

Company Doctors	Location
*H. B. NEEL	Albert Lea
*C. F. PALMER	Albert Lea
J. H. McCALL	Allerton
*C. F. BRUMMITT	Centerville
*A. L. YOCUM	Chariton
*DEAN CURTIS	Chariton
*A. L. NELSON	Des Moines
*J. B. FRASER	Des Moines
*G. GRUNDBERG	Dows
F. X. CRETZMEYER	Emmetsburg
*J. P. CLARK	Estherville
*G. B. JOHNSTON	Estherville
D. E. MUSGRAVE	Excelsior Springs
C. W. RUMPF	Faribault
A. H. FIELD	Farmington
*R. JOHNSON	Iowa Falls
*L. F. PARKER	Iowa Falls
*J. L. SMITH	Iowa Falls
*G. H. ASHLINE	Keokuk
W. E. BULLOCK	Lake Park
H. L. PITLUCK	Laurens
C. L. SHERMAN	Luverne
*W. G. McALLISTER	Manly
*J. H. FAUST	Manson
*C. F. STARR	Mason City
*T. E. DAVIDSON	Mason City
G. D. JOHNSON	Maysville
*O. W. YOERG	Minneapolis
J. A. WILLIAMS	Minn. Transfer
R. H. MORDAUNT	Nevada
W. WILSON	Northfield
*G. H. CLARK	Oskaloosa
*G. W. BENNETT	Oskaloosa
*G. C. BLOME	Ottumwa
*K. LISTER	Ottumwa
A. J. OLSON	Owantonna
H. C. VANDER MEULEN	Pella
*W. G. BENJAMIN	Pipestone
A. C. WABBENA	Rock Rapids
A. E. DAVIS	Seymour
*J. H. THOMAS	Sibley
*J. V. McGREEVY	Sioux Falls
*H. R. TREGILGAS	So. St. Paul
P. A. SCOTT	Spirit Lake
D. F. RODAWIG	Spirit Lake
*L. P. FORGRAVE	St. Joseph
*O. F. DUFFY	Trenton
*F. STERNAGEL	West Des Moines
C. B. HICKENLOOPER	Winterset
P. F. CHESTNUT	Winterset
*E. A. KILBRIDE	Worthington

Examiner	
Oculist & Aurist	
T. M. GILL	Albert Lea
J. H. TAIT	Des Moines
G. S. MARQUIS	Des Moines
J. H. McNAMEE	Des Moines
J. E. BRESSETTE	Kansas City, Kans.
J. A. BILLINGSLEY	Kansas City, Kans.
J. B. DIXON	Mason City
D. O. BOVENMEYER	Ottumwa
W. C. WOLFE	Ottumwa
G. E. STRATE	St. Paul
F. C. NILSSON	Sioux Falls
*H. C. KIMBERLIN	Trenton

SEE PAGE 3 FOR HOSPITALS

Chicago, Rock Island & Pacific Railroad



TIME TABLE

DES MOINES DIVISION FIRST DISTRICT

No. **5**

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

MONDAY, FEBRUARY 1, 1960

W. F. THOMPSON,
Superintendent

B. F. WELLS,
General Manager

B. R. DEW,
Asst. General Manager

This Time Table for the exclusive use
and guidance of Employees

SOUTHWARD

MAIN LINE

NORTHWARD

FIRST CLASS			SUBDIVISION 17 STATIONS				FIRST CLASS						
15	19	17					20	16	18				
Pgr.	Pgr.	Pgr.	M. P. from Burlington	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs	Pgr.	Pgr.	Pgr.			
Daily	Daily	Daily	Time Table No. 5 February 1, 1960				Daily	Daily	Daily				
P.M. 8.25	P.M. 4.00	A.M. 11.30	364.9	3364	C	.....	MINNEAPOLIS	11.5	TO	RFW TY	A.M. 8.30	A.M. 8.45	P.M. 7.30
s 8.50 9.05	s 4.20 4.35	s 11.50 A.M. 12.01 P.M.	353.4	3354	U	.....	ST. PAUL	7.4	TO	.....	8.00 s 7.45	8.10 s 8.00	7.00 s 6.45
9.15	4.45	12.09	346.0	3346	RT	.....	NEWPORT	1.9	TO	.....	7.18	7.25	6.15
9.18	4.48	12.12	344.1	3344	Q	.....	INVER GROVE	10.9	TO	Yard RFW TY	7.15	7.22	6.12
9.30	5.00	12.24	333.5	3333	.....	.....	ROSEMOUNT	7.0	TO	71 63 Y	7.03	7.09	6.00
9.37	5.07	12.31	326.3	3326	F	.....	FARMINGTON	0.2	TO	90 144 WTY	6.55	7.00	5.52
9.44	5.14	12.38	319.5	3319	KS	.....	CASTLE ROCK	6.8	TO	54 42	6.48	6.53	5.46
g 9.50	s 5.22	g 12.46	313.4	3313	ND	.....	NORTHFIELD	6.1	P	116 134	g 6.41	g 6.46	g 5.40
9.53	5.28	12.49	310.3	3310	DJ	.....	DUNDAS	3.1	TO	30 32	6.36	6.41	5.36
9.57	5.33 18	12.52	306.5	3306	.....	.....	COMUS	3.8	P	90	6.32	6.37	5.33 18
g 10.05	s 5.41	g 12.59	299.7	3300	BO	.....	FARIBAULT	3.3	P	50 103 W	s 6.23	g 6.28	g 5.20
10.10	5.46	1.03	295.5	3296	.....	.....	KASPER	4.2	P	120	6.15	6.23	5.15
10.15	5.51	1.08	290.3	3291	MU	.....	MEDFORD	5.2	P	40	6.11	6.18	5.11
s 10.27	s 6.01	g 1.15	284.3	3284	OT	.....	OWATONNA	6.0	*P	125 82	s 6.05	s 6.12	s 5.05
f 10.41	6.17	1.29	268.7	3269	LN	.....	ELLENDALE	9.3	P	125 34	5.45	5.55	4.50
10.47	6.24	1.36	260.9	3261	SA	.....	CLARKS GROVE	6.3	P	125 39	5.38	5.48	4.43
s 11.01	s 6.37	s 1.46	252.7	3253	WB	.....	ALBERT LEA -- CRI&P	7.6	*P	111 443 TYd	s 5.30	s 5.40	s 4.35
11.04	6.40	1.48	251.7	3252	.....	.....	CURTIS	0.8	P	.....	5.20	5.31	4.28
11.10	6.46	1.53	245.6	3246	.....	.....	GLENVILLE	0.7	P	90 31	5.14	5.26	4.23
11.14	6.51	1.57	240.9	3241	.....	.....	GORDON, MINN.	0.3	P	125 15	5.09	5.22	4.19
11.18	s 7.00	2.01	235.9	3236	KD	.....	NORTHWOOD, IA	0.5	P	70 57	s 5.03	5.17	4.15
11.23	7.06	2.06	229.5	3230	.....	.....	KENSETT	6.4	P	85 35	4.55	5.11	4.10
11.26	7.09	2.09	226.5	3227	.....	.....	WEST YARD	3.0	P	..... Yd	4.52	5.08	4.07
s 11.30 P.M.	s 7.15 P.M.	s 2.11 P.M.	225.1	3225	JU	.....	MANLY	1.4	*TO	Yard RFW TY	4.50	4.55	4.05

WHEN OPERATING UNDER RULE 356 TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

No. 17 Northfield and Faribault receive for scheduled stops Des Moines and beyond. Owatonna receive for and discharge from points where scheduled to stop.

No. 18 discharge from points where scheduled to stop Des Moines and beyond.

No. 19 and 20 receive and discharge revenue passengers to or from points where scheduled to stop.

No. 15 Northfield, Faribault receive for Des Moines or beyond; receive any station for Tuzumcari and beyond.

No. 16 discharge from Des Moines and beyond.

Rule 93 is in effect at Manly, Albert Lea, and Inver Grove, within signal indication territory.

Between MP 224-38 and MP 225-10, movements of trains and engines are governed by signal indications.

SOUTHWARD

MAIN LINE

NORTHWARD

SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 18 STATIONS				M. P. from Allerton	Distance from Des Moines	Signs	FIRST CLASS		SECOND CLASS	
67	65	15	17				16	18	66	68							
Freight	Freight	Pagr.	Pagr.											Pagr.	Pagr.	Freight	Freight
Daily	Daily	Daily	Daily											Daily	Daily	Daily	Daily
P.M.	A.M.	P.M.	P.M.											A.M.	P.M.	P.M.	P.M.
6.30	4.50 ¹⁶	11.40	2.15	50	Yard	3225	JU.....MANLY	193.2	121.8	RFWT	Yd	4.50	3.59			1.00	9.30
							H.....C&NW Crossing	192.6	121.2	Yd		4.35	3.44			12.20	9.00
6.52	5.10	12.05	2.28			62194	DF.....MASON CITY	182.0	120.6								
							.....CMS&P&P Crossing										
6.56	5.15	12.10	2.32	96		62193	K.....CLEAR LAKE JCT	191.1	119.7	RYd		4.16	3.39			12.15	8.52
							.....MC&CL Crossing										
7.08	5.26	12.18	2.39	53	10	62184	.....HURLEY	182.2	110.9			4.08	3.31			12.01	8.40
7.16	5.34	12.24	2.45	125	25	62178	GR.....SHEPHERD	174.5	103.1			4.01	3.24			11.50	8.30
7.22	5.40	12.28	2.49	49	13	62172	.....CHAPIN	170.1	98.7			3.57	3.20			11.40	8.24
							.....M&SH Crossing	164.2	92.8								
							.....CGW Crossing	164.1									
7.33	5.51	12.36	2.55	51	38	62165	HM.....HAMPTON	163.7	92.3			3.51	3.15			11.30	8.14
7.43	6.02	12.44	3.08 ¹⁸	68	35	62157	.....BRADFORD	155.4	84.0			3.42	3.08			11.15	8.02
7.50 ⁶⁸	6.20	12.50	3.16	80	38	62150	.....ARGON	148.2	78.8	Yd		3.35	3.00			11.00	7.50 ⁶⁷
							.....IC Crossing	147.7	78.3								
							.....CRI&P Crossing	147.7	78.3								
7.54	6.23	1.02	3.20		112	12074	AO.....IOWA FALLS	147.4	78.0	WTY	Yd	3.30	2.58			10.40	7.45
7.59	6.25	1.04	3.22	55		62148	.....PURINA	146.3	74.9	Yd		3.20	2.53			10.37	7.40
8.09	6.37	1.12	3.31	125	20	62139	B.....BUCKEYE	137.5	66.1			3.12	2.46			10.25	7.29
8.15	6.43	1.16	3.35		22	62135	.....SHERMAN	133.0	61.6			3.08	2.42			10.15	7.23
8.25	6.53	1.22	3.43	48	20	62127	.....GARDEN CITY	125.4	54.0			3.02	2.36			10.05	7.14
							.....M&SH Crossing	119.9	48.5								
8.38	7.03	1.27	3.49	90	28	62122	JF.....McCALLSBURG	119.8	48.4			2.57	2.31			9.50	7.04
8.46	7.12	1.33	3.55	50	23	62145	.....FERNALD	113.4	42.0			2.51	2.26			9.40	6.56
8.54	7.21	1.40	4.02	53	50	62109	NA.....NEVADA	107.0	35.8			2.45	2.20			9.30	6.48
8.59	7.26	1.44	4.05	49	30	62105	.....SHIPLEY	103.1	31.7			2.41	2.17			9.20	6.43
9.09	7.36	1.49	4.11	90	62	62098	JN.....CAMBRIDGE	98.6	25.2			2.35	2.12			9.10	6.35
9.18	7.46	1.55	4.17		23	62091	.....ELKHART	89.5	18.1			2.28	2.06			8.58	6.27
9.23	7.52	1.58	4.21	125	18	62087	.....ENTERPRISE	85.3	13.9			2.25	2.02			8.50	6.22
9.31	8.01	2.03	4.28	51	30	62080	.....SWANWOOD	78.6	7.2	Yd		2.18	1.57			8.40	6.14
							.....CGW Crossing	73.7	2.3								
10.30	8.10 ⁶⁶	2.10	4.34		Yard	2172	X Short Line Jct	73.4	2.0	RFWT	YYd	1.50	1.50			8.10	6.00
		2.35	4.47		341	2174	D Des Moines			RFW	Yd	2.00	1.45			A.M.	P.M.

