must have a portion of its train occupying main track or leave main track switch open while using such track. Trains must not clear main track at such switches
- 15. Dead engines will be handled behind the operating units.

When moving two or more road switcher type engines dead in same train, separate each engine by at least 1 car.

16. Loads of bundled floating-type lumber must be entrained not more than 10 cars ahead of caboose or 10 cars behind engine to permit frequent inspection. At least one buffer car must be placed between these loads and the caboose or between these loads and the engine. Trains handling these loads,

# SPECIAL INSTRUCTIONS—continued

before meeting or passing another train must make inspection and ascertain that loads are not shifted. Yardmasters must advise train dispatchers of any of these loads moving in trains and train dispatcher must keep crews informed of locations of other trains,

- 17. When employees are deadheading on freight trains, they must ride in the caboose or in a deadhead caboose when available. Where there are insufficient seats to accommodate all deadhead employees on cabooses, those that cannot be seated on cabooses will be permitted to ride the trailing units of the engine. Deadhead employees will not be permitted to ride in the lead unit of engine without proper authority.
- 18. Except when being moved in work train service, panel rail loaded in open top cars with lading extended above sides of car must be adequately secured to the car by either banding or chaining the panel rail to the car. When these loads are being moved on trains other than in work train service, they must be trained next behind engine. When practicable these loads should be moved on trains other than important symbol trains.
- 19. When flat spots on wheels of engines or cars are developed on trains between terminals and it is known that no other damage to wheel or running gear exists, they may be operated at speeds as follows:
- (1) Less than two and one-half inches-Normal Speed
- (2) Two and one-half inches or more-Not to exceed 10 MPH to first inspection point.

If mechanical inspection reveals two and one-half inches or more flat spots. the equipment must not be operated beyond inspection point except on specific instructions of mechanical or operating officer present,

When flat spots are detected on engines or cars between terminals. conductor or engineer must notify Dispatcher at first available point of communication

Engines or cars set out on line due to excessive flat spots must be reported to Dispatcher who must, when necessary, arrange to have track inspected.

20. TRAIN LOCATION LINE-UP RULES-Rules contained herein govern all types of track work and similar cars, all railroad machinery or work equipment used on or adjacent to railroad tracks, all of which will be referred to hereinafter as "track cars." Operators of these vehicles must have a standard watch and either be examined and qualified on "Rules and Regulations for Maintenance of Way and Structures" or be working under the immediate (on-the-job) supervision of personnel having a standard watch and examined and qualified on Rules and Regulations for Maintenance of Way and Structures and will be referred to hereinafter as "track car operators."

Highway-Rail Automotive Vehicles must have head and tail lights burning when moving on the rail. When other track cars are operated between sunset and sunrise and during the day when visibility is restricted, a white light to the front and a red light to the rear must be displayed.

The prescribed form must be used for train location information. A copy of the current line-up must be obtained and read to other members of crew;

- 1. Before placing track car on main track.
- 2. Before operating track cars foul of main track.
- 3. Before working on or obstructing the main track.

The time of trains must be cleared not less than 10 minutes. If the line-up indicates a scheduled train is running late, the later time will be cleared.

When figuring time of a train between stations, the maximum speed for that train will be used.

When unable to secure a line-up due to failure of communication or no communication is available, track cars may only occupy and move on, or foul of main track by providing flag protection as prescribed by Rule 99.

The line-up shall list all trains on the road ordered, or expected to be run in the territory involved within the specified time, with information as to whether scheduled trains, including sections, are late or on time. For scheduled trains running late and extra trains, line-up must show approximate leaving time at the initial station or the "OS" and in addition, approximate times at not less than two intermediate stations. To help identification of extra trains, engine numbers shall be given when possible. Such additional information as may be helpful to persons receiving the line-up must be given, for example, number of cars in train, or light engine. Local, Symbol Number, Passenger

Line up will not contain information as to train and engine movements made exclusively within yard limits.

Track cars will be moved as the way is seen to be clear within yard limits. Dispatchers in issuing line-ups will use the words "Not Before" when quoting figures:

Example: Extra 303 East (Station) not before 7:30 AM; or

No. 74 Leave (Station) not before 2:01 PM, etc. On main lines, line-up must not be issued for intervals of more than three

#### SPECIAL INSTRUCTIONS—continued

hours, on secondary main lines not more than four hours. On branch lines when authorized by Superintendent line-up may be issued for intervals not

Except in an emergency situation and when authorized by the Superintendent or his designated officer, only those trains shown on current train location line-up will be permitted to enter the limits of such line-up during the time the line-up is in effect. This provision will apply when necessary to operate a train against the current of traffic when such information is not shown on current line-up.

Except as provided herein, the Train Dispatcher will be responsible to know that trains not shown on line-ups are not permitted to run before expiration time of current line-up.

In emergency situations, when it becomes necessary to operate a train or engine during time line-up is in effect and such train or engine is not shown on current line-up an officer should ride the engine whenever possible and dispatcher must issue Train Order to the train or engine as follows:

"Track car operators have no notice of your train (or engine) on line-up. Run at restricted speed and sound whistle freely."

On two or more tracks when an emergency requires operating a train or engine against current of traffic, dispatcher must issue Train Order to the train (or engine) as follows:

"Track car operators have no notice of your train (or engine) moving against current of traffic between (station) and (station). Run at restricted speed and sound whistle freely."

Dispatchers must take necessary action to prevent trains or engines running in advance of figures shown at the stations designated on line-up, when necessary, protecting the figures shown by Form "E" (Wait Order).

