

Company Surgeons.	Location
T. L. HANSEN, Chief Surgeon, La Salle St. Station	Chicago
G. G. LEITH	Wilton
J. E. KIMBALL	West Liberty
D. F. FITZPATRICK, Surgeon and Examiner	Iowa City
R. J. HENNES	Oxford
E. B. WILLIAMS	Montezuma
HENRY MOERSHELL	Homestead
W. D. HALL, Surgeon and Examiner	Marengo
E. J. RINGENA	Brooklyn
J. R. PARRISH	Grinnell
JNO. W. BILLINGSLEY	Newton
F. E. BOYD	Colfax
ARNOLD L. NELSON, Div. Surgeon and Examiner	
JAMES B. FRASER, Asst. Div. Surgeon and Examiner	
C. B. LUGINBUHL, Emergency Surgeon	
D. W. COUGHLIN, Emergency Surgeon	
C. C. JONES, Oculist and Aurist	
CHAMBERS, TAIT and MARQUIS, Oculists	Des Moines
FRED STERNAGEL	West Des Moines
E. T. WARREN	Stuart
W. R. VAN DUZER	Casey
G. M. ADAIR	Anita
R. M. NEEDLES, Surgeon and Examiner	Atlantic
W. H. HALLORAN	Audubon
C. C. HUNTLEY	Avoca
H. B. MOOREHEAD	Underwood
F. E. BELLINGER, Local Surgeon and Examiner	
A. M. DEAN, Oculist and Aurist	Council Bluffs
HAROLD GIFFORD, Oculist and Aurist	
J. H. JUDD, Oculist and Aurist	
FRED H. BEAUMONT	
R. D. SCHROCK	Omaha
FREDERICK O. BECK	So. Omaha
C. R. VAN VOORHEIS	Prairie City
F. E. VANCE	Eddyville
H. C. VANDER MEULEN	Pella
D. O. BOVENMYER, Oculist and Aurist	
KENNETH LISTER, Ass't Surgeon and Examiner	Ottumwa
G. C. BLOME, Surgeon and Examiner	Ottumwa
S. H. SAWYER, Surgeon and Examiner	Eldon
G. H. ASHLINE, Local Surgeon and Examiner	Keokuk
BUSH HOUSTON	Nevada
WM. AND ROBT JOHNSON, Surgeons and Examiners	Iowa Falls
H. H. JOHNSTON	Hampton
C. F. STARR	
T. E. DAVIDSON	
C. E. CHENOWETH, Oculist-Aurist	
H. D. FALLOWS, Oculist and Aurist	Mason City
S. S. WESTLY, Surgeon and Examiner	Manly
A. W. LUNDEVICK	Gowrie
J. H. FAUST, Surgeon and Examiner	Manson
H. L. PITLUCK, Surgeon	Laurens
F. M. RIZZO	Sibley
J. H. McCALL	Allerton
A. L. YOCUM, JR., Surgeon and Examiner	Charlton
L. E. HOOPER	Indianola
C. B. HICKENLOOPER	Winterset
P. F. CHESTNUT, Ass't Surgeon	Winterset
K. L. JOHNSTON, Local Surgeon and Examiner	Oskaloosa

C. E. MEKOTA, General Claim Agent, Chicago

F. R. WESTON, Superintendent	O. W. LIMESTALL, Gen'l Sup't Transportation
M. R. WILSON, Sup't Motive Power	R. B. SMITH, Ass't General Manager
F. R. HOSACK, Gen'l Sup't Motive Power	C. L. FRANKLIN, General Manager

W. H. HILLIS,
Vice President-Operations

Chicago, Rock Island & Pacific Railroad

TIME TABLE

DES MOINES DIVISION FIRST DISTRICT

No. 3

EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME

SUNDAY, MAY 28, 1950

DESTROY ALL TIME TABLES OF PREVIOUS DATE

PREVENT INJURY



SAFETY FIRST

This Time Table for the exclusive use
and guidance of Employees

Main Line Westward

**SUBDIVISION 4
STATIONS**
Time Table No. 3
May 28, 1950

FIRST CLASS

STATIONS	LEAVE	M. P. from Chicago	Distance from Stiles	Capacity of Sidings	23	5	9	7	505	19					
					Omaha Express	Des Moines Omaha Limited	Passenger	Rocket	Rocket	Passenger Motor	California				
					Daily	Daily	Daily	Daily	Daily	Daily					
WUL.....MO. DIV. JCT.....	TO	183.7	10.0	---	P.M. 11:59	A.M. 3:15	A.M. 7:02	P.M. 5:01	P.M. 8:01	P.M. 10:20	Ph 7:05				
.....TURNOUT.....	...P	190.1	16.4	---	12:07	3:25	7:10	5:08	8:09	10:29					
HM.....WALCOTT.....	TO	194.9	21.2	R 48 W 46	A.M. 12:12	3:31	7:16	5:12	8:13	10:35					
.....STOCKTON.....	...P	199.3	25.5	---	12:16	3:36	7:22	5:16	8:17	10:39					
OR.....DURANT.....	TO	202.0	28.3	---	12:19	3:39	7:27	5:19	8:20	10:42					
JN.....WILTON.....	TO	207.6	33.9	R 91 W 61	12:24	3:45	7:35	5:23	8:25	10:48					
.....MOSCOW.....	...P	211.1	37.4	---	12:28	3:50	7:41	5:26	8:28	10:52					
.....ATALISSA.....	...P	215.9	42.2	W 49	12:33	3:55	7:48	5:30	8:32	10:56					
W.....WEST LIBERTY..... (CRISP Crossing)	TO	221.3	47.6	R 69 W 71	12:41	4:12	8:00 8:20	5:35	8:38	11:15 P.M.	7:39				
.....DOWNEY.....	...P	226.7	53.0	---	12:47	4:19	8:29	5:40	8:43		7:44				
IC.....IOWA CITY.....	TO	236.8	63.1	---	1:05	4:43	8:50	5:50	8:54		7:54 G				
.....VERNON.....	...P	241.0	67.3	79	1:09	4:49	8:55	5:54	8:59		7:58				
.....TIFFIN.....	...P	244.7	71.0	50	1:13	4:53	9:06	5:57	9:02		8:01				
V.....OXFORD.....	TO	251.5	77.8	89	1:20	5:01	9:15	6:03	9:08		8:09				
HO.....HOMESTEAD.....	TO	256.6	82.9	68	1:25	5:07	9:23	6:07	9:13		8:11				
.....SOUTH AMANA.....	...P	262.1	88.4	69	1:31	5:13	9:30	6:11	9:18		8:16				
MA.....MARENGO.....	TO	267.3	93.6	N 114 S 66	1:36	5:19	9:43	6:15	9:23		8:20				
RN.....LADORA.....	TO	273.9	100.2	69	1:43	5:26	9:52	6:20	9:30		8:27				
WB.....VICTOR.....	TO	279.9	106.2	90	1:49	5:32	10:01	6:25	9:35		8:30				
CA.....(C&NW Crossing). CARNFORTH.....	TO	282.5	108.8	---											
BN.....BROOKLYN.....	TO	287.7	114.0	105	1:56	5:41	10:13	6:31	9:42		8:37				
J.....MALCOM.....	TO	293.7	120.0	49	2:02	5:47	10:21	6:36	9:47		8:41				
.....ASCALON.....	...P	297.3	123.6	79	2:06	5:51	10:25	6:39	9:50		8:46				
GR.....(M&StL Crossing). GRINNELL.....	TO	302.7	129.0	156	2:14	6:09	10:38	6:45	9:56		8:49				
.....TURNER.....	...P	308.7	135.0	84	2:20	6:16	10:46	6:52	10:02		8:56				
KG.....KELLOGG.....	TO	313.8	140.1	78	2:25	6:22	10:56	6:57	10:07		9:01				
.....AMBOY.....	...P	317.6	143.9	47	2:29	6:27	11:00	7:00	10:10		9:04				
G.....NEWTON.....	TO	322.5	148.8	N 64 S 78	2:37	6:47	11:13	7:07	10:16		9:12				
.....METZ.....	...P	328.6	154.9	50	2:43	6:55	11:20	7:14	10:22		9:17				
FX.....COLFAX.....	TO	334.7	161.0	86	2:49	7:02	11:28	7:19	10:27		9:22				
SU.....MITCHELLVILLE.....	TO	340.6	166.9	78	2:55	7:08	11:36	7:25	10:33		9:27				
AN.....ALTOONA.....	TO	346.9	173.2	---	3:01	7:15	11:43	7:31	10:40		9:32				
X.....SHORT LINE JCT. WX.....(CRISP Crossing)	TO	355.6	181.9	---	3:10	7:27	11:53 A.M.	7:41	10:49		9:37				
.....DMU-CGW-FIDDM&S Crossing.....	UX	356.2	182.5	---											
.....C&NW Crossing.....	UX	357.2	183.5	---											
D.....DES MOINES..... 174.1	TO	357.8	184.1	---	3:35 A.M.	7:45 A.M.	12:01 P.M.	7:50 P.M.	11:00 P.M.		9:42 P.M.				
.....AVERAGE SPEED PER HOUR.....					48.4	38.7	37.4	61.8	58.3	41.0					
.....SCHEDULE TIME.....					3:36	4:30	4:59	2:49	2:59	0:55					

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 7, 8, 10, 505 AND 506 NOT LESS THAN 10 MINUTES.

FORM Y ORDERS AUTHORIZED
ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
No. 5 Marengo, discharge from Chicago and Englewood, receive for Des Moines and beyond.
No. 7 receive for Omaha and beyond, discharge from Chicago and Englewood.
No. 505 discharge from Davenport and east, receive for Des Moines.
No. 19 receive for Cedar Rapids and north.
See page 20 for operators hours of service.

Main Line Westward

SUBDIVISION 4
STATIONS
Time Table No. 3
May 28, 1950

SECOND CLASS

		Distance from Des Moines	Signs	Capacity of Other Tracks	Station Numbers															
						SECOND CLASS														
						1039	97	99	91	903										
						Freight	Chicago Colorado Red Ball	Chicago Peoria Twin Cities Red Ball	Rocket Freight	Tri Cities Twin Cities Red Ball										
						Daily Except Monday	Daily	Daily	Daily	Daily										
							A.M.	A.M.	P.M.	P.M.										
							6:00	9:00	7:10	8:50										
LEAVE																				
MO. DIV. JCT.....	TO	174.1	RYd																	
TURNOUT.....	P	167.7			2006															
WALCOTT.....	TO	162.9		48	2011															
STOCKTON.....	P	158.6		23	2016															
DURANT.....	TO	155.8		80	2018															
WILTON.....	TO	150.2	W	61	2024															
MOSCOW.....	P	146.7		12	2027															
ATALISSA.....	P	141.0		40	2032															
WEST LIBERTY.....	TO	136.5	RFWYYd	390	2038															
(CRIAP Crossing)	UX							7:00	10:00 A.M.	8:00	9:40 P.M.									
DOWNNEY.....	P	131.1		43	2043															
IOWA CITY.....	TO	121.0	RWYYd	220	2053															
VERNON.....	P	116.8						7:30		8:25										
TIFFIN.....	P	113.1		22	2061			7:38		8:31										
OXFORD.....	TO	106.8		85	2068			7:44		8:41										
HOMESTEAD.....	TO	101.8		53	2073			7:53		9:08										
SOUTH AMANA.....	P	95.7		12	2078			8:00		9:21										
MARENGO.....	TO	90.5	FWYYd	124	2084			8:07		9:34										
LADONA.....	TO	83.9		21	2090			8:20		9:53										
VICTOR.....	TO	77.9		20	2096			8:41		10:04										
(CANW Crossing)								8:52		10:14										
CARNFORTH.....	TO	75.8		17	2099															
BROOKLYN.....	TO	70.1	W	73	2104			9:05		10:27										
MALCOM.....	TO	64.1		47	2110			9:16		10:36										
ASCALON.....	P	60.5			2114			9:26		10:55										
(M&StL Crossing)										96										
GRINNELL.....	TO	55.1	Yd	187	2119			9:50		11:03										
TURNER.....	P	49.1			2125			10:01		11:12										
KELLOGG.....	TO	44.0	W	54	2130			10:11		11:19										
AMBOY.....	P	40.2			2134			10:19		11:25										
NEWTON.....	TO	35.3	Yd	210	2139			10:35		11:32										
METZ.....	P	29.2			2145			10:51		11:42										
COLFAX.....	TO	23.1	FW	66	2151			11:01		12:03										
MITCHELLVILLE.....	TO	17.2		62	2157					12:15										
ALTOONA.....	TO	10.9	R	66	2163			A.M. 11:45		11:20										
SHORT LINE JCT. (CRIAP Crossing)	TO	2.2	RFWTY Yd	1383	2172			12:15 P.M.		12:15 P.M.										
DMU-CGW-PDDMAS Crossing	UX	1.0																		
CANW Crossing	UX	0.6																		
DES MOINES.....	TO	174.1	RWYd	341	2174															
AVERAGE SPEED PER HOUR.....								12.8	27.5	37.6	29.3	45.1								
SCHEDULE TIME.....								0:30	6:15	1:00	5:49	0:50								

AUTOMATIC BLOCK SIGNALS

 See T. 1, 1b Rules 1b, 1c
 TWO MAIN TRACKS

SEE FOOT NOTES ON PAGE 1.