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
FORM Y ORDERS AUTHORIZED

No. 15-16 receive or discharge revenue passengers to or from points where scheduled to stop.

No. 16 stop Nevada Sundays only to receive mail.

SOUTHWARD

MAIN LINE

NORTHWARD

SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 31 STATIONS			M. P. From West Wye Switch Allerton	Distance From Des Moines	Signs	FIRST CLASS		SECOND CLASS	
67	65	17	15				18	16	66				68			
Freight	Freight	Psgr.	Psgr.				Psgr.	Psgr.	Freight				Freight			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily									
		P.M. 4.52	A.M. 3.15	341	2174	DES MOINES	75.6	RFW Yd	P.M. 1.40	A.M. 1.20						
P.M. 11.30	A.M. 10.30	4.58 ⁶⁸	3.23	Yard	2172	SHORT LINE JCT (CRI&P Crossing)	73.6	RFWT YYd	1.24	12.57			A.M. 6.00	P.M. 17 4.68		
						DMU Crossing	73.4	2.2								
						CB&Q Crossing	72.9	2.7								
11.43	10.50	5.05	3.32	115	270	AVON	66.8	8.8	1.14	12.49			5.38	4.04		
11.45 P.M.	11.00	5.07	3.35	115	20	CARLISLE	64.7	10.9	1.12	12.47			5.34	4.00		
				5	62060	HARTFORD	59.6	16.0								
12.02 A.M.	11.17	5.19	3.47	79	20	BEECH	52.8	22.8	1.00	12.35			5.15	3.41		
				12	62044	NEPAS	44.0	31.6								
12.21 ¹⁸	11.37	5.33	4.01	79	15	MELCHER	39.5	36.1	12.48	12.21			4.55	3.22		
12.33	11.49	5.43	4.11	125	63	WILLIAMSON	29.9	45.7	12.39	12.12 A.M.			4.40	3.08		
12.40	11.57	5.55	4.30 ⁶⁶	73	54	CHARITON	23.4	52.2	12.32	12.06 P.M.			4.30	2.58		
12.55 ¹⁸	12.19	6.08	4.43	125	20	MILLERTON	11.2	64.4	12.19	11.51			3.50	2.40		
1.03	12.29	6.15	4.52	48	23	CORYDON	4.5	71.1	12.12	11.45			3.40	2.30		
1.10 A.M.	12.40 P.M.	6.21	5.05	120	207	ALLERTON	76.0		12.07 P.M.	11.35 P.M.			3.30 A.M.	2.20 P.M.		

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

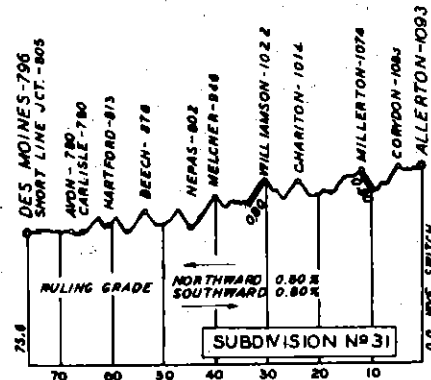
FORM Y ORDERS AUTHORIZED.

No. 17 and 18 receive or discharge to or from Kansas City, Des Moines and beyond.

No. 15-16 receive or discharge revenue passengers to or from points where scheduled to stop.

OFFICIAL HOSPITALS

Place	Name	Telephone
Minneapolis	Eitel	Federal 3-0505
St. Paul	St. Joseph - 9th and Exchange	Capital 2-6321
Mason City	Park - 102 No. Washington Ave.	2700
Hampton	Lutheran - West Reeve St.	417
Iowa Falls	Ellsworth - 100 Rocksylvania	110
Nevada	Storey County	362
Des Moines	Iowa Lutheran - 716 Parnell	AM 2-9301
Trenton	Wright Memorial - 801 East 1st St.	1920
Kansas City, Kan.	Providence - 18th & Barnett	Drexel 3140
Warhington	Manson - 1102 Forth Ave.	337
Ottumwa	Ottumwa - 1001 East Pennsylvania	5467
Ottumwa	St. Joseph - 1600 N. Ash St.	893
Keokuk	Graham - 1508 Fulton St.	231



WESTWARD

MAIN LINE

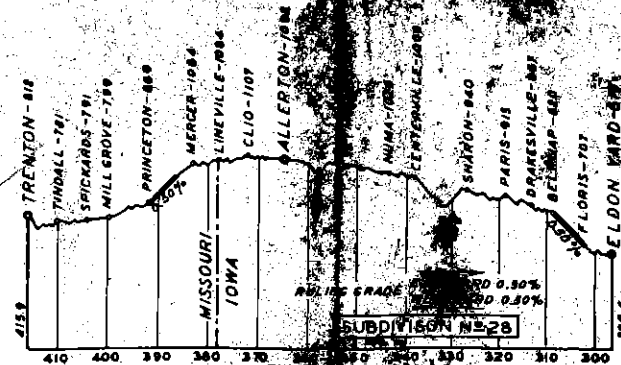
EASTWARD

FIRST CLASS				M. P. from Chicago	Station Numbers	SUBDIVISION	STATION	Time Table	February	Capacity of Other Tracks	Capacity of Sidings	Signs	FIRST CLASS				
3	17	15	39										4	18	16	40	
Golden State	Psgr.	Psgr.	Psgr.										Golden State	Psgr.	Psgr.	Psgr.	
Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily	
P.M. 5.55			A.M. 3.25	296.6	292	ON	ELDON	TO Yd	RFWY Yd	6.30			A.M. 12.55				
				302.5	301												
6.07			3.37	308.5	308		BELKNAP	P 24	125				6.11			12.40	
				308.5			DRAKESVILLE	P 7									
6.15			3.44	316.8	317		PARIS	P 8	125				6.02			12.31	
				324.4	324		CENTERVILLE	P 107	125	Y			5.44			A.M. 12.12	
6.32			4.08	344.7	344	CV	SEYMOUR	P 37	118				5.29			P.M. 11.58	
6.44			4.23	352.1	352	SR	ALERTON	TO 180	120	RFWY			5.01	P.M. 12.07	P.M. 11.35	11.42	
				372.2	372	AR	LINEVILLE	P 16					4.54	A.M. 11.59	11.25	11.31	
				378.2	378		MERCER	P 18	123				4.45	11.48	11.15	11.21	
7.14	6.40	5.23	5.08	383.1	383	Q	PRINCETON	P 50	102				4.37	11.39	11.05	11.12	
				392.4	393	PR	MILL GROVE	P 11	135								
7.24	6.49	5.34	5.18	399.8	400		SPICKARD	P 21									
7.30	6.55	5.40	5.24	404.3	404	SB	TINDALE	P 14					4.20	11.23	10.46	10.56	
7.39	7.05	5.49	5.33	410.3	410		TRENTON	TO Yd	RFWY Yd	4.15	11.17	10.40	10.50				
7.50	7.11	5.55	5.40	415.9	416	RN DS				A.M.	A.M.	P.M.	P.M.				

RULES 93 AND D-93 ARE TO BE OBSERVED AT TRENTON. WHEN OPERATING UNDER RULE 356, TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

On Subdivision 28 and 29 receipt of Clearance will authorize train movement per Rules 93 and 400 to 406, incl.
Nos. 3 and 4 Centerville, receive and discharge for and from El Paso or beyond.

Nos. 19 and 40 receive or discharge for and from stop points.



MAIN LINE WESTWARD

FIRST CLASS										Capacity of Siding s		Capacity of Other Tracks		SUBDIVISION 29 STATIONS Time Table No. 5 February 1, 1960	
WABASH			C.R.I. & P.												
203	209		3	17	15	39									
Psgr.	Psgr.		Golden State	Psgr.	Psgr.	Psgr.									
Daily	Daily		Daily	Daily	Daily	Daily									
			P.M.	P.M.	A.M.	A.M.				Yard					
			7.55	7.15	6.00	5.50									
				8.02	7.23	6.06	5.56			12					
										16					
				8.15	7.38	6.20	6.10		125	36					
				8.23	7.46	6.32	6.22		125	12					
				8.29	7.52	6.38	6.28		125	22					
				8.39	8.05	6.48	6.38		125	49					
									51	12					
				8.49	8.15	6.58	6.48			11					
									105	50					
					8.27				88	24					
									18						
				9.00	8.32	7.08	6.58		11						
									23						
									105	70					
	P.M.	P.M.													
	8.24	1.54		9.18	8.48	7.31	7.21								
	8.27	1.57		9.21	8.51	7.34	7.24								
	8.29	1.59		9.23	8.53	7.36	7.26								
										Yard					
										Yard					
	8.29	1.59		9.23	8.53	7.36	7.26								
	8.30	2.00		9.24	8.55	7.38	7.28								
	8.55	2.25		9.45	9.25	8.00	7.55								
	P.M.	P.M.		P.M.	P.M.	A.M.	A.M.								

SIGNAL INDICATION, RULE 400-406

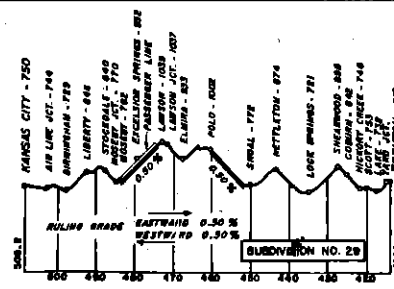
SIGNAL INDICATION
RULE 400-406

RN DS	TRENTON	0.9	P
	YARD JCT.	2.4	P
	LAKE	2.8	P
	SCOTT	1.4	P
	HICKORY CREEK	3.4	P
	COBURN	2.3	P
	SHEARWOOD	7.5	P
	LOCK SPRINGS	0.1	P
	WABASH CROSSING	6.6	P
	NETTLETON	6.8	P
	SHOAL	10.2	P
	POLO	7.2	P
	ELMIRA	4.0	P
	LAWSON JCT.	1.3	P
	LAWSON	6.6	P
	EXCELSIOR SPRINGS	4.7	P
	MOSEBY	0.6	P
	MOSEBY JCT.	2.6	P
	STOCKDALE	4.9	P
	LIBERTY	5.5	P
	WABASH CROSSING	2.5	P
	BIRMINGHAM	1.5	P
	MO. RIVER DRAWBRIDGE	0.3	P
	FREIGHT LINE JCT.	1.3	P
	WEST WYE TOWER	0.4	P
	KNOCHE YARDS	0.6	P
	FREIGHT LINE JCT.	0.4	P
	AIR LINE JCT.	0.6	P
	C&A and MO. PAC. XING		
	KCS JCT.	0.3	P
	KCT JCT.	5.4	P
	US KANSAS CITY, MO.	94.1	P

When operating under Rule 356, trains Eastward are superior to trains of the same class Westward.

No. 17 and No. 18 stop at Excelsior Springs to receive or discharge to or from Des Moines or Topeka and beyond.

25 M.P.H. speed restriction applies at Polo for C.M.St.P.&P. trains, in both directions, due to turn-out; but does not affect trains in either direction at Lawson Junction, nor westward trains on South track at Moseby Jct., unless crossover movement is being made at these points.



MAIN LINE EASTWARD

SUBDIVISION 29
STATIONS
Time Table No. 5
February 1, 1960

FIRST CLASS

C.R.I. & P.