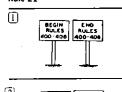
Train Dispatchers shall issue tine-ups for all concerned at times specified by the Superintendent and will be written in train order book numbered consecutively beginning at midnight. Additional line-ups will be issued upon request. When line-ups previously issued are still in effect when Dispatchers are relieved, transfer must show numbers of line-ups in effect and relieving Dispatchers will be responsible for trains operating not shown on line-up or trains operating ahead of line-up figures. Line-up must be repeated by one or more of those copying it. Each person copying line-up must observe whether line-up is repeated correctly and, if not, will immediately call attention to any mistakes.

At designated intervals, copies of line-ups will be sent to a designated supervisory officer for checking.

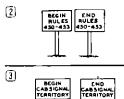
Persons copying line-ups shall make as many copies as necessary. When an operator copies line-up a file copy shall be retained bearing signature of all persons to whom copies were issued, and when relayed by phone or other communication, notation will be made on file copy.

When necessary, foremen shall obtain extra copies of line-ups for use by employees under their supervison. Such employees shall acknowledge receipt and understanding of the line-up by signing the foreman's copy.

# Rule 21



1. Indicates location where Centralized Traffic Control CTC Rules 400-406 begin and end.

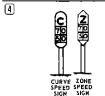


2. Indicates location where Rules governing a movement of trains and engines in the same direction by block signals begin and end.

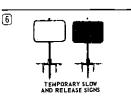
3. Indicates location of beginning and end of cab signal territory.

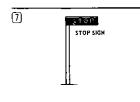
#### SPECIAL INSTRUCTIONS—continued

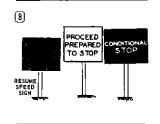
Rule 21-Continued



PERMANENT SLOW SPEED





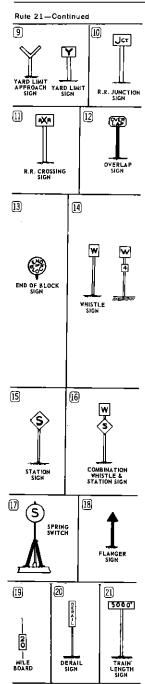


- 4. Curve speed sign indicates speed restriction for curve 4000 ft. from sign except on sub-divisions where maximum freight train speed is in excess of 60 MPH, sign to be placed 6600 ft. in advance of curve. Zone speed sign indicates maximum speed for zone ahead. Sign to be placed 4000 ft. in advance of zone where speed restriction becomes effective except on sub-divisions where maximum freight train speed is in excess of 60 MPH, signs to be placed 6600 ft. in advance of zone where speed restriction is effective. Where the movement is from a lower to a higher speed zone the zone speed sign will be placed at the point where speed may be increased. On both signs the higher figures govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures are shown it governs all trains and engines. See Rule 10 (h). 5. Permanent Speed Restriction sign in-
- dicates permanent speed restriction begins 4000 (eet or larther when necessary from sign. On subdivisions where maximum speed for freight trains is in excess of 60 MPH sign to be placed 6600 feet in advance of where permanent speed restriction begins. The higher figures on signs govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures is shown, it governs all trains and engines. Where the movement is from a lower to a higher speed, the sign will be placed at the point where speed may be increased, but the prescribed speed restriction must be maintained until entire train has passed this sign. See Rule 10 (h).
- 6. Temporary speed restriction sign indicates temporary speed restriction located two miles or farther from sign except where maximum speed is 45 MPH or less, one mile or farther from sign. Resume speed sign indicates end of speed restriction. Note: The prescribed speed must be maintained until entire train has passed the resume speed sign. See Rule 10 (g).
- 7. Indicates point where stop must be made before any part of train or engine passes such stop sign. This sign used to protect railroad crossings not protected by interlocking or gates; junction points and other points where required by rule or law. 8. Yellow "PROCEED PREPARED TO
- STOP" sign indicates "CONDITIONAL STOP" sign will be displayed two (2) miles from 'PROCEED PREPARED TO STOP" sign, "CONDITIONAL STOP" sign placed at point where train must be stopped unless authorized by foreman in charge of work to proceed beyond sign. Green "Resume Speed" sign will be displayed at point where restriction ends. See Rule 10 (i) (1) and 10 (i) (2).

Des Moines Division

30

#### SPECIAL INSTRUCTIONS—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
- 10. R. R. Jcl. sign indicales 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 soeed is:

40 MPH or less	1320 Ft,
40-60 MPH	2000 Ft.
60-80 MPH	2600 Ft.
80-90 MPH	3000 FL

40 MOIL -- 1--

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 subdivisions 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
- 19. Mile board indicates mile post location.

equipment.

- 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 WARNING NO CLEARANCE FOR MAN ON SIDE OR TOP OF CAR HO CLEARANCE

- 22. 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 f for each foot that the car is shorter than the specified length.

TABLE !

Subdivision	From	То	Maximum Gross Weight
4B	Keokuk	Des Moines	190,000
5B	Atlantic	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 !, 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	Te
4B	Keokuk	Altoona

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

Bridge			Maximum Speed
70			10 MPH
307			25 MPH
515			25 MPH
529			25 MPH
477			10 MPH
489			25 MPH
Subdivision	From	To	
5 <b>B</b>	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

12B

restricted as follows:

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	

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

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

Speed not to excee	ed 10 MPH MP	165 Pole 2 to Buffalo	Center.
Subdivision	From	To	
13	Lake Park	Sioux Falls	
Restrictions: Cars	having gross w	eight 199 000 to 240	000 nounds restric

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

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

ars maxing Bross	WEIGHT 240,00	0 (0 203,000 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	