Local extra leaves Silvis about 6:00 A. M. Monday, Wednesday and Friday for Marengo.

Local extra leaves Marengo about 6:00 A. M. Tuesday, Thursday and Saturday for Short Line Jct.

Main Line Eastward

SUBDIVISION 4

STATIONS

Time Table No. 3

May 28, 1950

FIRST CLASS

STATIONS	Distance from Des Moines	Signs	Capacity of Other Tracks	Station Numbers	FIRST CLASS					
					8	506	10	20	6	14
					Rocket	Rocket	Rocket	Passenger Motor	Passenger	LaSalle Street Limited
WU... MO. DIV. JCT.	TO 174.1	RYd			A.M. 5:30	A.M. 10:02	P.M. 5:02	A.M. 12:01 P.M.	A.M. 12:25	A.M. 3:30
..... TURNOUT	P 167.7			2006	5:22	9:55	4:55	11:45	12:18	3:20
HM... WALCOTT	TO 162.9		48	2011	5:18	9:51	4:51	11:36	12:13	3:14
..... STOCKTON	P 158.6		23	2016	5:14	9:47	4:47	11:28	12:09	3:09
OR... DURANT	TO 153.8		80	2018	5:12	9:45	4:45	11:22	12:06	3:06
JN... WILTON	TO 150.2	W	61	2024	5:08	9:41	4:41	11:13	12:01	3:00
..... MOSCOW	P 146.7		12	2027	5:05	9:38	4:38	11:05	11:56	2:55
..... ATALISSA	P 141.9		40	2032	5:01	9:34	4:34	10:55	11:51	2:49
W... WEST LIBERTY	TO 136.5	RFWYd	390	2038	4:56	9:29	4:29	10:45 P.M.	11:45	2:42
..... DOWNEY	P 131.1		42	2043	4:51	9:24	4:24		11:10	2:35
IC... IOWA CITY	TO 121.0	RWYd	220	2053	4:43	9:15	4:15		10:59	2:23
..... VERNON	P 116.8				4:37	9:09	4:09		10:35	2:13
..... TIFFIN	P 113.1		22	2061	4:34	9:06	4:06		10:29	2:08
V... OXFORD	TO 106.9		38	2068	4:29	9:00	4:00		10:20	2:00
HO... HOMESTEAD	TO 101.9		63	2073	4:25	8:56	3:56		10:12	1:52
..... SOUTH AMANA	P 98.7		12	2078	4:20	8:51	3:51		10:03	1:44
MA... MARENGO	TO 90.5	FWYd	124	2084	4:15	8:47	3:47		9:53	1:36
RN... LADORA	TO 83.9		24	2090	4:10	8:41	3:42		9:30	1:20
WB... VICTOR	TO 77.9		20	2096	4:06	8:36	3:37		9:13	1:14
..... CANW Crossing	TO 75.3			2099						
BN... BROOKLYN	TO 70.1	W	73	2104	3:59	8:30	3:31		9:03	1:04
J... MALCOM	TO 64.1		47	2110	3:54	8:25	3:26		8:52	12:57
..... ASCALON	P 60.5			2114	3:51	8:22	3:22		8:46	12:53
..... M&ST Crossing	TO 55.1	Yd	127	2119	3:46	8:17	3:17		8:38	12:46
GR... GRINNELL	TO 49.1			2125	3:40	8:10	3:10		8:16	12:36
..... TURNER	P 49.1									
KG... KELLOGG	TO 44.0	W	64	2130	3:35	8:05	3:05		8:09	12:30
..... AMBOY	P 40.2			2134	3:31	8:01	3:01		7:59	12:25
G... NEWTON	TO 35.3	Yd	210	2139	3:27	7:56	2:56		7:54	12:18
..... METZ	P 29.2			2145	3:19	7:48	2:48		7:29	12:10
FX... COLFAX	TO 23.1	FW	66	2151	3:13	7:42	2:42		7:19	12:03
SU... MITCHELLVILLE	TO 17.2		62	2157	3:07	7:36	2:36		7:04	11:56
AN... ALTOONA	TO 10.9	R	66	2163	3:01	7:30	2:30		6:54	11:50
X... SHORT LINE JCT.	TO 2.2	RFWYd	1383	2172	2:51	7:20	2:20		6:42	11:40
WX... (CRI&P Crossing)	UX 1.6									
DMU-CGW-F&DDM&S Crossings	UX 0.6									
CANW Crossing	UX 0.6									
D... DES MOINES	TO 174.1	RWYd	341	2174	2:46 A.M.	7:15 A.M.	2:15 P.M.		6:35 P.M.	11:30 P.M.
LEAVE					Daily	Daily	Daily		Daily	Daily
AVERAGE SPEED PER HOUR					63.7	62.5	62.5	29.7	29.8	43.5
SCHEDULE TIME					2:44	2:47	2:47	1:16	5:50	4:00

AUTOMATIC BLOCK SIGNALS

See T. T. Rules 15a, 15b

TWO MAIN TRACKS

SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 7, 8, 10, 506 and 606 NOT LESS THAN 10 MINUTES.
 No. 8 discharge from Omaha and west. Receive for Englewood and beyond.
 No. 14 Newton, Grinnell and Iowa City to receive Pullman passengers for Englewood and beyond, Iowa City to discharge revenue passengers from points west of Des Moines and West Liberty to receive passengers from No. 61 for Tri-Cities and beyond.
 No. 10 stops daily except Sunday and holidays, at West Liberty for U. S. mail.
 No. 506 discharge from Des Moines, receive for Davenport and stop points east.
 No. 20 discharge from Cedar Rapids and north.
 See page 20 for operators hours of service.
SEE FOOT NOTES, PAGE 1.

Main Line Eastward

**SUBDIVISION 4
STATIONS**
Time Table No. 3
May 28, 1950

SECOND CLASS

STATIONS	Distance from Des Moines	Signs	Capacity of Other Tracks	Station Numbers	904	1038	94	92	96					
					Minnesota Chicago Kan. City Red Ball	Freight	N. W. Special	Rocket Freight	Colorado Chicago Red Ball					
MO. DIV. JCT.	174.1	RYd			A.M. 5-00		P.M. 3-30	P.M. 3-35	A.M. 3-10					
TURNOUT	167.7			2006										
WALCOTT	162.9		48	2011										
STOCKTON	158.6		23	2016										
DURANT	158.8		46	2018										
WILTON	150.2	W	61	2024										
MOSCOW	146.7		12	2027										
ATALISSA	141.9		40	2032										
WEST LIBERTY (CRI&P Crossing)	136.6	RFWYYd	390	2038	4.00 A.M.		2.20 P.M.	2.25	1.50					
DOWNNEY	131.1		42	2043										
IOWA CITY	121.0	RWYd	220	2053				1.58	²³ 1.05					
VERNON	116.8							1.43	12.46					
TIFFIN	113.1		22	2061				1.37	12.40					
OXFORD	106.3		38	2068				1.27	12.31					
HOMESTEAD	101.2		63	2073				1.19	12.23					
SOUTH AMANA	98.7		12	2078				1.09	12.16					
MARENGO	91.6	FWYYd	124	2084				12.59	^{A.M.} 12.05					
LADORA	83.9		24	2090				12.43	^{P.M.} 11.39					
VICTOR	77.9		20	2096				12.33	11.30					
(C&NW Crossing) CARNFORTH	78.3		17	2099										
BROOKLYN	70.1	W	73	2104				12.20	11.15					
MALCOM	64.1		47	2110				12.10	^{P.M.} 11.02					
ASCALON	60.5			2114				12.05	⁹¹ 10.55					
(M&STL Crossing) GRINNELL	55.1	Yd	127	2119				^{A.M.} 11.57	10.40					
TURNER	49.1			2125				11.46	10.27					
KELLOGG	44.0	W	54	2130				11.38	⁵⁰⁵ 10.17					
AMBOY	40.2			2134				11.31	9.45					
NEWTON	38.3	Yd	210	2139				⁹¹ 11.13	9.35					
METZ	29.2			2145				⁹⁷ 10.51	9.22					
COLFAX	23.1	FW	66	2151				10.43	9.12					
MITCHELLVILLE	17.2		62	2157				10.35	9.03					
ALTOONA	10.9	E	66	2163		A.M. 7-00		10.27	8.55					
SHORT LINE JCT. (CRI&P Crossing)	2.2	RFWYYd	1383	2172		6.30 A.M.		10.10	^{A.M.} 8.30					
DMU-CGW-FDDM&S Crossing	1.6	UX												
C&NW Crossing	0.6	UX												
DES MOINES	174.1	RWYd	341	2174										
LEAVE					Daily	Daily Except Sunday	Daily	Daily	Daily					
AVERAGE SPEED PER HOUR					37.6	12.9	32.2	31.7	25.8					
SCHEDULE TIME					1.00	0.30	1.10	5.25	6.40					

SEE FOOT NOTES ON PAGES 1 AND 3.

Local extra leaves Marengo about 6:00 A. M. Tuesday, Thursday and Saturday for Silvis.

Local extra leaves Short Line Jct. about 5:30 A. M. Monday, Wednesday and Friday, for Marengo.

Main Line Westward

**SUBDIVISION 5
STATIONS
Time Table No. 3
May 28, 1950**

		M. P. from Chicago	Distance from Short Line Jct.	Capacity of Sidings	Capacity of Other Tracks	FIRST CLASS				SECOND CLASS				
						23	5	7	1	91	97	197		
						Omaha Express Daily	Des Moines Omaha Limited Daily	Rocket Daily	M. & St. L. Passenger Daily	Rocket Freight Daily	Chicago Colorado Red Ball Daily	M. & St. L. Freight Daily		
WX. SHORT LINE JCT.	TO	355.6			1383									
X (RI Crossing)														
D														
MS. DES MOINES	TO	357.8	2.2		341	A.M. 3:50	A.M. 8:30	P.M. 7:55						
DMU Crossing	UX	358.3												
M&STL JCT. 16TH ST.		358.6	3.0			3:53	8:33	7:57	A.M. 8:03					
BR. WEST DES MOINES	TO	362.6	7.0	109	350	4:00	8:43	8:02	8:17 A.M.	2:25	3:25	P.M. 8:45		
M&StL Jct.		362.7								2:35	3:35	9:05 P.M.		
COMMERCE		366.3	10.7			4:05	8:48	8:06		2:45	3:45			
BOONEVILLE	P	372.7	17.1	125	22	4:11	8:56	8:11		2:55	3:55			
VR. VAN METER	TO	376.6	21.0	77	34	4:15	9:04	8:15		3:05	4:07			
SO. DE SOTO	TO	379.8	24.2	49	83	4:20	9:10	8:19		3:11	4:15			
CLUCAS	P	383.2	27.6	50		4:25	9:15	8:23		3:16	4:21			
EARLHAM	TO	387.4	31.8	80	50	4:30	9:24	8:27		3:22	4:30			
DEXTER	TO	393.1	37.5	49	28	4:36	9:34	8:32		3:30	4:42			
STUART	TO	398.2	42.6	80	93	4:42	9:46	8:36		3:38	4:52			
MENLO	TO	403.1	47.5	80	30	4:48	10:00	8:40		3:45	5:02			
CASEY	TO	410.1	54.5	69	52	4:56	10:12	8:47		3:55	5:12			
ADAIR	TO	417.4	61.8	49	50	5:06	10:24	8:56		4:07	5:27			
ANITA	TO	425.5	69.9	100	60	5:15	10:38	9:04		4:20	5:42			
WIOTA	P	432.5	76.9	49	25	5:23	10:46	9:10		4:30	5:55			
ATLANTIC	TO	439.9	84.3	N 120 S 50	483	5:35	11:06	9:18		4:45	6:15			
MARNE	P	445.8	90.2	45	31	5:44	11:14	9:24		4:56	6:30			
WALNUT	TO	452.4	96.8	46	57	5:52	11:25	9:31		5:07	6:42			
AVOCA	TO	458.7	103.1	61	91	5:59	11:42	9:37		5:14	6:53			
HARLAN JCT.	P	460.2	104.6											
SHELBY	TO	467.2	111.6	51	38	6:09	11:54	9:46		5:30	7:25			
MINDEN	TO	473.6	118.0	73	21	6:17	12:11	9:53		5:44	7:47			
NEOLA (CMStP&P Crossing)	TO	478.5	122.9	52	55	6:24	12:19	9:59		5:55	7:57			
UNDERWOOD	TO	483.5	127.9	81	30	6:30	12:26	10:03		6:03	8:07			
WESTON	P	488.3	132.7	48	4	6:35	12:32	10:07		6:11	8:17			
CHAUTAUQUA	P	493.7	138.1	51		6:41	12:37	10:12		6:20	8:25			
EAST YARD		498.2	142.6	96	428	6:46	12:43			6:29	8:40			
Wabash, CB&Q and CMStP&P Crossings		499.1	143.5											
CO. BLUFFS	TO	499.2	143.6		964	6:55	12:55	10:20		7:00 A.M.	9:00 P.M.			
IC and C&NW Crossing	UX	499.9	144.3											
CB&Q and C&NW Crossing	UX	500.2	144.6											
UP TRANSFER, IA.		500.4	144.8			7:10	1:10	10:30						
OMAHA, NEB.	TO	503.1	147.5			7:25 A.M.	1:30 P.M.	10:51 P.M.						
AVERAGE SPEED PER HOUR						40.5	29.5	49.5	17.7	26.4	23.9	12.0		
SCHEDULE TIME						3:35	5:00	2:56	0:14	5:00	6:00	0:20		