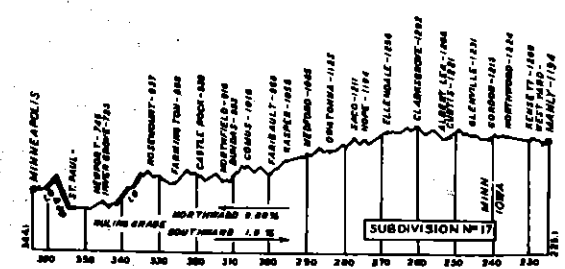
WABASH

	M.P. from Chicago	M.P. from Davenport	Station Numbers	Signs								
					C.R.I. & P.				WABASH			
					4	18	16	40				
					Golden State Daily	Psgr. Daily	Psgr. Daily	Psgr. Daily				
..... TRENTON	414.1		416	REWT Yd.	A.M. 4.12	A.M. 11.10	P.M. 10.35	P.M. 10.40				
..... YARD JCT.	415.0				4.11	11.07	10.30	10.35				
..... LAKE	417.4											
..... SCOTT	420.2				4.06	11.01	10.25	10.30				
..... HICKORY CREEK	421.6		424									
..... COBURN	425.0		427									
..... SHEARWOOD	427.3		24002									
..... LOCK SPRINGS	434.8		24010		3.54	10.49	10.11	10.16				
..... WABASH CROSSING	434.9											
..... NETTLETON	443.5		24019		3.47	10.42	10.02	10.07				
..... SHOAL	450.3		24025		3.41	10.36	9.54	9.59				
..... POLO	460.5		24036	W	3.33	10.28	9.45	9.50				
..... ELMIRA	467.7		24043									
..... LAWSON JCT.	471.7				3.22	10.18	9.30	9.35				
..... LAWSON	274.8		24047									
..... EXCEL SIOR SPRINGS	281.4		24055			10.09						
..... MOSEBY	286.8		24058									
..... MOSEBY JCT.	482.6				3.11	10.00	9.17	9.22				
..... STOCKDALE	290.1		24061									
..... LIBERTY	295.0		24066									
(WABASH CROSSING)												
..... BIRMINGHAM	300.5		24072		3.00	9.50	9.05	9.10	A.M. 7.35			
..... MO. RIVER DRAWBRIDGE	302.5			Yd.	2.57	9.47	9.02	9.07	7.32			
..... FREIGHT LINE JCT.	304.3				2.55	9.45	9.00	9.05	7.30			
..... WEST WYE TOWER				RTY								
..... KNOCHE YARD												
..... FREIGHT LINE JCT.	304.3				2.55	9.45	9.00	9.05	7.30			
..... AIR LINE JCT.	304.8				2.54	9.44	8.59	9.04	7.29			
C&A and MO. PAC. XING												
..... K.C.S. JCT.												
..... K.C.T. JCT.												
..... KANSAS CITY, MO.			60054		2.40 A.M.	9.30 A.M.	8.45 P.M.	8.50 P.M.	7.15 A.M.			

SIGNAL INDICATION, R ULE 400-406

SIGNAL INDICATION
RULE 400-406

When operating under Rule 356, trains Eastward are superior to trains of the same class Westward.
Between state line and UPRR connection at Kaw Bridge, trains will be governed by time tables and rules of UPRR.
Trains between Airline Jct. and KCS Jct. will be governed by K.C.S. rules and between K.C.S. Jct. and Kansas City, Mo. Union Station will be governed by Kansas City Terminal Ry. Co. rules.
KCS time table and rules govern between West Wye Tower and Knoche Yards.



WESTWARD

ST. JOSEPH BRANCH

EASTWARD

SECOND CLASS					Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 30 STATIONS			M. P. from Chicago	Signs	SECOND CLASS						
			63					STATIONS					64						
			Mixed					Time Table No. 5					Mixed						
			Daily Except Sunday					February 1, 1960					Daily Except Sunday						
			A.M. 7.10				427	.....	COBURN	.....	P	427.1	.....	P.M. 7.26					
			s 7.28	26	20	431	RT	.....	JAMESPORT	.....	TO	431.5	.....	s 7.18					
					25	441	.....	.....	Wabash Crossing	.....		439.8	.....					
			s 8.05	24	441	QD	.....	.....	GALLATIN	.....		441.2	.....	s 7.00					
			f 8.31	6	449	.....	.....	.....	ALTAMONT	.....		448.7	.....	f 6.45					
			f 8.55	14	458	.....	.....	.....	WEATHERBY	.....		458.0	.....	f 6.25					
			s 9.20	35	25	466	MC	.....	MAYSVILLE	.....	TO	465.6	.....	s 6.08					
			f 9.35	17	470	.....	.....	.....	AMITY	.....		469.9	.....	f 5.57					
			f 10.00	58	15	478	.....	.....	CLARKSDALE	.....		478.2	.....	f 5.42					
			10.45 A.M.	.....	Yard	498	SY	.....	ST. JOSEPH YD.	.....	TO	497.7	RFWY Yd	5.01 P.M.					
					CB&Q Crossing	.....	UX	497.8	.....					

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
TIME TABLE RULE 14 IN EFFECT.

WESTWARD

ST. JOSEPH-ATCHISON BRANCH

EASTWARD

SECOND CLASS					Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 30-A STATIONS			M. P. from Chicago	Signs	SECOND CLASS						
	201	161	671					STATIONS					202 <td>678</td> <td>160</td> <td></td> <td></td>	678	160				
	Mixed	ATSF	MoPac					Time Table No. 5					Mixed	MoPac	ATSF				
	Daily Except Sunday	Daily	Daily Except Sunday					February 1, 1960					Daily Except Sunday	Daily Except Sunday	Daily Except Sunday				
	P.M. 12.40		A.M. 12.15	.....	Yard	58030	.....	.....	ATCHISON YD.	.....		519.4	FWT Yd	A.M. 11.30					
	s 12.45	A.M. 4.01		.....	.....	58030	XN	.....	Atchison U. D., Kan.	.....	TO	518.8	R	s 11.05	P.M. 5.00	P.M. 6.15			
				.....	.....	.....	.....	.....	CB&Q Crossing	.....		513.9	.....					
				.....	.....	.....	.....	.....	DAVIES	.....		513.9	Yd						
	s 1.03	4.13	12.32	58	25	58025	.....	.....	RUSHVILLE	.....		513.7	Yd	s 10.53	4.30	6.00			
	1.26	4.35	1.15 A.M.	52	.....	59004	.....	.....	DONOVAN	.....		501.8	RYd	f 10.38	4.00	5.40			
				.....	.....	59003	.....	.....	SO. ST. JOSEPH	.....		500.8	Yd		P.M.				
				.....	.....	.....	.....	.....	CB&Q Crossing	.....	UX	499.1	.....					
	1.34	5.01 A.M.		.....	.....	.....	.....	.....	TERMINAL JCT.	.....		498.0	Yd	10.32		5.30 P.M.			
				.....	.....	.....	.....	.....	AT&S Crossing	.....	UX	498.7	.....					
				.....	.....	.....	.....	.....	CB&Q Crossing	.....	UX	498.7	.....					
	1.40 P.M.			.....	Yard	498	SY	.....	ST. JOSEPH YD.	.....	TO	498.3	RFWY Yd	10.30 A.M.					

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

Subdiv. 30-A: Signal 4994, MP 499 Pole 9 located left side of track governs movement of eastward trains.

WESTWARD

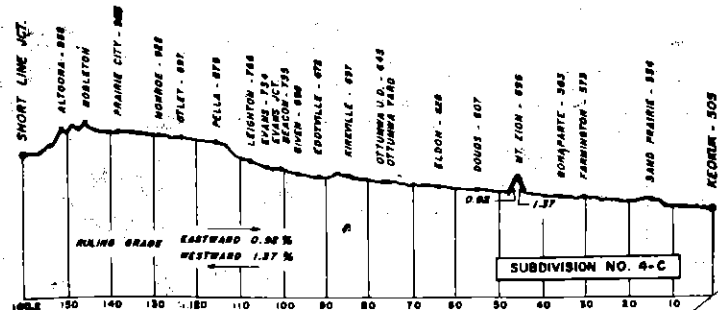
KEOKUK and DES MOINES VALLEY BRANCH

EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 4-C STATIONS	M. P. from Chicago	Distance from Keokuk	Signs	SECOND CLASS		
209	203	207								208	204	210
Freight	Freight	Freight								Freight	Freight	Freight
Tuesday Thursday Saturday	Daily	Wednesday Friday Sunday				Time Table No. 5 February 1, 1960				Tuesday Thursday Saturday	Daily	Monday Wednesday Friday
	P.M. 4.30		197	15151	DO. KEOKUK TO				RFWT Yd		P.M. 4.00	
					0.7 CB&Q Crossing UX		0.7					
	5.05		18	15137	14.1 SAND PRAIRIE		14.8				3.30	
					15.2 CB&Q Crossing UX		30.0					
	5.35		20	15122	0.1 FARMINGTON		30.1				3.00	
	5.50		16	15116	5.5 BONAPARTE		35.5				2.50	
	6.10		30	15106	10.1 MT. ZION		45.8				2.25 1.50	
	6.30		28	15097	9.2 DU. DOUBS TO		54.8				1.30	
	6.50 P.M.	A.M. 6.00	46	291	9.0 ELDON		63.0		RYYd	P.M. 12.30	1.10	
		7.20	169	15077	12.0 N. OTTUMWA YARD		75.8		Yd	A.M. 11.45		
		7.30		15076	0.6 CW. OTTUMWA U.D. TO		76.4		Yd	11.10		
					0.8 CMSiP&P Crossing		77.2					
		7.45	30	15087	7.4 KIRKVILLE		84.8			10.50		
		8.05	19	15080	7.0 VI. EDDYVILLE TO		91.6			10.30		
					4.9 M&StL Crossing UX		96.5					
		8.45	32	15051	3.8 BEACON		100.3			9.50		
					1.9 EVANS JCT.		102.2		Ryd	9.40		A.M. 9.40
A.M. 8.55		8.55			1.3 EVANS	305.8	103.5		Yd	9.30		9.30
9.01	9.01	24	31	15048	3.9 LEIGHTON	309.8	107.4			209 9.10		207 9.10
9.10	9.10		21	15044	8.2 PA. PELLA TO	318.0	115.6			8.45		8.45
208 9.30	210 9.30	23	108	15036	8.0 OTLEY	328.0	123.6			8.05		8.05
9.55	9.55		27	15028	5.5 G. MONROE TO	331.5	129.1			7.45		7.45
10.20	10.20		49	15022	9.2 PC. PRAIRIE CITY TO	340.7	138.3			7.15		7.15
10.50	10.50		45	15013	7.8 NOBLETON	348.3	145.9			6.50		6.50
11.10	11.10		21	15008	5.6 AN. ALTONA	353.9	151.5		R	6.30		6.30
11.40	11.40		41	2 163	0.7 X. SHORT LINE JCT. TO	160.2	160.2		RFWT Yyd	6.00 A.M.		6.00 A.M.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
TIME TABLE RULE No. 11 IN EFFECT.

Ottumwa: All trains and engines stop and flag over Iowa Ave. crossing.
No. 203 may leave Keokuk without clearance.



WESTWARD		OSKALOOSA BRANCH										EASTWARD			
SECOND CLASS			Capacity of Other Tracks	Capacity of Sidings	M. P. from Chicago	SUBDIVISION 4-D STATIONS			Station Numbers	Distance from Washington	Signs	SECOND CLASS			
	209	Freight				Time Table No. 5 February 1, 1960							210	Freight	Monday Wed- nesday Friday
	A.M. 6.00	277	.....	248.2	WA.....	WASHINGTON.....	TO	10007	.....	RFWY Yd	P.M. 1.30				
				248.7	.....	CMS&P Crossing			0.5						
	6.30	49	.....	255.6	.....	WESTCHESTER		10015	7.4	.....	12.55				
	6.50	88	.....	262.9	KP.....	KEOTA	TO	10022	14.7	.....	12.35				
	7.10	35	.....	268.0	.....	HARPER		10027	19.8	.....	P.M. 12.15				
	7.40	27	12	276.6	SG.....	SIGOURNEY	TO	10036	28.4	.....	A.M. 11.45				
	7.59	46	.....	283.9	.....	DELTA		10043	35.7	.....	11.15				
	8.20	35	.....	291.1	.....	ROSE HILL		10050	42.9	.....	10.55				
	8.45	112	12	301.3	GH.....	OSKALOOSA	TO	10080	53.1	YYd	10.30				
				301.4	.....	M&StL Crossing	UX		53.2	.....				
	8.55 A.M.			304.8	.....	EVANS JCT.			56.4	RYd	9.40 A.M.				