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 7, 8, AND 10 NOT LESS THAN 10 MINUTES.
FORM Y ORDERS AUTHORIZED**

No. 5 stops daily, except Sunday, at Booneville, De Soto, Wiota and Marne for U. S. Mail.

No. 7 discharge from Des Moines and beyond, receive for Omaha and beyond.

Main Line Eastward

SUBDIVISION 5 STATIONS Time Table No. 3

May 28, 1950

Office Hours
Week Days,
except Saturdays

*Sundays and
Holidays

**Saturdays

From To

Distance from
Council Bluffs

Signs

Station
Numbers

FIRST CLASS

SECOND CLASS

		8	2	10	14				92	96	196
		Rocket	M. & St. L. Passenger	Rocket	LaSalle Street Limited				Rocket Freight	Colorado Chicago Red Ball	M. & St. L. Freight
		A.M.	P.M.	P.M.	P.M.				A.M.	P.M.	
WX. SHORT LINE JCT. (RI Crossing) .TO									A.M. 9:20	P.M. 6:00	
D. MS. DES MOINES .TO		A.M. 2:41		P.M. 2:10	P.M. 11:10						
DMU Crossing .UX											
M&STL JCT. 15TH ST. .UX		2:35	P.M. 7:48	2:01	10:50				8:25	4:50	A.M. 3:00
BR. WEST DES MOINES .TO		2:30	7:39 P.M.	1:57	10:45				8:15	4:40	2:45 A.M.
M&StL Jct. .TO											
COMMERCE .P		2:26		1:53	10:37				8:05	4:25	
BOONEVILLE .P		2:22		1:48	10:30				7:55	4:15	
VR. VAN METER .TO		2:18		1:45	10:25				7:48	4:07	
SO. DE SOTO .TO		2:14		1:42	10:19				7:42	3:58	
CLUCAS .P		2:10		1:38	10:14				7:35	3:50	
F. EARLHAM .TO		2:06		1:34	10:09				7:28	3:42	
DR. DEXTER .TO		2:02		1:30	10:02				7:20	3:30	
CS. STUART .TO		1:58		1:26	9:55				7:12	3:20	
GH. MENLO .TO		1:54		1:22	9:47				7:02	3:13	
RA. CASEY .TO		1:47		1:16	9:38				6:52	3:01	
AD. ADAIR .TO		1:39		1:08	9:29				6:41	2:45	
BG. ANITA .TO		1:31		1:00	9:20				6:27	2:25	
WIOTA .P		1:25		12:54	9:10				6:14	2:10	
WN. ATLANTIC .TO		1:17		12:46	8:55				5:55	1:55	
MARNE .P		1:10		12:39	8:30				5:44	1:37	
FD. WALNUT .TO		1:04		12:33	8:22				5:25	1:25	
HR. AVOCA .TO		12:57		12:27	8:12				5:14	1:10	
HARLAN JCT. .P											
BY. SHELBY .TO		12:49		12:19	7:57				4:55	12:55	
MK. MINDEN .TO		12:40		12:11	7:47				4:43	12:43	
NA. NEOLA (CMStP&P Crossing) .TO		12:36		12:07	7:36				4:33	12:34	
WD. UNDERWOOD .TO		12:32		12:03	7:29				4:26	12:26	
WESTON .P		12:28		11:59	7:24				4:18	12:08	
CHAUTAUQUA .P		12:23		11:54	7:18				4:10	11:59	
EAST YARD .P				11:49	7:13				4:03	11:49	
Wabash, CB&Q and CMStP&P Crossings .TO											
Q. CO. BLUFFS .TO		12:16		11:47	7:10				4:00	11:30	
IC and CANW Crossing .UX									A.M.	A.M.	
CB&Q and CANW Crossing .UX											
UP TRANSFER, IA. .UX		A.M. 12:07		11:40	7:00						
YD. OMAHA, NEB. .TO		11:59 P.M. Daily		11:30 A.M. Daily	6:45 P.M. Daily				Daily	Daily	Daily
LEAVE											
AVERAGE SPEED PER HOUR		53.8	26.7	54.5	33.4				26.9	22.1	16.0
SCHEDULE TIME		2:42	0:09	2:40	4:25				5:20	6:30	0:15

AUTOMATIC BLOCK SIGNALS

See T. T. Rules 1a and 1b

TWO MAIN TRACKS

See T. T. (Rule 18)

SEE FOOT NOTES ON PAGE 5.

No. 8 discharge from Omaha and beyond, receive for Iowa City and beyond.

Main Line Southward

SUBDIVISION 18 STATIONS Time Table No. 3 May 28, 1950				FIRST CLASS					SECOND CLASS				
LEAVE	Capacity of Siding	Capacity of Other Tracks	Station Numbers	17	507	15				911	915		
				Short Line Express	Twin Star Rocket	Mid Continent Special				Twin Cities Kans. City Red Ball	Twin Cities Kans. City Red Ball		
				Daily	Daily	Daily				Daily	Daily		
				A.M.	P.M.	P.M.				A.M.	P.M.		
JU.....MANLY.....	50	Yard	3225	3.55	2.43	11.05				4.25	12.01		
.....CANW Crossing.....													
H.....MASON CITY.....			62194	s 4.20	s 2.58	s 11.25				4.45	12.25		
.....CMS&P Crossing.....													
K.....CLEAR LAKE JCT.....	96		62193	4.26	3.02 508-914	11.28	11.39			4.50	12.47 912		
.....MC&L Crossing.....													
.....HURLEY.....	53	10	62184	4.40	3.12	11.36	11.47			5.05	1.02		
GR.....SHEFFIELD.....	49	25	62176	f 4.48	3.19	11.43	11.54			5.15	1.15		
.....CHAPIN.....	49	20	62172	4.54	3.23	11.47	11.58			5.22	1.23		
.....M&STL Crossing.....							12.09						
.....CGW Crossing.....													
HM.....HAMPTON.....	51	39	62165	s 5.06	3.29	11.53 P.M.				5.32	1.41 914		
MJ.....BRADFORD.....	69	35	62157	5.18	3.36	12.01				5.44	1.55		
.....ARGON.....	80	38	62150	5.25	3.41	12.11 A.M.				5.56	2.27 508		
.....IC Crossing.....													
.....CRI&P Crossing.....													
AO.....IOWA FALLS (T. T. Rule 15c).....	23	112	12074	s 5.41	g 3.45	s 12.21				6.06	2.35		
.....SUNNYSIDE.....	52	58	62148	5.46	3.47	12.23				6.11	2.40		
B.....BUCKEYE.....	125	20	62139	5.57	3.54	12.32				6.22	2.55		
.....SHERMAN.....	48	28	62135	6.03	3.58	12.36				6.28	3.05		
NE.....GARDEN CITY.....	49	20	62127	f 6.12	4.04	12.43				6.38	3.22		
.....M&STL Crossing.....													
JF.....McCALLSBURG.....	90	28	62122	f 6.19	4.09	12.48				6.46	3.32		
FR.....FERNALD.....	50	23	62115	6.27	4.14	12.54				6.54	3.42		
NA.....NEVADA.....	53	50	62109	s 6.42	4.20	g 1.00				7.04	3.57		
.....SHIPLEY.....	49	30	62105	6.48	4.23 915	1.04				7.09	4.23 507		
JN.....CAMBRIDGE.....	90	62	62098	s 6.58	4.28	1.10				7.29 16	4.43		
HA.....ELKHART.....	49	23	62091	7.07	4.33	1.17				7.35	4.58		
.....ENTERPRISE.....	56	19	62087	7.13 16	4.36	1.21				7.41	5.08		
.....SWANWOOD.....	51		62080	7.19	4.42	1.27				7.50	5.18		
.....CGW Crossing.....													
X.....Short Line Jct.....													
WX.....(CRI&P Crossing).....													
D.....Des Moines.....				8.00 A.M.	4.58 P.M.	2.05 A.M.				9.10 A.M.-912	6.00 P.M.		
MS.....	1383		2172										
.....AVERAGE SPEED PER HOUR.....				32.0	58.1	43.6				27.1	21.5		
.....SCHEDULE TIME.....				4.05	2.15	3.00				4.45	5.59		

AUTOMATIC BLOCK SIGNALS

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 507 AND 508 NOT LESS THAN 10 MINUTES.
FORM Y ORDERS AUTHORIZED

No. 507 Iowa Falls receive or discharge to or from Kansas City, St. Paul, Minneapolis, Omaha and beyond.

No. 15 Hampton and Nevada receive or discharge to or from St. Paul, Minneapolis, Kansas City and beyond and Sheffield to receive for, Tucuman and beyond.