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. TIME TABLE RULE 14 IN EFFECT.

WESTWARD		KEOSAUQUA BRANCH										EASTWARD			
SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 4-E STATIONS			M. P. from Mt. Zion	Signs	SECOND CLASS				
	205	Freight Daily				Time Table No. 5 February 1, 1960						206	Freight Daily		
	P.M. 1.50	.....	30	15108	.....	MOUNT ZION					P.M. 2.25				
	2.05 P.M.	.....	25	57004	.....	KEOSAUQUA		4.5	.....		205 2.10 P.M.				

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 205 IS SUPERIOR TO No. 206
TIME TABLE RULE 14 IN EFFECT.

WESTWARD		INDIANOLA BRANCH										EASTWARD			
SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 31-A STATIONS			M. P. from Chicago via Des Moines	Distance from Carlisle	Signs	SECOND CLASS			
						Time Table No. 5 February 1, 1960									
			115	20	30011	CK.....	CARLISLE	TO	388.8	.....				
					31001	.....	SUMMERSET		374.5	5.7	.....			
				55	31006	ND.....	INDIANOLA	TO	380.1	11.3	.....			

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

WESTWARD

SIBLEY BRANCH

EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 23 STATIONS			M.P. from Chicago	Distance from Short Line Jct.	Signs	SECOND CLASS		
	57	Freight										58	Freight	
		Mon. Wed. Fri.				Time Table No. 5 February 1, 1960					Tues. Thurs. Sat.			
	A.M. 8.15		33	14062	GR.....	GOWRIE.....	TO	425.0	69.4	RWYYd	P.M. 1.15			
f	8.40		25	55005	.....	SLIFER.....		431.4	75.8	.....	f 12.50			
s	8.50		30	55010	.....	SOMERS.....		435.0	79.4	.....	s 12.40			
					.....	CGW Crossing.....	UX	435.2	79.6	.....			
					.....	Illinois Central Crossing.....		446.8	91.2	.....			
s	9.25		48	55022	MA.....	MANSON.....	TO	447.0	91.4	.....	s 12.10			
f	9.35		25	55025	.....	BLANDEN.....		450.4	94.8	.....	f 11.50			
s	9.45		36	55030	J.....	PALMER.....	TO	454.7	99.1	.....	s 11.40			
f	9.55		10	55034	.....	WEST VIEW.....		459.1	103.5	.....	f 11.16			
f	10.05		8	55037	.....	REA.....		461.7	106.1	.....	f 11.08			
s	10.20		39	41	55038	PO.....	POCAHONTAS.....	TO	462.5	106.9	.....	s 11.05		
s	10.35		31	55044	.....	WARE.....		468.7	113.1	.....	s 10.35			
s	10.55		34	55050	U.....	LAURENS.....	TO	474.7	119.1	.....	s 10.20			
					.....	C&N Crossing.....		475.2	119.6	.....			
f	11.25		31	55057	.....	LEVERETT.....		482.3	126.7	.....	f 9.50			
	A.M.				.....	CMS&P Crossing.....	UX	484.3	128.7	.....			
s	12.00		31	55071	.....	ROSSIE.....		495.7	140.1	.....	s 9.20			
s	12.20		33	55077	RO.....	ROYAL.....	TO	501.8	146.2	.....	s 8.59			
s	1.10		32	55089	HN.....	HARTLEY.....	TO	514.2	158.8	.....	s 8.30			
					.....	CMS&P Crossing.....		514.4	158.8	.....			
f	1.30		26	55095	.....	PLESSIS.....		519.5	163.9	.....	f 8.00			
s	1.50		36	55099	FN.....	MELVIN.....	TO	524.5	168.9	.....	s 7.50			
f	2.05		34	55105	.....	CLOVERDALE.....		530.0	174.4	.....	f 7.40			
	2.15		33	150	12235	SB.....	SIBLEY.....	TO	534.9	179.3	RWTYd	7.30		
	P.M.										A.M.			

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

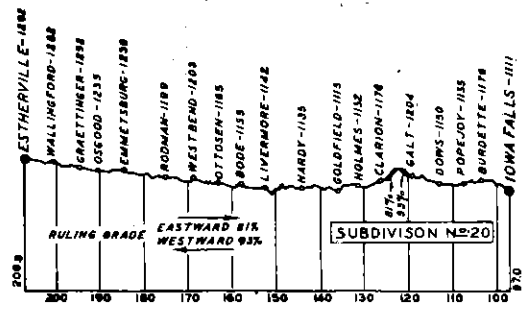
TABLE OF TRAIN SPEEDS

Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour
0	33	110.0	1	3	57.1	1	19	45.6	1	34	38.2
0	34	106.0	1	4	56.2	1	20	45.0	1	35	37.9
0	36	100.0	1	5	55.3	1	21	44.4	1	40	36.0
0	38	94.7	1	6	54.5	1	22	43.9	1	45	34.3
0	40	90.0	1	7	53.7	1	23	43.4	1	50	32.7
0	42	85.7	1	8	52.9	1	24	42.9	1	55	31.3
0	45	80.3	1	9	52.1	1	25	42.4	2	0	30.0
0	48	75.0	1	10	51.4	1	26	41.9	2	5	28.8
0	50	72.0	1	11	50.7	1	27	41.4	2	10	27.7
0	52	69.2	1	12	50.0	1	28	40.9	2	15	26.7
0	54	66.6	1	13	49.3	1	29	40.4	2	20	25.7
0	56	64.2	1	14	48.6	1	30	40.0	2	25	24.8
0	58	62.0	1	15	48.0	1	31	39.6	3	0	20.0
1	0	60.0	1	16	47.4	1	32	39.1	4	0	15.0
1	1	59.0	1	17	46.7	1	33	38.7	6	0	10.0
1	2	58.0	1	18	46.1						

WESTWARD		ESTHERVILLE BRANCH						EASTWARD							
SECOND CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 20 STATIONS Time Table No. 5 February 1, 1960	M.P. from Cedar Rapids	Distance from Iowa Falls Passenger Station	Signs	SECOND CLASS						
	53													54	
	Mixed													Mixed	
	Daily Except Sunday							Daily Except Sunday							
	P.M.	30	112	12074	AO. IOWA FALLS TO	97.0	0.0	RFWYd							
	3.10	Yard	619	12074	. . . . . IOWA FALLS YARD	97.4	0.4	RFWY Yd	A.M. 5.00					
f	3.20		18	12081	. . . . . BURDETTE	103.4	6.4		f 4.29					
f	3.30	26	21	12084	CY. POPEJOY TO	107.4	10.4		f 4.20						
f	3.50	63	54	12090	DO. DOWS TO	113.2	16.2	RYdW	f 4.05						
f	4.07	26	20	12096	. . . . . GALT	119.3	22.3		f 3.41					
f	4.23	34	55	12104	CN. CLARION TO	126.4	29.4		f 3.24						
					. . . . . CGW Crossing	126.8	29.8							
f	4.35		25	12109	. . . . . HOLMES	131.7	34.7		f 3.04					
					. . . . . C&NW Crossing	135.8	38.8							
f	4.45	27	33	12114	. . . . . GOLDFIELD	136.0	39.0		f 2.49					
f	5.02	26	43	12121	. . . . . HARDY	144.3	47.3		f 2.29					
f	5.20	33	65	12130	VR. LIVERMORE TO	152.7	55.7	W	f 2.05						
					. . . . . M&StL Crossing UX	153.0	56.0							
f	5.33	26	51	12135	BD. BODE TO	158.1	61.1		f 1.50						
f	5.47	30	26	12140	. . . . . OTTOSEN	163.2	66.2		f 1.40					
f	6.10	27	52	12146	WN. WEST BEND TO	168.7	71.7		f 1.30						
f	6.25		31	12152	. . . . . RODMAN	174.9	77.9		f 1.17					
					. . . . . CMS&P&F Crossing UX	184.3	87.3							
f	6.50	32	55	12162	MR. EMMETSBURG TO	184.6	87.6	W	f 12.55						
f	7.02		20	12167	. . . . . OSGOOD	190.5	93.5		f 12.40					
f	7.15	40	57	12172	G GRAETTINGER TO	194.4	97.4		f 12.32						
f	7.30	24	21	12179	WG. WALLINGFORD TO	200.6	103.6		f 12.20						
					. . . . . M&StL Crossing	205.6	108.5							
	8.00 P.M.	Yard	767	12184	SR. ESTHERVILLE TO	206.9	109.9	RFWT Yd	12.01 A.M.						

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

No. 53 stop at any station to handle passengers or express.
 No. 54 stop on flag to load or unload passengers only.
 Time Table Rule 14 in effect.
 Estherville: All trains and engines stop and flag over Central Avenue Crossing.



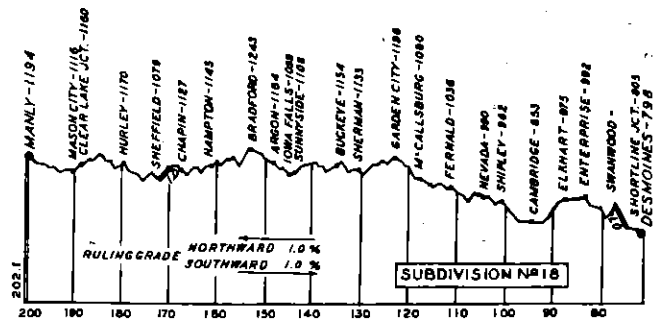
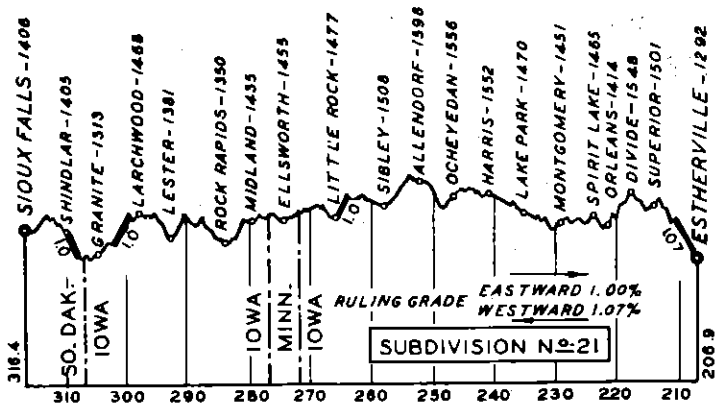
WESTWARD

SIoux FALLS BRANCH

EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 21 STATIONS			M.P. from Cedar Rapids	Distance from Sioux Falls	Signs	SECOND CLASS		
	53					54								
	Mixed					Mixed								
	Daily Except Sunday		Daily Except Sunday											
	A.M. 1.00	Yard	767	12184	SR..... ESTHERVILLE..... TO	206.9	109.5	RFWT Yd		P.M. 10.00				
f	1.25	30	27	12191	SF..... SUPERIOR..... TO	213.8	102.6			f 9.18				
f	1.45			12199	..... ORLEANS.....	221.5	94.9			f 8.58			
f	1.50	34	60	12201	SK..... SPIRIT LAKE..... TO	223.6	92.8			f 8.53				
f	2.00		30	12205	..... MONTGOMERY.....	228.4	88.0			f 8.43			
s	2.20	38	102	12212	AK..... LAKE PARK..... TO	234.7	81.7	RFWT Yd		s 8.30				
f	2.35	25	59	12218	..... HARRIS.....	240.6	75.8			f 8.10			
f	2.50	40	54	12223	CD..... OCHEYEDAN..... TO	248.0	70.4			f 8.00				
f	3.00		39	12230	..... ALLENDORF.....	251.8	64.6			f 7.45			
s	3.25	33	140	12235	SB..... SIBLEY..... TO	257.4	59.0	RWTYd		s 7.30				
					..... C&NW Crossing..... UX	257.6	58.8						
f	3.45	28	33	12242	LR..... LITTLE ROCK, IOWA..... TO	265.9	51.4			f 7.05				
s	4.25	25	135	12251	TH..... ELLSWORTH, MINN..... TO	273.7	42.7	RTYd		s 6.45				
	4.37		41	51005	..... MIDLAND, IOWA.....	279.1	37.3			6.20			
f	4.52	27	57	51010	RD..... ROCK RAPIDS..... TO	283.5	32.9			f 6.10				
					..... Illinois Central Crossing..... UX	283.7	32.7						
					..... Great Northern Crossing.....	292.2	24.2						
f	5.15		60	51019	W..... LESTER..... TO	292.3	24.1			f 5.50				
f	5.30		30	51024	..... LARCHWOOD, IOWA.....	297.7	18.7			f 5.39			
					..... CMStP&P Crossing.....	314.5	1.9						
					..... Great Northern Crossing..... UX	315.9	0.5						
					..... C&NW Crossing..... UX	316.0	0.4						
	6.00 A.M.	Yard	180	51043	F..... SIOUX FALLS, S. DAK.. TO	316.4	0.0	RTYd W		5.00 P.M.				