Main Line Northward

SUBDIVISION 18 STATIONS Time Table No. 3 May 28, 1950		Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays		M. P. from Alerton	Distance from Des Moines	Signs	FIRST CLASS				SECOND CLASS			
							From To		18	16	508		912	914
							Mid Continent Special	Short Line Express	Twin Star Rocket		Kans. City Twin Cities Red Ball	Kans. City Twin Cities Red Ball		
JU.....MANLY.....	TO	Continuous	202.1	130.7	RFWTYd	A.M. 4.40	A.M. 10.45	P.M. 3.30			P.M. 2.00	P.M. 4.30		
.....C&NW Crossing.....			193.2	121.8										
DF.....MASON CITY.....	TO		192.6	121.2	FWTYd	s 4.20	s 10.15	s 3.07	249		1.07	3.30		
.....CMST&P Crossing.....			192.0	120.6										
K.....CLEAR LAKE JCT.....	TO	Continuous	191.1	119.7	RYd	3.56	9.57	507-914 3.02	244		915 12.47	3.09 507-508 2.24		
.....MC&CL Crossing.....														
.....HURLEY.....	P		182.2	110.8		3.46	g 9.48	2.56			12.27	2.05		
GR.....SHEFFIELD.....	TO	7:00 a.m. 4:00 p.m.	174.5	103.1	W	g 3.37	g 9.39	2.50			12.15 P.M.	1.55		
.....CHAPIN.....	P		170.1	98.7		3.32	g 9.34	2.46			12.05	1.48		
.....M&STL Crossing.....			164.2	92.8										
.....CGW Crossing.....			164.1											
HM.....HAMPTON.....	TO	8:30 a.m. 4:30 p.m. 11:30 p.m. 7:30 a.m.	163.7	92.3		g 3.24	s 9.26	2.41			A.M. 11.50	915 1.41		
.....M&CL Crossing.....														
MJ.....BRADFORD.....	TO	8:00 a.m. 5:00 p.m.	155.4	84.0		3.14	s 9.14	2.34			11.30	1.30		
.....ARGON.....	P		148.2	76.8	Yd	3.05	9.03	2.27			11.10	1.19		
.....IC Crossing.....	P		147.7	76.3										
.....CRI&P Crossing.....	P		147.7	76.3										
AO.....IOWA FALLS (T. T. Rule 15a) TO	TO	Continuous	147.4	76.0	RFWTY Yd	s 3.03	s 9.01	s 2.25			10.45	1.14		
.....SUNNYSIDE.....	P		146.3	74.9	Yd	2.53	8.41	2.23			10.30	1.09		
B.....BUCKEYE.....	TO	7:00 a.m. 4:00 p.m.	137.5	66.1		2.44	g 8.32	2.16			10.18	12.57		
.....SHERMAN.....	P		133.0	61.6		2.39	g 8.26	2.12			10.08	12.50		
NE.....GARDEN CITY.....	TO	8:00 a.m. 5:00 p.m.	125.4	54.0		2.31	s 8.16	2.06			9.58	12.40		
.....M&STL Crossing.....			119.9	48.5										
JF.....McCALLSBURG.....	TO	7:30 a.m. 4:30 p.m.	119.8	48.4		2.25	s 8.07	2.00			9.46	12.32		
.....FR.....	TO	7:30 a.m. 4:30 p.m.	113.4	42.0		2.18	s 7.58	1.55			9.34	12.24		
NA.....NEVADA.....	TO	11:59 p.m. 4:00 p.m.	107.0	35.6		g 2.11	s 7.50	1.49			9.22	12.15		
.....SHIPLEY.....	P		103.1	31.7		2.06	g 7.41	1.46			9.07	12.08		
JN.....CAMBRIDGE.....	TO	6:00 a.m. 3:00 p.m.	96.6	25.2	FW	1.59	s 7.29	1.41			8.55	11.59		
HA.....ELKHART.....	TO	7:00 a.m. 4:00 p.m.	89.5	18.1		1.52	s 7.19	1.36			8.37	11.50		
.....ENTERPRISE.....	P		85.3	13.9		1.47	f 7.13	1.33			8.30	11.43		
.....SWANWOOD.....	P		78.6	7.2		1.40	7.06	1.27			8.20	11.35		
.....CGW Crossing.....			73.7	2.3										
WX Short Line Jct. X.....(CRI&P Crossing)	TO	Continuous	73.4	2.0	RFWTY Yd	1.33	6.57	1.19			911- 8.00 A.M.	11.20 A.M.		
D.....Des Moines.....	TO	Continuous			RWYd	1.25 A.M.	6.50 A.M.	1.14 P.M.			Daily	Daily		
MS.....	TO	Continuous												
LEAVE														
AVERAGE SPEED PER HOUR						40.2	33.3	57.6			21.4	29.1		
SCHEDULE TIME						3.15	3.55	2.16			6.00	5.10		

AUTOMATIC BLOCK SIGNALS

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 507 AND 508 NOT LESS THAN 10 MINUTES.
FORM Y ORDERS AUTHORIZED

No. 16 discharge Des Moines to Manly from California.
 No. 508 Iowa Falls receive or discharge to or from Kansas City, St. Paul, Minneapolis, Omaha and beyond.

No. 18 Nevada and Hampton discharge from Kansas City and beyond and receive for St. Paul and Minneapolis, Sheffield to discharge from Tucumcarl and beyond.

Main Line Southward

SUBDIVISION 31 STATIONS Time Table No. 3 May 28, 1950		Station Numbers	Capacity of Other Tracks	Capacity of Sidings	FIRST CLASS			SECOND CLASS					
					15	17	507	911	915				
					Mid Continent Special	Short Line Express	Twin Star Rocket	Des Moines St.J.K.C. Red Ball	Twin Cities Kans. City Red Ball				
LEAVE					Daily	Daily	Daily	Daily					
AUTOMATIC BLOCK SIGNALS	MS. DES MOINES.....	TO	2174	341	.....	A.M. 2-25	A.M. 8-25	P.M. 5-03					
	X WX. SHORT LINE JCT. (CRI&P Crossing)	TO	2172	1383	.....	2-32	8-32	5-10	A.M. 10-20 914	P.M. 9-00			
	DMU Crossing.....												
	CB&Q Crossing.....												
	GOODWIN.....					2-36	8-36	5-14	10-26	9-07			
	CK. CARLISLE.....	TO	30011	20	115	2-42	8-47	5-20	10-34	9-19			
	HARTFORD.....	P	62060		47	2-48	8-57	5-25	10-41	9-29			
	BEECH.....	P	62053	20	79	2-54	9-07	5-31	10-50	9-41			
	NEPAS.....	P	62044	12	41	3-03	9-15	5-39	11-01	9-56			
	R. MELCHER.....	TO	62040	15	79	3-08	9-30	5-44	11-08	10-05			
	WI. WILLIAMSON.....	TO	62030	63	93	3-17	9-45	5-53	11-20	10-20			
	CN. CHARLTON.....	TO	62023	54	73	3-27	10-00	6-02	11-28	10-30			
	HAIG.....	P			49	3-34	10-06	6-08	11-35	10-38			
	MILLERTON.....	P	62011	20	69	3-41	10-13	6-14	11-55	10-48			
	CD. CORYDON.....	TO	62005	23	48	3-48	10-25	6-21	12-08	11-00			
AR. ALLERTON.....	TO	365	207	N 165 N 38	4-05 A.M.-16	10-35 A.M.	6-30 P.M.	12-20 P.M.	11-25 P.M.-18				
..... AVERAGE SPEED PER HOUR.....						45.6	35.1	52.4	37.0	30.6			
..... SCHEDULE TIME.....						1-40	2-10	1-27	2-00	2-25			

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 507 AND 508 NOT LESS THAN 10 MINUTES.

FORM Y ORDERS AUTHORIZED

No. 507 Charlton and Allerton receive or discharge to or from Kansas City, Des Moines and beyond. No. 15 Charlton receive or discharge to or from St. Paul, Minneapolis, Kansas City and beyond and Corydon to receive for Tucumcari and beyond.

Westward

Winterset Branch

Eastward

Loaded 140,000 capacity coal cars must be separated from the engine and each other by at least one car of lighter capacity.	SECOND CLASS		SUBDIVISION 31-A STATIONS Time Table No. 3 May 28, 1950					Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays		M. P. from Chicago via Des Moines	Distance from Carlisle	Signs	SECOND CLASS	
	829	830	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE	From	To	Freight				Daily Except Sunday	
	Freight	Freight												
	A.M. 8-35		41	20	30011	CK. CARLISLE.....	TO	7:30 a.m.	4:30 p.m.	368.8		R	P.M. 2-35	
	8-50 10-00		13		30016	SUMMERSET JCT.....				373.9	5.1	RWY	2-20	
	10-20				30022	SPRING HILL.....				379.9	11.1		2-00	
	10-40			6	30027	MARTENSDALE.....				385.1	16.3		1-40	
	10-55			20	30030	BEVINGTON.....				388.2	19.4		1-25	
	11-15			12	30035	PATTERSON.....				392.9	24.1		1-10	
	11-40			67	30039	TILEVILLE.....				397.4	28.6		12-50	
	11-55 A.M.			76	30042	WINTERSSET.....	LEAVE	8:00 a.m.	5:00 p.m.	400.7	31.9	RWT	12-30 P.M.	
	14-7					..... AVERAGE SPEED PER HOUR.....							15-3	
	3-20					..... SCHEDULE TIME.....							2-05	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 829 IS SUPERIOR TO No. 830.
FORM Y ORDERS AUTHORIZED

Main Line Northward

SUBDIVISION 31 STATIONS

Time Table No. 3

May 28, 1950

Office Hours
Week Days,
except Saturdays

*Sundays and
Holidays

**Saturdays

From To

M. P. from
West Wyo
Allerton

M. P. from
Chicago via
Short Line Jct.

Signs

FIRST CLASS

SECOND CLASS

16 508 18

912 914

Short
Line
Express

Twin
Star
Rocket

Mid-
Continent
Special

Kans. City
Twin Cities
Red Ball

Kans. City
Twin Cities
Nebraska
Red Ball

A.M.
6:30

P.M.
1:10

A.M.
1:00

A.M.
4:30

A.M.-911
10:20

D MS...DES MOINES... TO Continuous 75.6 357.6 RWD

X WX...SHORT LINE JCT. (CRI&P Crossing) TO Continuous 73.6 355.6 RFWT Ytd

DMU Crossing 73.4 355.8

CB&Q Crossing 72.9 356.3

GOODWIN 70.9 358.3

CK...CARLISLE... TO 7:30 a.m. 4:30 p.m. 64.7 364.8

HARTFORD... P 59.6 369.6

BEECH... P 52.8 376.4 W

NEPAS... P 44.0 385.2

R...MELCHER... TO 7:00 a.m. 4:00 p.m. 39.5 389.7

WI...WILLIAMSON... TO 7:00 a.m. 4:00 p.m. 29.9 399.3 FWY

CN...CHARITON... TO 2:00 a.m. 6:00 p.m. 23.4 405.8

HAIG... P 17.6 411.6

MILLERTON... P 11.2 418.0

CD...CORYDON... TO 7:00 a.m. 4:00 p.m. 4.5 424.7

AR...ALLERTON... TO 8:30 a.m. 4:30 p.m. 11:00 p.m. 7:00 a.m. 429.6 RFWY

LEAVE

Daily

Daily

Daily

Daily

Daily

AVERAGE SPEED PER HOUR.....

31.4

53.0

47.7

37.0

40.3

SCHEDULE TIME.....

2:25

1:26

1:35

2:00

1:50

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 507 AND 508 NOT LESS THAN 10 MINUTES.

FORM Y ORDERS AUTHORIZED

No. 508 Allerton and Chariton receive or discharge to or from Kansas City, Des Moines and beyond.

No. 18 Chariton receive or discharge to or from Kansas City and beyond and St. Paul and Minneapolis and Corydon to discharge from Tucumcari and beyond.

Westward

Indianola Branch

Eastward

SUBDIVISION 31-B STATIONS

Time Table No. 3

May 28, 1950

Office Hours
Week Days,
except Saturdays

*Sundays and
Holidays

**Saturdays

From To

M. P. from
Chicago

Distance from
Summerset Jct.

Signs

SECOND CLASS

827

Freight

Mon.
Wed.
Fri.

A.M.
8:55

9:00

9:20
A.M.

14.9

0.25

Capacity of
Sidings

Capacity of
Other Tracks

Station
Numbers

LEAVE

SUMMERSET JCT.....

SUMMERSET.....

INDIANOLA.....

LEAVE

AVERAGE SPEED PER HOUR.....

SCHEDULE TIME.....

373.9

374.5

380.1

8:30 a.m. 5:30 p.m.

RWY

0.6

B

9:55

9:35
A.M.

Mon.
Wed.
Fri.

14.9

0.25

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 827 IS SUPERIOR TO No. 828.
TIME TABLE RULE No. 14 IN EFFECT.

Westward

Sibley Branch

Eastward

SECOND CLASS						SUBDIVISION 23 STATIONS			Office Hours Week Days, except Saturdays					SECOND CLASS		
		431				Time Table No. 3			*Sundays and Holidays							432
		Mixed				May 28, 1950			**Saturdays							Mixed
		Daily Except Sunday	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE			From	To	M. P. from Chicago	Distance from Short Line Jct.	Signs			
		A.M. 7.50		1383	2172	X	WX..... SHORT LINE JCT. (CRI&P Crossing)		TO	Continuous	355.6		RFWY Yd			A.M. 4.20
		s 8.05		341	2174	D	MS..... DES MOINES.....		TO	Continuous	357.8	2.2	RWYd			s 8.55
							DMU Crossing		UX		358.3	2.7				
		s 8.20			2179	BR	WEST DES MOINES.....		TO	Continuous	362.6	7.0	RYd			3.40
		11.10		33	14062	GR	GOWRIE.....		TO	8:00 a.m. 5:00 p.m.	425.0	69.4	RFWYd			1.30
		f 11.25		28	55005		SLIFER.....				431.4	75.8				f 12.50
		s 11.35 A.M.		28	30	S	SOMERS.....		TO	8:30 a.m. 5:30 p.m.	435.0	79.4				s 12.40
							CGW Crossing		UX		435.2	79.6				
							Illinois Central Crossing				446.8	91.2				
		s 12.10 P.M.		35	58	MA	MANSON.....		TO	8:30 a.m. 5:30 p.m.	447.0	91.4	W			s 12.10 A.M.
		f 12.20		25	55025		BLANDEN.....				450.4	94.8				f 12.01 P.M.
		s 12.30		36	55030	J	PALMER.....			8:30 a.m. 5:30 p.m.	454.7	99.1				s 11.50
		f 12.40		10	55034		WEST VIEW.....				459.1	103.5				f 11.28
		f 12.45		8	55037		REA.....				461.7	106.1				f 11.22
		s 1.00		39	41	PO	POCAHONTAS.....		TO	8:00 a.m. 5:00 p.m.	462.5	106.9				s 11.20
		s 1.15			55044		WARE.....				468.7	113.1				s 10.50
		s 1.30			55050	U	LAURENS.....		TO	8:30 a.m. 5:30 p.m.	474.7	119.1	FW			s 10.35
							C&NW Crossing				475.2	119.6				
		f 1.47			55057		LEVERETT.....				482.3	126.7				f 10.05
							CMST&P Crossing				484.3	128.7				
		s 2.25		31	55071	BE	ROSSIE.....		TO	8:30 a.m. 5:30 p.m.	495.7	140.1				s 9.25
		s 2.45		36	55077	RO	ROYAL.....		TO	8:30 a.m. 5:30 p.m.	501.8	146.2				s 9.00
		s 3.05			55084		MONETA.....				508.6	153.0				f 8.40
		s 3.25			55089	HN	HARTLEY.....		TO	8:15 a.m. 5:15 p.m.	514.2	158.6				s 8.25
							CMST&P Crossing				514.4	158.8				
		f 3.40		26	55095		PLESSIS.....				519.5	163.9				f 8.05
		s 3.55			55099	FN	MELVIN.....		TO	7:45 a.m. 4:45 p.m.	524.5	168.9				s 7.55
		f 4.10			55105		CLOVERDALE.....				530.0	174.4				f 7.40
		4.50 P.M.		33	150	SB	SIBLEY.....		TO	*7:00 a.m. 11:00 p.m. **3:00 p.m. 11:00 p.m.	534.9	179.3	RFWYd			7.30 P.M.
																Daily Except Sunday
		19.9					LEAVE									
		9.00					AVERAGE SPEED PER HOUR.....									20.3
							SCHEDULE TIME.....									8.50

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD EXCEPT NO. 431 IS SUPERIOR TO NO. 432.
TIME TABLE RULE No. 14 IN EFFECT.

Loaded 140,000 capacity coal cars must be separated from the engine and each other by at least one car of lighter capacity.

Westward

Montezuma Branch

Eastward

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 4-A STATIONS Time Table No. 3 May 28 1950		Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays		M. P. from Muscatine	Distance from Iowa City	Signs	SECOND CLASS		
	815	Freight				LEAVE	From	To	From				To	814	Freight
	P.M. 2-15		210	2053	IC	IOWA CITY	TO	Continuous					P.M. 11-25		
	2-40		31	8007	SG	HILLS	TO	8:00 a.m. 5:00 p.m.		7.1		RWYD	11-05		
	3-00		44	8014	VR	RIVERSIDE	TO	8:00 a.m. 5:00 p.m.	30.7	13.9			10-50		
	3-20		23	8021	KA	KALONA	TO	8:30 a.m. 5:30 p.m.	37.2	20.4			10-30		
	4-10		23	47	8028	WM	WELLMAN	TO	8:30 a.m. 5:30 p.m.	44.3	27.5	Y	10-15		
	4-25		18	8033		NIRA				49.5	32.7		9-39		
	4-35		24	8036		KINROSS				52.5	35.7		9-32		
	4-50		24	8042	SN	SOUTH ENGLISH	TO	8:30 a.m. 5:30 p.m.	58.1	41.3			9-17		
						CMS&P Crossing	UX			62.1	45.3				
	5-05		13	8046		WEBSTER				62.4	45.6		9-07		
	5-20		27	8050	KS	KESWICK	TO	8:30 a.m. 5:30 p.m.	66.4	49.6			8-57		
	5-35		5	8055		THORNBURG				71.5	54.7	RY	8-45		
	6-10		18	8059		GIBSON				75.2	58.4		8-35		
	6-25		17	8064		BARNES CITY				79.9	63.1		8-25		
	7-10		64	8071	MZ	MONTEZUMA	TO	8:30 a.m. 5:30 p.m.	87.2	70.4	RFWT		8-10		
	P.M.												Daily Except Sunday		
	16.1												21.7		
	4.55												3.15		

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD EXCEPT NO. 815 IS SUPERIOR TO NO. 814.

TIME TABLE RULE No. 14 IN EFFECT.

Loaded 100,000 capacity grain cars and 140,000 capacity coal cars and steam derricks must be separated from the engine and each other by at least one car of lighter capacity.

Double headed engines must be separated by five or more cars.

Westward

What Cheer Branch

Eastward

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 4-B STATIONS Time Table No. 3 May 28, 1950		Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays		M. P. from Muscatine	Distance from Iowa City	Signs	SECOND CLASS		
	1057	Freight				LEAVE	From	To	From				To	1056	Freight
	P.M. 5-55		34	45005	CH	WHAT CHEER	TO	8:00 a.m. 5:00 p.m.	76.1	59.3	R		P.M. 1057 5-50		
	1056 6-10		5	8055		THORNBURG				71.5	54.7	RY	5-35		
	P.M.												Daily Except Sunday		
	18.4												18.4		
	0-15												0-15		

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

TIME TABLE RULE No. 14 IN EFFECT.

Loaded 100,000 capacity grain cars and 140,000 capacity coal cars and steam derricks must be separated from the engine and each other by at least one car of lighter capacity.

Westward

Keokuk and Des Moines Valley Branch

Eastward

SECOND CLASS		SUBDIVISION 4-C			Office Hours Week Days, except Saturdays		SECOND CLASS		
1039	1077	STATIONS			*Sundays and Holidays		1038	1076	
Freight	Mixed	Time Table No. 3			**Saturdays		Freight	Mixed	
Daily Except Monday	Daily	May 28, 1950			From	To			
	P.M. 5:30	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE	M. P. from Chicago	Distance from Keokuk	Signs	P.M. 5:15
				197 15151	DO..... KEOKUK..... TO	Continuous		RFWTYd	
					..... CB&Q Crossing..... UX		0.7		
	6:00			18 15137	..... SAND PRAIRIE.....		14.8		3:05
	6:15			15131	..... BELFAST.....		20.0		2:50
	f 6:30			15126	..... CROTON.....		25.5		f 2:35
					..... CB&Q Crossing..... UX		30.0		
	f 6:40			20 15122	..... FARMINGTON.....		30.1		f 2:20
	f 6:55			18 15116	BN..... BONAPARTE..... TO	7:30 a.m. 4:30 p.m.	35.5	W	f 2:12
	f 7:10			15112	..... BENTONSPORT.....		39.1		f 2:03
	s 7:25 8:00			30 15106	..... MT. ZION.....		45.6		s 1:50
	s 8:20			28 15097	DU..... DOUDS..... TO	7:45 a.m. 4:45 p.m.	54.8		s 1:30
	f 8:30			15093	..... SELMA.....		58.9		f 1:19
A.M. --	6:00			46 291	..... ELDON.....		63.8	RYd	P.M. -- 2:00
	6:20			14 15081	..... CLIFFLAND.....		70.9		1:45
	7:30			169 15077	N..... OTTUMWA YARD.....	9:00 a.m. 6:00 p.m.	75.8	WTYd	1:30
	7:34			15076	CW..... OTTUMWAU, D..... TO	Continuous	76.4	RYd	1:00
					..... CMStP&P Crossing.....		77.2		
	7:49			30 15067	..... KIRKVILLE.....		84.6		12:40
	8:04			19 15060	VI..... EDDYVILLE..... TO	8:30 a.m. 5:30 p.m.	91.6	W	12:20 P.M. --
					..... M&StL Crossing..... UX		96.5		A.M. -- 11:50
	8:24	24	13	15055	..... GIVIN.....		96.6		11:40
	8:39			32 15051	..... BEACON.....		100.3		11:40
	8:49				..... EVANS JCT.....		102.2	RYd	11:20 10:20
	8:59	24	31	15048	..... EVANS.....		305.9	103.5	Yd
	9:14			21 15044	..... LEIGHTON.....		309.8	107.4	
	1038 9:35	23	106	15036	PA..... PELLA..... TO	8:00 a.m. 5:00 p.m.	318.0	115.6	W
	10:04			27 15028	LY..... OTLEY..... TO	8:30 a.m. 5:30 p.m.	326.0	123.6	
	10:24			49 15022	G..... MONROE..... TO	8:30 a.m. 5:30 p.m.	331.5	129.1	
	10:54			45 15013	PC..... PRAIRIE CITY..... TO	8:30 a.m. 5:30 p.m.	340.7	138.3	
	11:14			21 15006	..... NOBLETON.....		348.3	145.9	
	11:45			41 2163	AN..... ALTOONA..... TO	Continuous	353.9	151.5	R
A.M. -- 12:15 P.M. --				1383 2172	X..... SHORT LINE JCT..... TO	Continuous		160.2	RFWT YYd
				341 2174	WX..... (R1 Crossing)..... TO	Continuous		162.4	RWYd
					D..... DES MOINES..... TO	Continuous			
					MS..... 162.4.....				
					LEAVE				
	15:2				..... AVERAGE SPEED PER HOUR.....				12:5
	5:45				..... SCHEDULE TIME.....				15:4
									7:00
									4:05

Loaded 140,000 capacity coal cars must be separated from the engine and each other by at least one car of lighter capacity.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
TIME TABLE RULE No. 14 IN EFFECT.

Doubleheaded Engines must be separated by three or more cars.

Local extra leaves Ottumwa U.D. 10:30 A. M. daily, except Sunday, for Eldon Yard.

Local extra leaves Eldon Yard about 6:00 A.M. daily except Sunday for Ottumwa.

Westward

Oskaloosa Branch

Eastward

SECOND CLASS			Capacity of Other Tracks	Capacity of Sidings	M. P. from Chicago	SUBDIVISION 4-D STATIONS Time Table No. 3 May 28, 1950			Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays	Station Numbers	Distance from Washington	Signs	SECOND CLASS		
1041	Freight	Daily Ex. Sunday				LEAVE	From	To					1040	Freight	Daily Ex. Sunday
A.M. 9.10			123	22	301.3	GH	OSKALOOSA	TO	8:30 a.m. 5:30 p.m.	10060	53.1	RWYYd	A.M. 8.40		
					301.4		M&StL Crossing	UX			53.2				
9.30 A.M.					304.6		EVANS JCT.				56.4	RYd	8.30		
													A.M. Daily Ex. Sunday		
19.8								LEAVE					13.2		
0.10								AVERAGE SPEED PER HOUR					0.15		
								SCHEDULE TIME							

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

Westward

Keosauqua Branch

Eastward

Loaded 140,000 capacity coal cars must be separated from the engine and each other by at least one car of lighter capacity.	SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 4-E STATIONS Time Table No. 3 May 28, 1950			Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays	M. P. from Mt. Zion	Signs	SECOND CLASS		
	1075	Mixed	Daily				LEAVE	From	To				1074	Mixed	Daily
	P.M. 7.25				30	15106		MOUNT ZION					P.M. 8.00		
	7.40				25	57004		KEOSAUQUA	8:00 a.m. 5:00 p.m.	4.5			7.45		
	18.0							LEAVE					P.M. Daily		
	0.15							AVERAGE SPEED PER HOUR					18.0		
								SCHEDULE TIME					0.15		

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 1075 IS SUPERIOR TO No. 1074.

Westward

Guthrie Center Branch

Eastward

Loaded 100,000 capacity grain cars and 140,000 capacity coal cars must be separated from the engine and each other by at least one car of lighter capacity.	SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-A STATIONS Time Table No. 3 May 28, 1950			Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays	M. P. from Chicago	Distance from Guthrie Center	Signs	SECOND CLASS		
	1015	Freight	Daily Except Sunday				LEAVE	From	To					1014	Freight	Daily Except Sunday
	A.M. 11.05			80	30	2219	GH	MENLO	TO	8:30 a.m. 5:30 p.m.	403.1	14.6	R	P.M. 12.55		
	11.37				15	32009		MONTEITH			412.6	5.1		12.23		
	11.55 A.M.				56	32015		GUTHRIE CENTER	8:30 a.m. 5:30 p.m.	417.7			RWT	12.05 P.M.		
								LEAVE						Daily Except Sunday		
	17.5							AVERAGE SPEED PER HOUR						17.5		
	0.50							SCHEDULE TIME						0.50		

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 1015 IS SUPERIOR TO No. 1014. ON SUBDIVISIONS 4D, 4E AND 5A, TIME TABLE RULE No. 14 IN EFFECT.