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
Time Table Rule 14 in effect. Estherville: All trains and engines stop and flag over Central Ave. Crossing.



WESTWARD

PIPESTONE BRANCH

EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 22 STATIONS			M.P. from Cedar Rapids	Distance from Clear Lake	Signs	SECOND CLASS								
213	211	TH. ELLSWORTH TO				212	214	VN. LUVERNE TO				K. HARDWICK TO	PI. PIPESTONE TO	WI. WHITE TO	RN. TORONTO TO	BA. BRANDT TO	AU. CLEAR LAKE TO	TYd	W	RTW
Mixed	Mixed					Mixed	Mixed													
Wed.	Mon. Fri.					Tues. Sat.	Thur.													
			Yard	189	12251			273.7	101.7											
				38	12256			276.2	96.2											
								286.9	88.5											
								287.2	88.2											
A.M.	A.M.		31	75	12264			296.3	79.1				A.M.	A.M.						
11.55	11.55		33	26	12273			305.1	70.3				11.50	9.35						
f 12.10	f 12.10			29	12282			313.4	62.0				f 11.35	f 9.15						
P.M.	P.M.							313.6	61.8											
								313.7	61.7											
								314.1	61.3											
s 1.25	s 1.25		32	129	12291			319.5	55.9				f 10.50	8.30	A.M.					
P.M.	f 1.40			29	12297			325.0	50.4				f 10.35							
	f 1.55			19	12302			327.8	47.6				f 10.25							
	f 2.00			30	12305			333.6	41.8				f 10.10							
	s 2.20			18	12311			333.9	41.5											
								343.7	31.7				s 9.35							
	f 2.55			31	12321			351.3	24.1				s 9.05							
	s 3.20			71	12328			361.2	14.2				s 8.25							
	s 3.55			32	12338			367.6	7.8				f 7.55							
	s 4.15			29	12345			375.4	0.0				f 7.30							
	s 4.45		33	36	12352								A.M.							

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT NO. 211 IS SUPERIOR TO NO. 212.
TIME TABLE RULE NO. 14 IN EFFECT.

GN trains and engines use CRI&P main tracks between GN interchange track switch and switch at east end of CRI&P siding at Pipestone. All GN and CRI&P trains and engines must move at restricted speed between these locations.

No. 212 may leave Clear Lake without clearance when operator not on duty.
No. 211 may leave Hardwick, without clearance when operator not on duty and train order signal indicates 'proceed'.

WESTWARD

HOLLANDALE BRANCH

EASTWARD

SECOND CLASS			Capacity of Siding	Capacity of Other Tracks	Station Numbers	SUBDIVISION 17-A STATIONS			M.P. from Burlington	Signs	SECOND CLASS						
223	Freight Daily Ex. Sunday	SA. CLARKS GROVE P				224	Freight Daily Ex. Sunday	WEST SIDE			HOLLANDALE	MAPLE ISLAND	RY	P.M. 6.30	6.10 P.M.		
P.M. 5.00						62										39	3261
5.20 P.M.																144	41007
								264.5									
								267.6									
								269.6									

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT NO. 223 IS SUPERIOR TO NO. 224.
TIME TABLE RULE NO. 14 IN EFFECT.

ALL TRAINS MUST STOP BEFORE PROCEEDING OVER HIGHWAY 65 ABOUT THREE FOURTHS MILE SOUTH OF CLARKS GROVE.

WESTWARD

ALBERT LEA BRANCH

EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 20-A STATIONS				SECOND CLASS					
		55											56		
		Mixed											Mixed		
		Daily Except Sunday											Daily Except Sunday		
		P.M. 7.30	Yard	443	3253	WB.....	ALBERT LEA.....*	P	83.2	0.0	RFTYd	P.M. 6.45			
							CMS&P Crossing.....	P	82.9	0.3					
							CR&P Crossing.....		82.3	0.9					
	f	7.50		38	42010	CG.....	CONGER.....	TO	73.4	9.8		f 6.23			
	f	8.05		38	42017	FW.....	WALTERS.....	TO	66.0	17.2		f 6.08			
							C&N Crossing.....		57.7	25.5					
	f	8.23		40	42026	BY.....	BRICELYN, MINN.....	TO	57.2	26.0		f 5.51			
	f	8.40		56	42033	RH.....	RAKE, IOWA.....	TO	50.0	33.2		f 5.37			
	s	9.00	35	65	13072	GM.....	LAKOTA.....	TO	184.6	38.4	44.8	RTYd	f 5.14		
	s	9.20	27	25	13083	ND.....	SWEA CITY.....	TO	195.6		55.8		f 4.52		
	s	9.45	28	27	13092	NG.....	ARMSTRONG.....	TO	204.4		64.6		f 4.35		
							C&N Crossing.....		209.1		69.3				
	f	10.15		32	13098		MAPLE HILL.....		210.5		70.7		f 4.25		
	f	10.30		31	13103	Z.....	GRUYER.....	TO	218.0		76.2		f 4.14		
							M&StL Crossing.....	UX	222.1		82.3				
		11.30 P.M.	Yard	767	12184	SR.....	ESTHERVILLE.....	TO	223.0		83.2	RFWT Yd	4.00 P.M.		

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

No. 55 may leave Albert Lea without clearance when no operator on duty.
Estherville: All trains and engines stop and flag over Central Avenue Crossing.

WESTWARD

WORTHINGTON BRANCH

EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 21-A STATIONS				SECOND CLASS					
		215											214	216	
		Mixed											Mixed	Mixed	
		Monday Wednesday Friday											Thurs.	Tues. Sat.	
		A.M. 7.30	34	88	12212	AK.....	LAKE PARK, IOWA.....	TO	234.7	0.0	RFWT Yd	P.M. 2.00	P.M. 4.00		
	s	7.50	28	22	50010	RU.....	ROUND LAKE, MINN.....	TO	244.3	9.6		f 1.30	f 3.30		
	s	9.00		142	50020	WR.....	WORTHINGTON.....	TO	254.0	19.3		s 1.00	s 3.00		
	f	9.20		29	50027	RA.....	READING.....	TO	261.9	27.2		f 1.25	f 1.45		
	s	9.45		28	50034	WM.....	WILMONT.....	TO	269.1	34.4		s 1.05	s 1.25		
	s	10.05		29	50041	SM.....	LISMORE.....	TO	275.3	40.6		s 1.05	s 1.05		
	s	10.25		31	50047	KH.....	KENNETH.....	TO	281.8	47.1		s 1.05	s 1.25		
		10.45 A.M.	27	28	12273	K.....	HARDWICK.....	TO	289.1	54.4	RTW Yd	9.50 A.M.	12.10 P.M.		

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

No. 216 may leave Hardwick without clearance when operator not on duty and Train Order Signal indicates "Proceed"

TIME TABLE RULE No. 14 IN EFFECT.

WESTWARD

FOREST CITY BRANCH

EASTWARD

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 20-B STATIONS			M. P. from Cedar Rapids	Distance from Dows	Signs	SECOND CLASS				
219	221	217	222				218	220									
Mixed	Mixed	Mixed	Mixed				Mixed	Mixed									
Mon. Wed. Fri.	Tues. Thurs. Sat.	Daily Except Sun.	Tues. Thurs. Sat.				Daily Except Sunday	Mon. Wed. Fri.									
		A.M. 6.45		63	54	12090	DO.....	DOWS.....	TO	113.2	0.0	RYd W		P.M. 4.00			
							.....	CGW Crossing	.....	UX	119.6	6.4	.....			
		s 7.15		29	24	13007	.....	ROWAN	.....	UX	119.9	6.7	.....	s 3.40			
							.....	M&StL Crossing	.....	UX	127.8	14.6	.....			
		s 7.40		27	21	13015	BN.....	BELMOND	.....	TO	128.0	14.8	.....	s 3.15			
							.....	CGW Crossing	.....	UX	128.8	15.8	.....			
		s 8.00			27	13020	.....	GOODELL	.....	TO	133.5	20.3	.....	f 2.45			
		s 8.20		39	48	13026	KM.....	KLEMM	.....	TO	139.3	26.1	.....	s 2.30			
A.M. 8.35	A.M. 9.00	8.35 A.M.		32	89	13033	AN.....	GARNER	.....	TO	145.8	32.6	R	P.M. 1.40	2.10 P.M.	s 1.30	P.M.
							.....	CMS&P&P Crossing	.....	UX	146.1	32.9	.....			
8.45	9.10					13035	.....	HAYFIELD JCT	.....	TO	148.1	34.9	.....	1.30 P.M.			1.15
8.55	A.M.				25	13039	.....	MILLER	.....	TO	151.7	38.5	.....				1.00
s 9.10				22	78	13045	FC.....	FOREST CITY	.....	TO	157.5	44.3	R			s 12.45	
f 9.20					33	13050	.....	NEILS	.....	TO	163.3	50.1	.....			f 12.35	
s 9.35					35	13055	MN.....	THOMPSON	.....	TO	168.1	54.9	.....			s 12.25 P.M.	
s 9.50				20	53	13064	BC...	BUFFALO CENTER	.....	TO	177.1	63.9	.....			s 12.05 P.M.	
11.05 A.M.				35	65	13072	GM.....	LAKOTA	.....	TO	184.6	71.4	RTYd			A.M. 11.45 A.M.	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 217 IS SUPERIOR TO No. 218
 No. 221 IS SUPERIOR TO No. 222 AND No. 219 IS SUPERIOR TO No. 220
 TIME TABLE RULE No. 14 IN EFFECT.

No. 217 may leave Dows, without clearance when no operator on duty if train order signal indicates 'proceed'.

WESTWARD

TITONKA BRANCH

EASTWARD

SECOND CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 20-C STATIONS			M. P. from Cedar Rapids	Distance from Titonka	Signs	SECOND CLASS			
221	222													
Mixed	Mixed													
Tues. Thurs. Sat.	Tues. Thurs. Sat.													
		A.M. 9.10		13035	.....	HAYFIELD JCT	.....	148.1	24.7	.....	P.M. 1.30		
		s 9.40		38	53006	.....	HAYFIELD	.....	153.9	18.9	.....	s 1.05	
						M&StL Crossing	.....	154.4	18.4	.....		
		s 10.10		22	53012	.....	CRYSTAL LAKE	.....	159.9	12.9	.....	s 12.45 P.M.	
		s 10.40		28	53018	.....	WODEN	.....	166.2	6.6	.....	s 12.15 P.M.	
		11.05 A.M.		22	31	53025	TITONKA	TO	172.8	0.0	RT	A.M. 11.45 A.M.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 221 IS SUPERIOR TO No. 222.
 TIME TABLE RULE No. 14 IN EFFECT.

WESTWARD

(Information Only)

EASTWARD

FIRST CLASS						DES MOINES TERMINAL STATIONS	FIRST CLASS					
	5	7	1	9	25		8	6	10	2	26	
	Psgr.	Rocket	Psgr.	Psgr.	Mail		Rocket	Rocket	Rocket	Psgr.	Mail	
	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	
	P.M. 11.32	P.M. 7.31	A.M. 7.30	A.M. 5.13		AN		A.M. 1.45	A.M. 7.15	P.M. 2.05	P.M. 8.31	
	11.42	7.40	7.40	5.22		X WX		1.35	7.05	1.55	8.21	
						Signal Indications MP 346-33 to 362-29 Rules 450 to 453, Incl.						
	11.55 P.M.	7.55 8.05	8.00 A.M.	5.40 6.00	12.20	DMU MS	TO TO UX UX	1.30 1.15	7.00 A.M.	1.50 1.30	8.15 P.M.	11.00
		8.07		6.03	12.22	DMU Crossing M&St. JCT.	UX UX	1.04		1.22		10.52
		8.12 P.M.		6.09 A.M.	12.30 A.M.	BR.	TO TO	1.01 A.M.		1.18 P.M.		10.48 P.M.