Westward

Audubon Branch

Eastward

Loaded 100,000 capacity grain cars and 140,000 capacity coal cars must be separated from the engine and each other by at least one car of lighter capacity.

SECOND CLASS				SUBDIVISION 5-B STATIONS Time Table No. 3 May 28, 1950				Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays			SECOND CLASS			
1019				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE	From	To	M. P. from Chicago	Distance from Audubon	Signs	1018	
Freight													Tuesday Thursday Saturday		Freight		Tuesday Thursday Saturday
A.M. 7:00				N 130 B 60	453	2256	WN.....ATLANTIC.....TO	Continuous		439.9	25.2	RFWYYd	A.M. 11-15	
7:20					17	33007	.....LORAH.....			446.7	18.4		10:45	
7:35					31	33012	BN.....BRAYTON.....	8:30 a.m. 5:30 p.m.		452.0	13.1		10:25	
8:00					47	33016	XA.....EXIRA.....	7:00 a.m. 4:00 p.m.		455.7	9.4		10:10	
8:20					28	33021	.....HAMLIN.....			461.0	4.1		9:45	
9:00 A.M.					110	33025	DU.....AUDUBON.....TO	8:00 a.m. 5:00 p.m.		465.1		RWT	9:30 A.M.	
12:6							.....AVERAGE SPEED PER HOUR.....						14.4	
2:00							.....SCHEDULE TIME.....						1.45	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 1019 IS SUPERIOR TO No. 1018.
CRI&P AND C&NW TRAINS AND ENGINES WILL USE SAME TRACKS AT AUDUBON JOINTLY, ALL MOVEMENTS MUST BE MADE AT RESTRICTED SPEED.

Westward

Harlan Branch

Eastward

Loaded 100,000 capacity grain cars and 140,000 capacity coal cars must be separated from the engine and each other by at least one car of lighter capacity.

SECOND CLASS				SUBDIVISION 5-C STATIONS Time Table No. 3 May 28, 1950				Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays			SECOND CLASS			
1025				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE	From	To	M. P. from Chicago	Distance from Harlan	Signs	1024	
Freight													Monday Wednesday Friday	
P.M. 4:30							.....HARLAN JCT.....			460.2	11.8		P.M. 7:00	
4:50					31	35007	.....CORLEY.....			466.7	5.3		6:15	
5:30 P.M.					62	35012	HN.....HARLAN.....TO	8:30 a.m. 5:30 p.m.		472.0		T	6:00 P.M.	
11:8							.....AVERAGE SPEED PER HOUR.....						11:8	
1:00							.....SCHEDULE TIME.....						1:00	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 1025 IS SUPERIOR TO No. 1024

Westward

Carson Branch

Eastward

Loaded 100,000 capacity grain cars and 140,000 capacity coal cars must be separated from the engine and each other by at least one car of lighter capacity.

SECOND CLASS				SUBDIVISION 5-D STATIONS Time Table No. 3 May 28, 1950				Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays			SECOND CLASS			
1029				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE	From	To	M. P. from Chicago	Distance from Carson	Signs	1028	
Freight													Monday Wednesday Friday		Freight
P.M. 7:30				61	91	2275	HR.....AVOCA.....TO	Continuous		458.7	17.7	BFWYYd	P.M. 11:59	
7:55					23	34006	.....HANCOCK.....	8:30 a.m. 5:30 p.m.		465.1	11.3		10:50	
8:30					46	34012	.....OAKLAND.....	8:30 a.m. 5:30 p.m.		471.0	5.4		10:20	
9:30 P.M.					56	34018	.....CARSON.....TO	8:30 a.m. 5:30 p.m.		476.4		BWT	10:00 P.M.	
8:8							.....AVERAGE SPEED PER HOUR.....						8:8	
2:00							.....SCHEDULE TIME.....						2:00	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 1029 IS SUPERIOR TO No. 1028.
ON SUBDIVISIONS 5-B, 5-C AND 5-D TIME TABLE NO. 14 IN EFFECT.
CB&Q AND CRI&P TRAINS AND ENGINES WILL USE ALL TRACKS AT CARSON JOINTLY, ALL MOVEMENTS MUST BE MADE AT RESTRICTED SPEED

SPEED RESTRICTIONS

Maximum speed shown below must not be exceeded. Other speed restrictions must be fully complied with. ENGINEMEN MUST USE GOOD JUDGMENT AND HANDLE THEIR TRAINS AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY.

Within the limits of municipalities, enginemen will operate their trains at a reasonable rate of speed, considering the conditions existing and to be expected, and with due regard to the safety of their trains and of the public generally. Steam trains operating on Rocket train schedules will not exceed speed authorized for other passenger trains.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
ALL SUBDIVISIONS				
Class C-39, C-41, C-43 engines handling passenger trains		Freight	Train	Speed.
Mikado engines	60	60	60	50
3000 series engines	45	45	45	45
5000 series engines, except engine 5040 and 5100 series engines	60	60		
Engine 5040 and 5100 series engines	70	60		

Authorized speed all Subdivisions through switch leads of turnouts. See page 20 for locations of No. 15 and No. 20 Turnouts.

	Rockets	Steam	
		Psgr.	Fr.
No. 20	40	35	20
No. 15	30	25	15
No. 10	15	15	15
Less than No. 10	10	10	10

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
Through Switch Leads of Turnouts		15		10
Tangent track movement through spring switches	35		35	
Trains and engines making movement against current of traffic on two main tracks over facing point switches	30		30	
Railroad crossing not protected by interlocking, except where higher speed authorized in this rule (engine only)	10	10	10	10
Trains hauling dead engines with main rods removed and side rods in place			25	20
With all rods down			10	10
Switch engines without engine trucks			18	18
Engines with drivers blocked up	30	30	30	30
Steam engines or diesel freight engines running forward without cars, or with caboose only, not to exceed 10 MPH below the authorized freight train speed.				
Engines running backward with or without cars, Subdivisions 4, 5, 18 and 31	25	25	25	25
Other Subdivisions	15	15	15	15
Diesel switch engines, Class S-15 and other small type diesel engines must not be operated on main tracks or to foreign line connections nor through interlocking plants unless coupled with one or more cars.				
When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, preferably a system empty, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the Dispatcher.				
Limit of Locomotive or Car Speeds in operation or when handled dead-in-train:				
260 HP Diesel Electric Switchers, D-B-C-W.	25	25	25	25
360 HP Diesel-Electric Switchers, D-B-C-W.	25	25	25	25
600 HP Diesel-Electric Switchers, in 500 Series	35	35	35	35
900 HP Diesel-Electric Switchers, in 700 Series	35	35	35	35
275 HP Gas-Electric Motor Cars Nos. 9045, 9050 and 9057 with Freight Cars	35	35	35	35
Motor Car No. 9012 towed or handled dead-in-train	40	40	40	40
Other motor cars towed or handled in train	60	60	60	60
Gas-electric motor cars without trappers or Diesel engines without cars, approaching home signal and between home signal limits	10	10	10	10
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal hoists, ditcher spreaders, and any similar machines, when moving on their own car or trucks:				
With boom supported			25	15
With boom removed or not supported			15	15

LOCATION

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
NOTE: These instructions will not apply to wrecking derricks with boom supported when trained behind engine in wreck train service, in such cases following speed will govern: SUBDIVISIONS 4, 5, 18 and 31.....			40	40
All other Subdivisions.....			20	20

Steam derricks of 150 ton capacity may be operated over Subdivision 4C between Altoona and Eldon and Subdivision 4D. Trains handling steam derricks over these subdivisions must have two or more empty cars immediately ahead and behind derrick and must not exceed 15 MPH over bridges 841, 3117 and 3129

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

NOTE:

Ditchers or other types of spreaders, handled in trains in through movements, must have wings in trailing position when practicable while movement being made.

Air Rail Loaders must not be moved in through trains with booms up. When moved in through trains the booms must be disconnected, taken down and securely fastened to the floor of the car.

LOCATION

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 4 (Except as shown below)	70	60	50	60
MP 211 to MP 211-20				
MP 221.3 CR1&P crossing	25	45	25	30
MP 222-8 to MP 222-4 on Eastward track			35	25
Eastward over switch at end of Two Main Tracks Iowa City			25	15
When doubleheading, directly coupled, over Bridge 2686	20		20	
MP 282.5 C&NW crossing	60		50	
MP 302.7 M&StL crossing	30		30	
MP 305-12 to MP 305-29		45		30
Turner—Through spring switch East end of siding		15		10
MP 316-37 to MP 317-13		50		40
MP 325-5 to MP 325-10		45		35
MP 325-23 to MP 325-30		45		30
MP 327-20 to MP 327-30		50		
Eastward over switch at end of Two Main Tracks Altoona		25		15
MP 348-34 to MP 348-39		45		30
MP 352-10 to MP 353-10		35		25
5100 series engines must not exceed speed of 30 MPH over the following bridges: Bridge 1866, MP 186-25 Bridge 2371, MP 237-6				
5000 and 5100 series engines must not be operated upon the following auxiliary tracks: Wilton—Stock track. Brooklyn—S and M track. Grinnell—Egg track, DeKalb track, Swift track west of east end of plant. Iowa City—Transfer track not safe for engines larger than 1500 series. Stock track west of viaduct not safe for engines heavier than 1800 series. Engines heavier than 2000 series must not head in on west end No. 1 track but may back in on west end this track. Grinnell—I. S. U. track must not be used by engines. Newton—Roundhouse track must not be used by engines heavier than 1500 series.				
SUBDIVISION 5 (Except as shown below)	70	60	50	45
5000 series engines	60	60		
Except MP 360.0 to MP 382.09		50		
MP 359 to MP 362-25			30	30
Through spring switches at M&StL Jct. and end of Two Main Tracks West Des Moines. Trains handling rock cars between Earlham Quarry and West Des Moines		35		20
MP 365-26 to MP 366-11		30	30	30
When doubleheading over Bridge 3730	15	45	15	30
MP 377-11 to MP 378-12		35		25
MP 378-20 to MP 378-40		45		30
MP 380-6 to MP 380-32		30		20
MP 381-2 to MP 381-30		45		30
MP 383-23 to MP 384-25		40		30
MP 385-6 Quarry track cannot be used by engine east loading ramp to east derail				
MP 406-33 to MP 409-20		45		30
MP 414 to MP 414-13		35		25
MP 414-22 to MP 420-10		45		30

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains		Freight Trains		LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve		Tangent	Curve	Curve	Tangent
SUBDIVISION 5—Continued.									
MP 423-20 to MP 423-30		45		30		35	30	30	25
MP 435-35 to MP 436-10		45		30			10		10
MP 436-38 to MP 437-21		45		30		20	20		
MP 440 to MP 499	60	50	45	45		5	5	5	5
(Except as shown below.)									
MP 444-1 to MP 444-18		45		30					
Over Bridge 4463	40		30						
MP 448-23 to MP 450-3		45		30					
MP 454-35 to MP 479		45		30					
MP 478.6 CMStP&P crossing		40		40					
MP 493-20 to MP 495-10		45		30					
MP 497-8 to MP 497-33		40		30					
MP 499.1—Wabash, CB&Q, CMStP&P Crossings	20		20			10	10	10	10
5100 series engines must not exceed speed of 30 MPH over the following bridges:						40	35	35	30
Bridge 3639, MP 363-37						6	6	6	5
Bridge 4088, MP 408-33									
Bridge 4891, MP 489-5									
Bridge 4902, MP 490-9									
Bridge 4931, MP 493-5									
Council Bluffs—Between CB&Q crossing and UP Transfer		Low Speed				5	5	5	5
Following tracks are not safe for 3000, 4000 5000 and 5100 series engines:									
Hawkeye Portland Cement Co., spur beyond south switch; also east storage track south of bridge, Earlham Quarry.									
Atlantic—Water works spur and tracks south of south siding except Swift track and east and west lead to freight house.									
Atlantic—Through spring switch East end of north siding		15		10					
Walnut—Engines must not use oil spur.									
SUBDIVISION 18	70	70	50	50	SUBDIVISION 4C				
(Except as shown below.)					(Except as shown below.)				
MP 76-34 to MP 77-8		50		40	Ottumwa—CB&Q overhead crossing				
MP 106-19 to MP 107-2		50		40	Over CMSStP&P crossing				
MP 109-30 to MP 110-15		50		40	All street crossings May Street to Wapello Street, inclusive				
MP 119.9 M&StL crossing, Engine Only	60		40		All trains and engines stop and flag over Iowa Ave. Crossing				
Iowa Falls—Between coal chute and IC Crossing		10		10	Packing House lead must not be used west of switch on old main track except to spot stock or fresh meat, when engine must hold on to sufficient cars to avoid putting engine around curve through gateway.				
MP 163 to MP 163-20		50		40	Engines double heading over Bridges 583, 3493 and 3502				
MP 164.1 CGW crossing, Engine Only	60		40		MP 64-0 to MP 349-0				
MP 164.2 M&StL crossing, Engine Only	60		40		Pella—Clark Street crossing				
MP 190 to MP 190-20		50		40	SUBDIVISION 4C—Continued.				
Hampton—Steam engines must not use CGW transfer beyond clearance point.					Monroe—Over two street crossings just west of depot.				
Clear Lake Jet., CRI&P and CGW connection All engines thru connecting track between CGW and M&StL Manly	15	15	15	15	Trains when handled by motor car will not exceed speed of 20 MPH over highway crossings between MP 322-7 and MP 322-21, MP 331-6 and MP 331-22 and MP 346-29 and MP 348-16, account these crossings protected by highway automatic crossing signals.				
5000 and 5100 series engines must not be operated upon the following auxiliary tracks:					SUBDIVISION 4D (Except as shown below.)	25	20	25	20
Hampton—Steam engines must not use CGW transfer beyond clearance point.					Oskaloosa—All street crossings	6	6	6	6
Cambridge—Canning Factory track.					Loaded high side hopper bottom coal cars				15
Nevada—Spur track					SUBDIVISION 4E	25	25	25	25
Iowa Falls—Engines larger than C-43 class must not use CR Div. receiving track west of crossover at tool house.					SUBDIVISION 5A (Except as shown below.)	30	20	30	20
McCallsburg—Engines larger than 43 class must not be moved over M&StL track. When handling cars to and from M&StL Transfer, engines larger than P32 class will hold on to sufficient number of cars to keep engine on straight track.					MP 403-1 to MP 411-0	20	20	20	20
SUBDIVISION 23	25	25	25	25	MP 411-0 to MP 417-7	30	30	30	30
(Except as shown below.)					MP 413-2 to MP 413-9				20
MP 425-7 to MP 434-12	30	30	30	30	MP 415-14 to MP 415-26				20
MP 446.8 IC crossing, Engine Only	20		20		Over Bridges 4093 and 4145	10		10	
MP 475.2 C&NW crossing, Engine Only	20		20		SUBDIVISIONS 5B and 5C	25	25	25	25
MP 484.3 CMStP&P crossing	20		20		SUBDIVISION 5D (Except as shown below.)	15	15	15	15
MP 484-75 to MP 514-12	30	30	30	30	Over Bridge 4613	10		10	
MP 514.4 CMStP&P crossing, Engine Only	20		20		SUBDIVISIONS 31A and 31B	20	20	20	20
MP 514-13 to MP 518-15	30	30	30	30					
MP 531-22 to MP 534-15	30	30	30	30					
SUBDIVISION 31	70	60	50	50					
(Except as shown below.)									
MP 42-38 to MP 43-20	50	50	30	30					
MP 72-4 to MP 72-10		40		30					
MP 72.9 CB&Q crossing, Engine Only	25		25						
MP 73.4 DMU crossing	25		25						
Williamson—Trains and engines must not exceed speed of 20 miles per hour over Mine No. 3 track.									
SUBDIVISION 4A	30	30	30	30					
(Except as shown below.)									
Bridge 397	5		5						
SUBDIVISION 4B	25	25	25	25					

SPECIAL INSTRUCTIONS GOVERNING ROCKET PASSENGER TRAINS

Distinctive roadway signs indicate maximum speeds of Rocket trains. A sign with crystal reflex letter "Z" indicates zone territory, and the maximum speed is indicated by numerals thereon, which will govern until the next zone sign is reached.

Where the movement is from a lower to a higher speed zone, the zone sign is located at point where speed may be increased. Where movement is from a higher to a lower speed zone, the zone sign is located approximately 4000 feet from the point where the lower speed becomes effective.

Where speed restrictions are required on curves within a zone, a sign with amber reflex diagonal bar and numerals thereon, located approximately 4000 feet from point of curve, will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

Other restrictions for Rocket trains are as follows:

When using any turnout, crossover, drawbridge, railroad crossing, or moving through towns or cities will not exceed speed designated for other passenger trains unless otherwise specified.

Rocket 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.

Rocket engines arriving Des Moines will turn out the Mars Signal light when stop is made for the CGW crossing East 16th Street.

Passenger trains consisting of Rocket equipment handled by steam passenger engines and passenger trains with conventional equipment handled by Diesel engines must not exceed speed authorized for steam passenger trains.

When for any reason HSC (electric) brake equipment is operated with automatic brake control, a maximum speed of 79 MPH must not be exceeded.

Diesel passenger locomotives operating light without cars must not exceed maximum speed of 55 MPH, and where rule specifies a lower speed for steam passenger trains on curves, will be governed by such lower speed.

Rocket trains must not exceed speed of 30 miles per hour through turnouts, end of two main tracks at Iowa City, Altoona and CRI&P and CGW connection at Clear Lake Jet., and 40 miles per hour through turnout, end of two main tracks West Des Moines.

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

	Maximum Height of Water Above Rail
Rocket Diesel power units and Diesel Switchers	4 1/4 inches
Rocket train cars only	7 inches
Gas-Electric motor cars	9 inches
Conventional passenger cars	12 inches

When operating under own power, controller should be in Series position.

SPECIAL INSTRUCTIONS—Continued

2. Silvis is the initial and terminal station for Second Class and Extra trains.
- 2a. Rock Island is the initial and terminal station for First Class trains.
- 2b. Short Line Junction is the initial station for trains originating there.
- 2c. Des Moines is the initial station for trains originating there.
- 2d. Council Bluffs is the initial station for eastward trains.
- 2e. Clear Lake Junction is the initial station for southward trains.
- 2f. Gowrie is the initial station for westward trains.
3. When provided with clearance at initial stations, westward trains may leave Mo. Div. Jct. without additional clearance.
 - 3a. A train must not leave Ottumwa Union Depot without clearance.
 - 3b. Trains may leave Harlan Jct., Thornburg, Ottumwa Yard, Evans Jct., Mt. Zion and Summeret Jct. without clearance.
 - 3c. Trains may leave Montezuma, What Cheer, Oskaloosa, Keosauqua, Audubon, Harlan, Guthrie Center, Carson and Winterset without clearance, when train order office is closed and train order signal indicates proceed.
 - 3d. At Indianola, Winterset, Guthrie Center, Audubon, Carson, Harlan and Keosauqua, the dispatcher's OK time and initials will not be required on clearances except when orders are delivered at these stations.
 - 3e. At Council Bluffs Lower Train Order Signal governs Eastward CMStP&P trains.
4. Restricted use of Register Books, as follows:
 - Omaha for First Class trains.
 - Short Line Jct., Des Moines, Iowa Falls and Summeret Jct. for trains originating and terminating.
 - Evans Jct. for regular trains.
- 4a. All trains may register by Form 1339 at Mo. Div. Jct. when not necessary to check against superior schedules.
- 4b. All trains will register by Form 1339 at West Liberty, Iowa City, Altoona, West Des Moines and Clear Lake Jct.
- 4c. Eastward trains will not be required to check register or obtain clearance by train order at West Des Moines.
- 4d. No. 14 will register by Form 1339 at Council Bluffs.
- 4e. Nos. 507 and 508 will register by Form 1339 at Allerton.
- 4f. No. 8 will register by Form 1339 at Des Moines.
5. Bulletin Boards and General Order Books are located at:

Silvis—Yard Office. Silvis—Round House. Rock Island—Round House. Rock Island—Passenger Station. Cedar Rapids—Union Station. Cedar Rapids—Yard Office. Cedar Rapids—Round House. Iowa City—Yard Office. Iowa City—Round House. Marengo. Newton. Short Line Jct.—Yard Office. Short Line Jct.—Round House. Des Moines—Passenger Station. Des Moines—8th Street Yard. Des Moines—M&StL Round House.	Atlantic. Council Bluffs—Passenger Station. Council Bluffs—Round House. Council Bluffs—Yard Office. Manly—Passenger Station. Manly—Round House. Iowa Falls. Allerton. Ottumwa Yard. Keokuk. Eldon Yard. Sibley. Montezuma.
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5a. Conductors and Enginemen are not required to consult Bulletin Boards and General Order Books at intermediate points on a Subdivision.

5b. 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.

6. Standard Clocks are located at:

West Liberty—Telegraph Office. Iowa City. Marengo. Short Line Jct.—Yard Office. Short Line Jct.—Round House. Des Moines—Telegraph Office. Des Moines—8th Street Yard. Des Moines—M&StL Round House. Atlantic.	Council Bluffs—Passenger Station. Council Bluffs—Yard Office. Manly. Iowa Falls. Allerton. Keokuk. Ottumwa Union Depot Eldon Yard. Sibley. Montezuma.
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7. Official Hospitals:	Name	Place	Telephone
Mercy.....	Des Moines, Fourth and Ascension Sts.		4-6231
Jennie Edmundson.....	Co. Bluffs, Oak and Pierce Sts.		2769
St. Luke's.....	Davenport, 1228 East High St.		Davenport 516

7a. Emergency Hospitals:

Name	Place	Telephone
Iowa Methodist.....	Des Moines, 1200 Pleasant St.	3-5121
Grinnell Community.....	Grinnell, 102 1/2 Nassau St.	98
Iowa Lutheran.....	Des Moines, 712 Parnell.	6-5141
Atlantic.....	Atlantic, Fifth and Oak Sts.	236
Graham.....	Keokuk, 1608 Fulton St.	231
Ottumwa.....	Ottumwa, 508 E. Second St.	1406
St. Joseph.....	Ottumwa, 1600 N. Ash St.	893
Iowa Sanitorium.....	Nevada.	362
Lutheran.....	Hampton, West Reeve St.	417
Park.....	Mason City, 102 N. Washington Ave.	2700

8. "g" Conditional stops for revenue passengers only.

11. Railroad crossings at Grade are protected by Interlocking except as follows:

Sub-Div.	MP	Crossing	Remarks	Operated by	Normal Position Against	Light Arrangement for	
						Stop	Proceed
4	221.3	CRDiv.....	Electric Lock Gate..	Trainmen	CRDiv.....	Red	.....
4	356.2	DMU-CGW..	FtDDM&S.	.....	.....	.....	.....
4	357.2	C&NW.....	Gate...	Gateman.	CRI&P	Red	.....
5	358.3	DMU.....	Gate...	Gateman.	DMU	Red	.....
5	499.9	IC & C&NW	.....	.....	.....	.....	.....
5	500.2	C&NW-CB&Q	.....	.....	.....	.....	.....
4a	62.1	CMStP&P	Gate...	Trainmen	CRI&P	Red	.....
4c	0.7	CB&Q.....	.....	.....	.....	.....	.....
4c	30.0	CB&Q.....	.....	.....	.....	.....	.....
4c	96.5	M&StL.....	Gate...	Trainmen	CRI&P	Red	Yellow
4d	301.4	M&StL.....	.....	.....	.....	.....	.....
23	435.2	CGW.....	Gate...	Trainmen	CRI&P	Red	.....
31a	385.1	CB&Q.....	.....	.....	.....	.....	.....

11a. Des Moines, West 11th St. MP 358.3 Subdivision 5. Dwarf signals are located 200 feet from crossing and govern movement in normal direction 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. See Rule 85.

11b. At Ottumwa, color light dwarf signal located fifty feet east of Market Street, governs movement of westward trains and engines over Milwaukee Transfer track. When yellow light is displayed trains and engines may proceed at LOW SPEED.

11c. Railroad crossings at grade are protected by Automatic Interlocking as shown below:

Sub-Div.	MP	Crossing	Sub-Div.	MP	Crossing
4	282.5	C&NW	18	4	CGW
4	302.7	M&StL	18	164.2	M&StL
5	362.7	M&StLJet	23	475.2	C&NW
18	119.9	M&StL	23	514.4	CMStP&P

11d. At the following Interlocking trains stopped at Home Signals, trainmen operate plant in accordance with instructions posted in Interlocking Station.