On two main tracks when either is used as single track or when operating under Rule 356, trains eastward are superior to trains of the same class westward.

SOUTHWARD

FREIGHT TRAINS (Information Only)

NORTHWARD

	65	221	67	201		70	190	90	110	68
	Freight	M.&St.L Time Freight	Freight	M.&St.L Time Freight		Freight	M.&St.L Time Freight	Freight	M.&St.L Time Freight	Freight
	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily
	P.M. 10.30		P.M. 1.45		..... INVER GROVE	P.M. 5.00		P.M. 10.30		A.M. 6.00
	11.50		2.40		..... NORTHFIELD	P.M. 3.30		9.30		A.M. 1.30
	A.M. 2.15	P.M. 7.30	4.01	A.M. 7.40	..... ALBERT LEA	A.M. 10.30	P.M. 3.35	5.30	P.M. 11.40	
	3.15	8.15	5.01	8.25	..... MANLY	9.30	2.55	4.30	10.55	10.30
	A.M.	P.M.	P.M.	A.M.		A.M.	P.M.	P.M.	P.M.	P.M.

WESTWARD

FREIGHT TRAINS (Information Only)

EASTWARD

	65	63	93	61	67	91		68	98	76	64	66
	Freight	Mixed	Freight	Freight	Freight	Freight		Freight	Freight	Freight	Mixed	Freight
	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily Ex. Sun.	Daily
	P.M. 12.40		A.M. 8.10	P.M. 1.15	A.M. 1.10	P.M. 8.25	..... ELDON YARD	P.M. 2.20	P.M. 3.30	A.M. 12.45		A.M. 3.30
	2.00	A.M. 6.50	11.30	6.00	3.00	11.50	..... ALLERTON	P.M. 1.30	P.M. 1.00	P.M. 8.50	P.M. 7.50	A.M. 1.20
	2.15		11.45	6.30	3.15	12.05	..... TRENTON					
		7.10	A.M.			A.M.	..... COBURN				7.26	
	6.00 P.M.	A.M.	3.30 P.M.	11.30 P.M.	7.30 A.M.	4.15 A.M.	..... ARMOURDALE YARD	10.00 A.M.	9.30 A.M.	6.00 P.M.	P.M.	9.00 P.M.

SPEED RESTRICTIONS

LOCATION		MAXIMUM ENGINE SPEEDS (Continued)																																																																																						
ALL SUBDIVISIONS		529-536 (towing speed 65 MPH)																																																																																						
Authorized speed through switch leads of turnouts as follows:		700-707, 9012																																																																																						
No. 20	40	500-528, 550-563, 900-914 (towing speed 40 MPH)		45																																																																																				
No. 15	25	351, 361-377		40																																																																																				
No. 10	15			35																																																																																				
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Subdivision 17	MP 244 pole 37 South end siding Glenville	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">Trains and engines moving against current of traffic on two main tracks not signaled in both directions</td> <td style="width: 10%; text-align: center;">60</td> <td style="width: 10%; text-align: center;">Fr eight 50</td> </tr> <tr> <td>Trains and engines making movement against current of traffic on two main tracks over facing point spring switches not protected by signals</td> <td colspan="2" style="text-align: center;">30</td> </tr> <tr> <td>Railroad crossing not protected by Interlocking except where higher speed authorized in this rule (engine only).</td> <td colspan="2" style="text-align: center;">10</td> </tr> <tr> <td>Engines, except RDC cars, running forward light, or with only one car</td> <td colspan="2" style="text-align: center;">Freight train speed</td> </tr> <tr> <td>Road freight or passenger diesels, other than road switchers, backing up</td> <td colspan="2" style="text-align: center;">40</td> </tr> <tr> <td>When this being done, except in switching movements of 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.</td> <td colspan="2"></td> </tr> <tr> <td>When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher.</td> <td colspan="2"></td> </tr> <tr> <td>Motor cars without cars approaching Interlocking signals and within Interlocking limits</td> <td colspan="2" style="text-align: center;">10</td> </tr> <tr> <td>Trains Handling Scale Test Car R195384</td> <td colspan="2" style="text-align: center;">40</td> </tr> <tr> <td>Scale test cars moving in trains will be handles 5 cars ahead of caboose.</td> <td colspan="2"></td> </tr> <tr> <td>Short Wheel base ore hoppers</td> <td colspan="2" style="text-align: center;">30</td> </tr> <tr> <td>Weed Spray 2231</td> <td colspan="2" style="text-align: center;">30</td> </tr> <tr> <td>Trains Handling Steam Derrick, Pile Driver, Spreader car with wings secured, Locomotive Crane, Burro and Caterpillar Crane, on own wheels, except Locomotive Crane 95260 and Pile Driver 95232 on Subdivisions 17, 18, 28, 29 and 31, unless otherwise advised by Car Inspector or Officer</td> <td colspan="2" style="text-align: center;">25</td> </tr> <tr> <td>Locomotive Crane 95260 and Pile Driver 95232 on Subdivisions 17, 18, 28, 29 and 31</td> <td colspan="2" style="text-align: center;">35</td> </tr> <tr> <td>Above 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.</td> <td colspan="2"></td> </tr> <tr> <td>These Instructions will not apply to wrecking derricks with boom trailing when trained behind engine in wreck train service, in such case speed restrictions will be as follows:</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: center;">SUBDIVISION 17</td> <td colspan="2" style="text-align: center;">35</td> </tr> <tr> <td style="text-align: center;">" 20</td> <td colspan="2" style="text-align: center;">30</td> </tr> <tr> <td style="text-align: center;">" 21</td> <td colspan="2" style="text-align: center;">30</td> </tr> <tr> <td style="text-align: center;">" 22</td> <td colspan="2" style="text-align: center;">20</td> </tr> <tr> <td style="text-align: center;">" 17A</td> <td colspan="2" style="text-align: center;">20</td> </tr> <tr> <td style="text-align: center;">" 20A</td> <td colspan="2" style="text-align: center;">25</td> </tr> <tr> <td style="text-align: center;">" 20B</td> <td colspan="2" style="text-align: center;">20</td> </tr> <tr> <td style="text-align: center;">18, 31, 28 and 29</td> <td colspan="2" style="text-align: center;">40</td> </tr> <tr> <td>All other subdivisions</td> <td colspan="2" style="text-align: center;">20</td> </tr> <tr> <td>Ditcher, or other type of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made.</td> <td colspan="2"></td> </tr> <tr> <td>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.</td> <td colspan="2"></td> </tr> <tr> <td>Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.</td> <td colspan="2"></td> </tr> </table>			Trains and engines moving against current of traffic on two main tracks not signaled in both directions	60	Fr eight 50	Trains and engines making movement against current of traffic on two main tracks over facing point spring switches not protected by signals	30		Railroad crossing not protected by Interlocking except where higher speed authorized in this rule (engine only).	10		Engines, except RDC cars, running forward light, or with only one car	Freight train speed		Road freight or passenger diesels, other than road switchers, backing up	40		When this being done, except in switching movements of 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.			When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher.			Motor cars without cars approaching Interlocking signals and within Interlocking limits	10		Trains Handling Scale Test Car R195384	40		Scale test cars moving in trains will be handles 5 cars ahead of caboose.			Short Wheel base ore hoppers	30		Weed Spray 2231	30		Trains Handling Steam Derrick, Pile Driver, Spreader car with wings secured, Locomotive Crane, Burro and Caterpillar Crane, on own wheels, except Locomotive Crane 95260 and Pile Driver 95232 on Subdivisions 17, 18, 28, 29 and 31, unless otherwise advised by Car Inspector or Officer	25		Locomotive Crane 95260 and Pile Driver 95232 on Subdivisions 17, 18, 28, 29 and 31	35		Above 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.			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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.																																																																																								
Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.																																																																																								
Subdivision 18	MP 191 pole 3 Junction switch Clear Lake Junction																																																																																							
Subdivision 31	MP 64 pole 4 South end siding Carlisle																																																																																							
	MP 30 pole 32 North end siding Williamson																																																																																							
	MP 29 pole 19 South end siding Williamson																																																																																							
Subdivision 28	MP 306 pole 37 East end siding Belknap																																																																																							
	MP 308 pole 8 West end siding Belknap																																																																																							
	MP 316 pole 27 East end siding Paris																																																																																							
	MP 317 pole 34 West end siding Paris																																																																																							
	MP 323 pole 34 East end siding Sharon																																																																																							
	MP 325 pole 1 West end siding Sharon																																																																																							
	MP 334 pole 33 East end siding Centerville																																																																																							
	MP 340 pole 8 West end siding Centerville																																																																																							
	MP 350 pole 35 East end siding Seymour																																																																																							
	MP 363 pole 14 East end siding Allerton																																																																																							
	MP 364 pole 26 End of two main tracks Allerton																																																																																							
	MP 381 pole 32 East end siding Mercer																																																																																							
	MP 383 pole 5 West end siding Mercer																																																																																							
	MP 391 pole 36 East end siding Princeton																																																																																							
	MP 392 pole 38 West end siding Princeton																																																																																							
	MP 399 pole 26 East end siding Mill Grove																																																																																							
	MP 401 pole 6 West end siding Mill Grove																																																																																							
Subdivision 29	MP 425 pole 0 Junction switch Coburn																																																																																							
	MP 427 pole 36 End of two main tracks Shearwood																																																																																							
	MP 433 pole 21 East end siding Lock Springs																																																																																							
	MP 434 pole 34 West end siding Lock Springs																																																																																							
	MP 443 pole 17 East end siding Nettleton																																																																																							
	MP 444 pole 29 West end siding Nettleton																																																																																							
	MP 449 pole 22 East end siding Shoal																																																																																							
	MP 450 pole 33 West end siding Shoal																																																																																							
	MP 458 pole 34 East end siding Polo																																																																																							
	MP 460 pole 4 Eastward crossover Polo																																																																																							
	MP 471 pole 28 Westward crossover Lawson Jct.																																																																																							
	MP 274 pole 8 East end siding Lawson																																																																																							
	MP 287 pole 16 Westward crossover Moseby Jct.																																																																																							
No. 20 Turnouts:																																																																																								
Subdivision 28	MP 364 pole 30 Junction switch to Subdivision 31 - Allerton																																																																																							
	MP 364 pole 35 Both ends main track crossover - Allerton.																																																																																							
	MP 372 pole 21 End of two main tracks - Clia.																																																																																							
	MP 410 pole 5 End of two main tracks - Tindall.																																																																																							
Subdivision 29	MP 417 pole 17 End of two main tracks - Lake.																																																																																							
	MP 420 pole 10 End of two main tracks - Scott.																																																																																							
	MP 460 pole 9 End of two main tracks																																																																																							
	MP 471 pole 25 Eastward crossover Lawson Jct.																																																																																							
	MP 294 pole 8 East end siding Liberty																																																																																							
	MP 295 pole 8 West end siding Liberty																																																																																							
	MP 302 pole 32 West end two main tracks Mo River Drawbridge																																																																																							
	MP 303 pole 12 East end two main tracks Mo River Drawbridge																																																																																							
	MP 304 pole 12 Crossover Freight Line Junction																																																																																							
MAXIMUM ENGINE SPEEDS																																																																																								
1-3, 402-403, 409, 625-656, 632B-642B, 750-751				90																																																																																				
400-401				85																																																																																				
485-499, 621-623, 9002-9004, 9015-9016				80																																																																																				
404-408, 410-411, 425-441, 675B-677B, 38-49, 70-127, 70B-73B, 88B-98B, 100B-123B, 675-677, 1200-1332				70																																																																																				
128-143, 128B-135B, 450-474, 537-546, 765-772, 775-779, 795-797, 811-824, 836-840				65																																																																																				
735-745, 598-599, 716-730, 758-764, 798-806, 9006-9011, 9013-9014, 9071				60																																																																																				
825-835				65																																																																																				
773-774 (towing speed 55 MPH)				65																																																																																				
1000-1015				48																																																																																				