Sub-Div.	MP Loca.	Crossing	Operated by	Normal Position Against
23	484.3	CMStP&P.....	Trainmen.....	CRI&P

14. Following rule in effect on Subdivisions where so specified in foot notes of time table. Freight trains and mixed trains will be notified of following Extras by the Train Dispatcher, who will issue train orders to all concerned as follows:

"C. & E..... after (time) protect against Extra....." Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect according to Rule 99.

In the absence of this order, freight trains and mixed trains may occupy the main track between STATION SIGNS protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the STATION SIGN and thereafter proceed as the way is seen or known to be clear.

SPECIAL INSTRUCTIONS—Continued

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

It must be understood, except as to authority given to occupy main tracks on the time of first class trains, Operating Rules 93, 99 and 325-356, inclusive must be complied with. Between E. 4th St. and W. 11th St. Des Moines, all trains and engines will move at LOW SPEED, expecting to find main tracks occupied.

15a. Engines and trains may move between Short Line Jct. and West Des Moines without train orders.

Trains and engines will move against the current of traffic between Des Moines Passenger Station and Short Line Tower when so instructed by the Station Master, or Pilot.

15b. Trains moving between Short Line Jct. and West Des Moines, to or from Subdivisions 18, 23 and 31, will be governed by rules and regulations in effect on Subdivisions 4 and 5.

15c. Between Cedar Rapids division freight yard and Des Moines division passenger station Iowa Falls, all Des Moines division trains and engines except first class must clear Cedar Rapids division first class trains.

15d. Trains and engines may move between Council Bluffs and UP Transfer without train orders or clearances.

16. While operating on all Union Pacific tracks in Council Bluffs, Omaha and South Omaha yards, each member of train and engine crews must have a copy of and be governed by Union Pacific rules, bridge subdivision special rules, and bridge subdivision time table.

16a. Trains between Mo. Div. Jct. and Silvis will be governed by Silvis and Nahant Time Table.

16b. Trains between Manly and Clear Lake Junction will be governed by CGW time table and operating rules.

16c. Trains between West Des Moines and Gowrie will be governed by M&StL time table and operating rules.

18. First class trains, approaching stations used jointly with other divisions, if the time of trains of all divisions using the same tracks at such station is not shown on the time tables of all divisions, shall approach such stations at LOW SPEED.

18a. Branch Line trains must protect against approaching main line trains at junction points.

18b. At M&StL Junction (Mile Post 358-6, Subdiv. 5), trains moving against current of traffic will stop before crossing intersection. All trains and engines moving with current of traffic approach intersection at LOW SPEED and must not exceed 10 miles per hour through intersection.

Signal No. 3587 will govern train and engine movement from M&StL 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.

If Signal 3587 does not indicate proceed after junction switch and both crossover switches have been lined, be governed by Rule 351.

18c. West Des Moines: The end of Two Main Tracks end M&StL Jct. at MP 362.7 is protected by Home Interlocking signals.

Westward trains meeting eastward trains at end of Two Main Tracks will stop with forward end of engine or car immediately east of station. When ready to proceed, Home Interlocking signal will clear if block is unoccupied when forward end of engine, or car, is opposite station.

Eastward Dwarf signal located between Main track and Siding at MP 362-33 will indicate proceed when Main Track switch is lined for siding, providing block is unoccupied.

18d. At Mt. Zion and Thornburg the Junction Switch may be left set for the track last used.

21. At interlockings following whistle signals designate route desired:

Short Line Jct. for trains and engines:

To Subdiv. 18—One long and one short.

To Subdiv. 31—One long and four shorts.

To Westward Main Track—Two long and two short.

To Eastward Main Track—Two long.

From Short Line Jct. Yard to Des Moines—One short, two long and one short.

To enter Short Line Jct. Yard from Des Moines—One short, one long and one short.

Iowa Falls:

To or from Main Track—One long.

To or from "Old Main Track"—One long, four short, one long.

To or from "SL" Transfer—Two long, one short.

To or from IC Transfer—Four short.

Manly:

CR&P Main Track—One long.

To M&StL Main Track—Four short.

To CGW Main Track—One long, one short

21a. Trains on Subdivision 4c will signal approach to Altoona junction by four short sounds of whistle.

21b. Westward trains enroute to M&StLRR will sound four short blasts of whistle approaching West Des Moines.

26. Automatic block signal rules are in effect as follows:

Between Missouri Division Jct. and End of block sign at MP 498-41, Council Bluffs, except on westward track from end of block sign West 1st Street, Des Moines to Signal 3585, and except on eastward track between end of block sign west of West 11th Street, Des Moines, to signal 3574.

Between Allerton and Northward Home Signal, Clear Lake Jct.

26a. Subdivision 31 Bridge No. 371, is equipped with fire protection appliance which controls Northward Signal No. 360 and Southward absolute signal at Melcher. If Signals No. 360 or Southward absolute signal at Melcher is found displaying stop indication, bridge must be inspected before passing over it.

26b. Absolute Signal governing Southward trains Charlton is located on East Side of track South of siding.

26c. Rules 400-406, inclusive, are in effect as follows:
Westward Signal MP 354-37, Subdivision 4.
Southward Signal MP 74-23, Subdivision 18.
Telephones are located adjacent to these signals.

28. Minimum clearance of bridges, tunnels, etc.:
Main Line—Height 17 feet 6 inches, width 12 feet.
Branches—Height 17 feet 6 inches, width 13 feet.

28a. All employees are hereby notified that it is dangerous to stand erect upon cars, and especially cars of extraordinary height, while passing over, through, or under the following named bridges or viaducts:

Sub-Div.	Mile Post	Kind of Structure
4	208.8	Viaduct
	216.5	Viaduct
	220.8	Coal Chute
	224.8	Viaduct
	229.9	Viaduct
	236.2	Viaduct
	236.4	Viaduct
	237.9	Viaduct
	268.6	Truss Span
	278.1	Truss Span
	287.7	Viaduct
	293.5	Viaduct
	304.1	Viaduct
	312.0	Viaduct
	323.2	Viaduct
	329.5	Truss Span
	332.5	Viaduct
	354.4	Viaduct
354.8	Viaduct	
5	361.1	Truss Span
	373.0	Truss Span
	378.6	Viaduct
	380.1	Viaduct
	380.5	Truss Span
	381.0	Viaduct
	408.2	Viaduct
	417.6	Viaduct
	436.0	Viaduct
	443.0	Viaduct
	444.2	Viaduct
	447.2	Truss Span
	449.8	Viaduct
	452.5	Viaduct
	458.5	Truss Span
	458.9	Viaduct
	492.9	Viaduct
	496.9	Viaduct
18	81.0	Viaduct
	96.7	Viaduct
	109.8	Viaduct
23	440.4	Viaduct
	492.1	Viaduct
31	5.4	Viaduct
	6.2	Viaduct
	10.4	Viaduct
	14.4	Viaduct
	15.2	Viaduct
	17.9	Viaduct
	22.8	Viaduct
	23.7	Viaduct
	27.6	Viaduct
	28.7	Viaduct
	35.0	Viaduct
	36.0	Viaduct
	36.5	Viaduct
	38.7	Viaduct
	40.3	Viaduct
	41.4	Viaduct
	46.8	Viaduct
	52.0	Viaduct
55.0	Viaduct	
55.5	Viaduct	
58.5	Viaduct	
61.0	Viaduct	
61.9	Viaduct	
68.6	Viaduct	
72.3	Truss Span	

SPECIAL INSTRUCTIONS—Concluded

28a—Continued.

Sub-Div.	Mile Post	Kind of Structure
4-A	32.0	Viaduct
	32.4	Viaduct
	33.6	Truss Span
	40.1	Truss Span
	39.7	Truss Span
4-C	7.0	Truss Span
	17.8	Viaduct
	36.0	Truss Span
	45.3	Viaduct
	47.7	Truss Span
	100.6	Viaduct
4-D	301.8	Viaduct
	301.9	Viaduct
	302.0	Viaduct
5-A	414.5	Truss Span
5-D	461.3	Truss Span
31-A	385.4	Viaduct

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

Sub. Div.	Mile Post	Name	Car Capacity
4	186.0	Farnam	32
4	238.0	Stadium	76
4c	36.5	Midwest Rendering Works	10
4c	94.9	Atlas Coal Co.	12
4c	306.7	Carbon Hill Coal Co.	7
5	384.6	Concrete Matl. & Construction Co.	40
5	385.6	Quarry	125
5-B	463.3	Nishna	12
18	76.8	IU Transfer	30
18	105.8	Wilson Spur	4
18	159.8	Federated Power Plant	20
23	464.2	PAM	12
31	72.0	Goodwin Brick and Tile Co.	62
31-A	397.0	Sargent's Spur	19

The following letters 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—Wye.
UX—Railroad crossing not protected by interlocking.
TO—Train order station.
Yd—Station where yard limit signs are maintained.

LOCATION No. 15 AND No. 20 TURNOUTS

No. 15 Turnouts:
Subdivision 4 MP 236 pole 36 End of two main tracks
MP 346 pole 32 End of two main tracks
Subdivision 18 Clear Lake Jct., MP 191-3 CRI&P main line to CGW main line
No. 20 Turnouts:
Subdivision 6 MP 362 pole 24 end of two main tracks
MP 362 pole 28 M&StL connection.

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
33	110.0	72	50.0	105	34.3
34	105.0	73	49.3	110	32.7
36	100.0	74	48.6	115	31.3
38	94.7	75	48.0	120	30.0
40	90.0	76	47.4	125	28.8
42	85.7	77	46.7	130	27.7
45	80.0	78	46.1	135	26.7
48	75.0	79	45.6	140	25.7
50	72.0	80	45.0	145	24.8
52	69.2	81	44.4	150	24.0
54	66.6	82	43.9	155	23.2
56	64.2	83	43.4	160	22.5
58	62.0	84	42.9	170	21.2
60	60.0	85	42.4	180	20.0
61	59.0	86	41.9	190	18.9
62	58.0	87	41.4	200	18.0
63	57.1	88	40.9	210	17.1
64	56.2	89	40.4	220	16.4
65	55.3	90	40.0	230	15.6
66	54.5	91	39.6	240	15.0
67	53.7	92	39.1	250	14.4
68	52.9	93	38.7	260	13.8
69	52.1	94	38.2	270	13.3
70	51.4	95	37.9	280	12.9
71	50.7	100	36.0	290	12.4

OPERATORS HOURS OF SERVICE—SUBDIVISION 4

Mo. Div. Jct.	Hours	Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays	Mo. Div. Jct.	Hours	
Walcott	7:00 a.m. 4:00 p.m.	Marengo	Continuous	Kellogg	7:00 a.m. 4:00 p.m.
Durant	7:00 a.m. 4:00 p.m.	Ladora	8:30 a.m. 5:30 p.m.	Newton	Continuous
Wilton	7:00 a.m. 4:00 p.m.	Victor	7:30 a.m. 4:30 p.m.	Colfax	7:00 a.m. 4:00 p.m.
West Liberty	Continuous	Carnforth	8:30 p.m. 5:30 a.m.	Mitchellville	7:00 a.m. 4:00 p.m.
Iowa City	Continuous	Brooklyn	8:00 a.m. 5:00 p.m.	Altoona	Continuous
Oxford	7:30 a.m. 4:30 p.m.	Malcom	8:00 a.m. 5:00 p.m.	Short Line Jct.	Continuous
Homestead	8:00 a.m. 5:00 p.m.	Grinnell	Continuous	Des Moines	Continuous

O. G. JOHNSON, Trainmaster.
Subdivisions 4, 4a, 4b, 5, 5a, 5b, 5c, 5d.

G. C. PENDLETON, Asst. Supt.
Subdivisions 4c, 4d, 4e, 18, 23, 31, 31a, 31b.

J. W. DETRICK, Terminal Trainmaster.

K. O. THOMAS, Master Mechanic.

F. H. SPRENGER, } Road Foreman Equipment, Des
L. E. IVERSON, } Molnes, Iowa.

H. M. GOODIN, Chief Dispatcher.

R. C. CREGER, Night Chief Dispatcher.

C. Z. POLLOCK,
E. BYLANDER,
H. W. SMITH,
G. L. HUTCHISON,
W. E. MURPHY,
B. HULL,
H. M. ROZENBERG,
C. L. LOVE,
C. W. GUENTHER,

Train Dispatchers, Des Moines,
Iowa.