SPEED RESTRICTIONS - Continued

LOCATION	Psg. Trains	Fr eight Trains	LOCATION	Psg. Trains	Fr eight Trains
SUBDIVISION 17 (except as shown below)					
MP 236-12 to MP 236-20	79	60	MP 423-13 to MP 424-13 (South Track)	70	.....
MP 241-24 to MP 241-34	70	.....	MP 423-15 to MP 424-13 (North Track)	55	40
MP 243-6 to MP 243-24	70	.....	MP 427-30 to MP 427-35	70	.....
MP 245-30 to MP 246-26	70	.....	Shoal West Siding Switch Entering or Leaving	10	10
MP 249-4 to MP 253-36 (except as shown below)	60	.....	Palato Birmingham (except as shown below)	70	50
Curtis and M&StL Albert Lea Station	60	.....	Excelsior Springs across Dunbar Avenue	15	15
MP 252-16 CMStP&P Crossing	20	20	Moseby Jct to Lawson Jct (except as shown below)	79	50
MP 253-12 to MP 253-22	60	45	Curve MP 471-28 to MP 472-16	60	50
MP 281-11 to MP 283-3	75	.....	Moseby Jct Interlocking West Crossover	25	25
MP 283-16 to MP 283-27	55	45	Moseby Jct Interlocking East Crossover	40	40
MP 284-16 to MP 284-21	55	45	Birmingham to Air Line Jct	50	35
MP 287-16 to MP 284-21	50	45	SUBDIVISION 30 (except as shown below)		
MP 287-20 to MP 288-6	50	45	MP 427-14 to MP 428-18	30	20
MP 295-18 to MP 306-12 (except as shown below)	75	.....	MP 439-8 Wabash Crossing	20	20
MP 300-4 to MP 300-9	60	50	MP 484-15 to MP 496-27	30	30
MP 303 CGW Crossing	60	45	MP 496-27 to MP 497	6	6
MP 303 to MP 303-10	60	45	Br idge 4575—trains handling derricks and pile drivers	15	15
MP 333-15 to MP 334	30	25	Bridges 4614, 4645 and 4763—trains handling derricks and pile drivers	5	5
MP 334 to MP 342-3 (except as shown below)	70	50	Bridges 4371, 4379—trains handling derricks and pile drivers	20	20
MP 342-16 to MP 344-6	60	50	SUBDIVISION 30A (except as shown below)		
MP 344-6 to MP 344-4	30	30	South St. Joseph—Illinois Ave.	10	10
Bridge 3450 Mississippi River	20	20	MP 513-36 CB&Q Crossing	20	20
SUBDIVISION 18 (Except as shown below)			MP 516-22 to 516-29	35	20
MP 73-24 to MP 74-24	40	30	MP 517-2 to 517-9	35	20
MP 74-24 to MP 82-23 (Except as shown below)	70	.....	Atchison—Missouri River Br idge	15	15
MP 77-4 to MP 77-14	50	40	SUBDIVISION 20 (except as shown below)		
MP 106-19 to MP 107-2	60	.....	MP 126-28 CGW Crossing	50	40
MP 109-24 to MP 110-15	50	40	MP 135-28 C&NW Crossing	20	20
MP 145-29 to MP 147-10	60	.....	Bridge 1364	25	25
MP 147-10 to MP 147-35	25	25	MP 136-13 to MP 136-30	45	35
MP 154-32 to MP 156-11	60	.....	MP 151-2 to MP 151-12	30	25
MP 156-11 to MP 163-2	70	.....	MP 154-26 to MP 155	40	30
MP 163-2 to MP 165-15	60	.....	MP 184-4 to MP 184-21	10	10
MP 190-0 to MP 190-30	60	.....	MP 185 to MP 185-10	35	30
MP 190-30 to MP 191-4	30	30	MP 193-31 to MP 194-5	35	30
Manly—CGW M&StL connecting track	15	15	MP 198-27 to MP 199-8	30	25
SUBDIVISION 31 (Except as shown below)			MP 205-18 M&StL Crossing	20	20
Allerton to MP 0-20	30	30	SUBDIVISION 21 (except as shown below)		
MP 4-30 to MP 5-7	60	.....	MP 207-4 to MP 209-3	50	35
MP 6-7 to MP 9-7 (Except as shown below)	70	.....	MP 221-29 to MP 222-14	25	15
MP 7-21 to MP 7-28	60	.....	MP 223-16 to MP 223-25	30	25
MP 8-1 to MP 8-11	60	.....	MP 248-27 to MP 250-3	40	30
MP 18-5 to MP 18-23	60	.....	MP 257-6 C&NW Crossing	20	20
MP 22-34 to MP 25-6	60	.....	MP 263-15 to MP 268-10	40	30
MP 27-22 to MP 27-35	60	.....	MP 282-22 to MP 283-22	40	30
MP 36-32 to MP 37-0	60	.....	MP 288-25 to MP 289-10	40	30
MP 43-0 to MP 43-22	50	40	MP 292-7 GN Crossing	20	20
MP 57-24 to MP 60-12	60	.....	MP 292-25 to MP 293-14	40	30
MP 64-8 to MP 64-28	60	.....	MP 299-36 to MP 302-15	40	30
MP 65-12 to MP 65-22	60	.....	MP 306 to MP 308-35	40	30
MP 67-36 to MP 72-3	60	.....	MP 314-20 CMStP&P Crossing	10	10
MP 72-3 to MP 73-24 (Except as shown below)	35	35	Sioux Falls —Cliff Ave.	10	10
MP 72-31 CB&Q Crossing	25	25	SUBDIVISION 22 (except as shown below)		
MP 73-14 DMU Crossing	25	25	MP 274 to MP 281-27	35	35
SUBDIVISION 28 (Except as shown below)			MP 284-37 to MP 286-14	25	25
MP 291-29 to MP 299-93	50	40	MP 286-36 C&NW Crossing	20	20
MP 299-33 to MP 341-20	70	50	MP 290-39 to MP 293-4	25	25
MP 341-20 to MP 344-13	60	50	MP 313-38 to MP 314-10	15	15
MP 349-15 to MP 349-32	75	60	MP 319-21 to MP 324-8	25	25
MP 351-34 to MP 352-3	40	30	MP 330 to MP 375-20	15	15
MP 352-4 CMStP&P Crossing	30	25	SUBDIVISION 23 (Except as shown below)		
MP 356-8 to MP 356-18	60	50	MP 425-8 to MP 443-21	35	35
MP 358-38 to MP 359-6	60	50	MP 446-24 IC Crossing	25	25
MP 359-39 to MP 360-15	70	60	MP 447-10 to MP 475	20	20
MP 364 to MP 365-35	50	40	MP 475-6 C&NW Crossing	25	25
MP 365-35 to MP 380-21 (except as shown below)	70	60	MP 484-9 CMStP&P Crossing	10	10
MP 369-19 to MP 369-30	60	50	MP 514-12 CMStP&P Crossing	20	20
MP 371-28 to MP 372-17 (North track)	50	45	MP 490 to MP 532	25	25
MP 371-28 to MP 372-17 (South track)	50	45	SUBDIVISION 4C (except as shown below)		
MP 375-17 to MP 375-33	60	50	MP 0-0 to MP 42-10	45	45
MP 379-33 to MP 380-21	60	50	MP 18-26 to MP 19-4	40	40
MP 399-20 to MP 404-10 (except as shown below)	60	50	MP 42-10 to Altoona (except as shown below)	10	10
MP 399-20 to MP 399-26	50	45	MP 43 to MP 46	35	35
MP 401-25 to MP 401-32	50	45	MP 43 to MP 46	30	30
MP 415-12 to MP 416	50	40	Ottumwa—CB&Q Overhead Crossing	10	10
SUBDIVISION 29 (except as shown below)			Ottumwa—May St. to Wapello St. incl.	5	5
MP 414-4 to MP 416-18	70	40	MP 77-5 CMStP&P Crossing	20	20
MP 418-15 to MP 418-34	70	.....	Pella —Clark St. Crossing	5	5
MP 419-20 to MP 419-33	50	45	Monroe—Over two street crossing just West of depot	5	5
MP 420-10 to MP 421-2	70	.....	Bridge 3493 West of Nobleton	10	10

SPEED RESTRICTIONS - Concluded

LOCATION	Psgr. Trains	Freight Trains
SUBDIVISION 4D (except as shown below)	30	30
MP 248-21 CMStP & P Crossing	20	20
Oskaloosa-All street crossings	5	5
SUB DIVISION 4E	25	25
SUBDIVISION 31A	30	30
SUBDIVISION 31B	15	15
SUBDIVISION 17A	25	25
SUBDIVISION 20A (except as shown below)	40	40
MP 82-27 CMStP & P Crossing	20	20
MP 82-9 CRI&P Crossing	20	20
MP 81-15 to MP 80-0	35	25
MP 61-16 to MP 62-0	25	25
MP 57-21 C&NW Crossing	20	20
MP 209-3 C&NW Crossing	20	20
SUBDIVISION 20B (except as shown below)	35	35
MP 119-18 CGW Crossing	20	20
MP 126-4 to MP 126-12	25	25
MP 150 to MP 184	25	25
SUBDIVISION 20C (except as shown below)	30	30
Bridge 1489	15	15
MP 148-10 to MP 151-12	25	25
MP 154-12 to M&StL Crossing	20	20
MP 160 to MP 161-15	20	20
MP 164 to MP 173	20	20
SUBDIVISION 21A (except as shown below)	35	35
MP 235-17 to MP 235-26	30	30
MP 237-18 to MP 238-5	25	25
MP 242-11 to MP 253-21 (except as shown below)	25	25
MP 253-17 to MP 253-21	10	10
MP 263-9 to MP 288-25	20	20

SPECIAL INSTRUCTIONS

The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below, unless otherwise instructed by officer at location of high water. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.

	Maximum Height of Water Above Rail
Diesel engines and motor cars	3 inches
RDC cars 9002-9003-9004-9015-9016	5 inches
Lightweight passenger cars	7 inches
Conventional passenger cars	12 inches

2. Newport is the initial station for southward trains.
- 2a. Inver Grove is the initial station for southward extra trains.
- 2b. Clear Lake Junction is the initial station for southward trains.
- 2c. Short Line Junction is the initial station for trains originating there.
- 2d. Des Moines is the initial station for trains originating there.
- 2e. Washington is the initial station for trains originating there.
- 2f. Atchison U.D. is the initial station for trains leaving Atchison Yard or Atchison U.D.
- 2g. Altoona is the initial station for Eastward trains Sub. Div. 4-C.
3. Trains departing from Trenton or Yard Jct. must obtain clearance.
- 3a. Trains may leave Coburn without clearances.
- 3b. Westward Union Pacific trains and Eastward Sante Fe trains will be required to get their train orders at St. Joseph yard office at the time they register.
- 3c. Trains may leave Ottumwa Yd., Ottumwa U.D., Evans Jct., Mt. Zion without clearance.
- 3d. At Indianola and Keosauqua, the dispatchers OK time and initials will not be required on clearance except when orders are delivered at these stations.
- 3e. Trains may leave Hollandale, Titonka and Hayfield Jct. without clearance.
- Trains may leave Washington, Indianola, and Keosauqua without clearance, when train order office is closed.
- 3f. Trains Subdivision 17a may leave Clarks Grove without clearance.
- 3g. Trains Subdivision 20b may leave Lakota and Garner without clearance when train order signal indicates proceed.
- 3h. I.C. northward trains may leave Glenville without a clearance.
- 3i. Northward trains originating at Inver Grove need not obtain clearance.
- 3k. Southward first class trains and extra passenger trains will secure CRI&P clearance at Minneapolis.

Rule 83:

Albert Lea, Inver Grove, Iowa Falls Yard, Dows, Lakota, Lake Park, Sibley, Ellsworth, Hardwick, Short Line Jct., Des Moines, and Allerton for trains originating or terminating. Clarks Grove and Hollandale for trains originating and terminating Subdivision 17A. Evans Jct. for regular trains.

- 3l. Trains originating at Kansas City U.D. will secure CRI&P clearance at that location.
- 3m. Eastward CMStP&P trains originating at Kansas City U.D. or West Wye Tower that are to operate beyond Polo on CMStP&P must obtain a CMSt&P clearance Form A in addition to the required CRI&P clearance.
- 3p. Eastward Second Class and Extra trains originating Armourdale Yard will obtain clearance at West Wye Tower except when routed via Kansas City U.D. KCT and KCS to Air Line Jct will obtain clearance at Mo. River Drawbridge.
- 3q. Westward CMStP&P trains that are to enter Subdivision 29 at Polo must obtain CRI&P clearance Form CT-94-A and necessary train orders at Laredo.
- 3r. Southward trains may leave Newport without clearance.
- 4a. At Manly Nos. 17-18 and Nos. 19-190 and Nos. 201-20 will register by form 1339.
- 4b. At Manly MStL trains may register by form 1339.
- 4c. Nos. 17 and 18 will register by form 1339 at Allerton.
- 4d. First class trains may register by form 1339 at Eldon Yard and Trenton.
- 4e. At Donovan only westward regular trains are required to register.
- 4f. Southward trains Subdivision 31 for movement to Subdivision 28 be governed by signal indications at Allerton and need not obtain clearance at Allerton. Northward trains Subdivision 31 be governed by Rule 83 at Allerton.

5. Bulletin Boards and General Order Books are located at:

Minneapolis-P passenger station,	Keokuk,
Inver Grove-Yard Office and engine house,	Eldon-Yard and engine house.
Albert Lea-CRI&P passenger station,	Sibley,
M&StL-Yard office,	Washington,
	Trenton-Yard Office,
	Kansas City, Kan.-Yard office and engine house,
Manly-P passenger station and yard office,	Kansas City, Mo.-U.D. telegraph office,
Iowa Falls-Yard	St. Joseph-Yard office,
Short Line Jct.-Yard office and engine house,	Atchison-U.D.
Des Moines-P passenger station,	Dows, (Passenger Station
M&StL-Engine house,	Estherville (Engine House,
West Des Moines,	Lake Park, Sioux Falls,
Ottumwa Yard	Gowrie

5a. 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:

Trenton,	Albert Lea M&StL Yard Office:
Polo	CRI&P Psgr. Station
Kansas City, Kan.-Yard Office.	Inver Grove-Yard Office,
Kansas City, Kan.-Engine House,	Minneapolis-P sgr. Station,
Kansas City, Mo.-Union Depot	Iowa Falls P sgr. Station,
St. Joseph-Yard Office,	Yard Office,
St. Joseph-U.T. Co. Yard Office,	Dows,
Atchison-Union Depot,	Estherville,
Manly P sgr. Station,	Lake Park,
Yard Office,	Sibley,
Short Line Jct.-Yard Office,	Sioux Falls,
Short Line Jct.-Engine House,	Gowrie
Des Moines-Telegraph Office,	Allerton,
Des Moines-M&StL Engine House,	Keokuk,
West Des Moines,	Ottumwa Union Depot,
	Eldon Yard
	Washington,

7. 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.

8. f-Flat stop to receive or discharge traffic.
- g-Conditional stop for revenue passengers only.
- s-Regular Stop.

SPECIAL INSTRUCTIONS - Continued

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

Sub-Div.	MP	Crossing	Remarks	Operated by	Normal Position Gates AGAINST	Light Arrangement for	
						Stop	Proceed
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 .....	.....	.....	.....	.....	.....
17	252.4	CMSStP&P..	.....	.....	.....	.....	.....
18	119.9	M&StL .....	.....	.....	.....	Red	.....
20	153.0	M&StL .....	.....	.....	.....	.....	.....
20	184.3	CMSStP&P..	.....	.....	.....	.....	.....
20a	222.1	M&StL	Gate	Trainmen	CRI&P.....	Red	.....
20b	119.6	CGW	Electric Lock Gate	Trainmen	CRI&P.....	Red	.....
20b	127.8	M&StL .....	.....	.....	CRI&P.....	Red	.....
20b	128.8	CGW .....	.....	.....	.....	.....	.....
20b	146.1	CMSStP&P..	Gate	Trainmen	CRI&P.....	Red	.....
21	257.6	C&NW	Electric Lock Gate	Trainmen	CRI&P.....	Red	.....
21	283.7	IC .....	.....	.....	.....	.....	.....
21	315.9	GN .....	.....	.....	.....	.....	.....
21	316.0	C&NW .....	.....	.....	.....	.....	.....
22	313.4	CMSStP&P..	.....	.....	.....	.....	.....
22	286.9	C&NW	Electric Lock Gate	Trainmen	CRI&P.....	Red	.....
22	313.6	C&NW .....	.....	.....	.....	.....	.....
22	313.7	GN .....	.....	.....	.....	.....	.....
23	435.2	CGW	Gate	Trainmen	CRI&P.....	Red	.....
23	484.3	CMSStP&P..	.....	.....	.....	.....	.....
30	497.8	CB&Q .....	.....	.....	.....	.....	.....
30a	498.2	CB&Q .....	.....	.....	.....	.....	.....
30a	498.7	CB&Q .....	.....	.....	.....	.....	.....
30a	498.7	AT & SF .....	.....	.....	.....	.....	.....
30a	499.1	CB&Q .....	.....	.....	.....	.....	.....

11a. Des Moines, West 11th St, MP 358.3. 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.

11b. Inver Grover Draw Bridge 3450 protected by Automatic Interlocking.

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

Sub-Div.	MP Location	Crossing	Sub-Div.	MP Location	Crossing
4d	248.7	CMSStP & P	20a	209.1	C&NW
17	303.0	CGW	20c	154.4	M&StL
18	164.1	CGW	21	292.2	GN
18	164.2	M&StL	21	314.5	CMSStP&P
20	126.8	CGW	22	333.9	C&NW
20	135.8	C&NW	23	446.8	I.C.
20	205.6	M&StL	23	485.2	C&NW
20a	57.7	C&NW	23	514.4	CMSStP&P
			30A	513.9	CBQ

14. Following rule in effect on Subdivision 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.

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.

Between E. 4th St. and W. 11th St. Des Moines, all trains and engines will move at LOW SPEED.

15a. Engines and trains 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 Tower when protection has been afforded by yardmaster and crew so notified.

15b. Forest City Branch main track Downs from junction switch MP 112.8 to crossover switch MP 113.5 is used as siding by trains on Subdivision 20.

16. Trains between Newport and St. Paul will be governed by CB&Q and CMSStP & P joint time table and operating rules.

16a. Trains between St. Paul and Minneapolis will be governed by CMSStP&P (River Division) time table and operating rules.

16b. Trains between Division and Robert Streets, St. Paul, will be governed by St. Paul Union Depot operating rules.

White oscillating headlight must be turned out between east yard limits South Minneapolis and passenger depot Minneapolis, and between Division Street and Chestnut Street, St. Paul.

16c. Trains between Comus and Rosemount will be governed by CMSStP&P (Iowa & Southern Minnesota Division) time table and operating rules.

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

16e. Trains between Winthrop and Atchison U.D. will be governed by rules of the Atchison & Eastern Br. idg. Co.

16f. Trains between Atchison U.D. and Atchison Yd. will be governed by time table and rules of the AT & SF Ry.

18. At M&StL Junction Mile Post 358-6, trains moving against current of traffic will stop before crossing intersection. All trains and engines moving with current of traffic approach intersection at RESTRICTED SPEED.

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" typelight 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.

18a. At Iowa Falls eastward first class trains from Subdivision 20 must move at restricted speed between eastward HomeSignal and westward Approach Signal of Interlocking, expecting to find westward freight trains approaching interlocking HomeSignal.

18b. West Des Moines: The end of Two Main Tracks and 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 First Street.

When ready to proceed, Home 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 Siding at MP 362-33 will indicate proceed when Main Track switch is lined for siding, providing block is unoccupied.

18c. At Liberty, eastward and westward movements from the siding are governed by Dwarf signals located at the clearance points, these signals will not display Proceed-indication until the switches have been lined nor until the block is clear.

At Liberty, the Dwarf signals governing movements from the siding will display a Proceed-indication only when the switches are lined to correspond with the setting of the levers at Missouri River Drawbridge and Birmingham; the operator at Missouri River Drawbridge will notify the trainman or the engineer how these switches are to be lined.

At Excelsior Springs a two unit routing signal is located at the approach to the west end of the siding. When the upper unit displays a Proceed-indication, trains will hold the main track prepared to stop at the next signal, and when the lower unit displays a Proceed at Restricted Speed indication, the train must take the siding.

18d. In case of failure of an interlocking home signal at the crossing with Wabash at Birmingham, train or enginemen will operate emergency switch in sealed box on south side of relay house at the crossing in accordance with posted instructions.

21. At interlockings following whistle signals designate route desired:

Short Line Jct. for trains and engines:

To Subdiv. 18-One long and oneshort.

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-OneShort, 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:

CRI&P Main Track-One long.

To M&StL Main Track-Four short.

To CGW Main Track-One long, one short.

At St. Joseph, Missouri River Bridge and Interlocking:

East End of Missouri River Bridge:

CRI&P Route 1 long, 1 short, 1 long.

Union Pacific Route . . . 1 long, 1 short.

SPECIAL INSTRUCTIONS - Continued

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

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

26. A train holding main track at meeting point must not pass beyond overlap sign nor open switch beyond the overlap sign until opposing train has entered siding and siding switch has been lined normal.

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

26b. Authority to pass absolute signals indicating stop at Draw Br idge 3450 may be given by bridge tender.

Southward absolute signal located at the north end of draw bridge 3450 also protects spring switch at Wye track.

26c. Manly - Between MP 224-38 and MP 225-10, 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 reenter main track after having cleared it, except by authority of operator.

Southward (Dwarf) absolute signal located on siding at MP 225-10 governs movements through cross over to main track southward to "End of block Sign."

26d. In event an IC train is delayed Glenville, doing station work, its crew will push the button located in iron box east of highway crossing near absolute signal to indicate train is ready to enter the control section.

27. Drawbridges are located as follows:

Inver Grove; Mississippi River,

St. Joseph; Missouri River,

Atchison; Missouri River,

Sub-Div. 29 MP 303; Missouri River.

28. 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
28	300.1	Thru Truss.
28	328.7	Thru Truss.
28	399.4	Thru Truss.
28	415.8	Viaduct.
29	419.5	Thru Truss.
29	435.5	Thru Truss.
29	451.3	Thru Truss.
29	460.4	Delivery Chute & Apron, Polo South Track.
29	Missouri River	Thru Truss Truman Bridge.
29	Locust Street	ASB Bridge Viaduct.
29	GGrand Avenue	Viaduct.
29	Hannibal Bridge	Railway Bridge Overhead.
29	4th & Bluff St.	Railway Bridge KCS Overhead.
29	4th & Bluff St.	Viaduct.
29	6th Street	Intercity Viaduct.
29	Henning St.	Foot Br idge overhead
29	9th Street	Street railway overhead.
29	Santa Fe St.	Viaduct.
29	James St.	Viaduct.
29	U.P. Ry. Br.	Thru Truss Kansas River
29	Near Berger St.	Viaduct KCT
29	10th St. K.C.Ks.	Viaduct
30	456.7	Thru Truss.
30	484.4	Viaduct.
30	489.2	Thru Truss.
30-A	499.3	Viaduct 6th St. St. Joseph.
30-A	518.7	Thru Truss Mos. River
30-A	Atchison Yard	Viaduct 6th St.
17	253.1	Viaduct.
	284.6	Viaduct.
	284.9	Viaduct.
	297.1	Viaduct.
	299.6	Viaduct.
	339.7	Viaduct.
	340.0	Viaduct.
18	81.0	Viaduct.
	96.7	Viaduct.
	109.8	Viaduct.
21-A	253.3	Viaduct.
23	440.4	Viaduct.
31	492.1	Viaduct.
	6.2	Viaduct.
	10.4	Viaduct.
	14.4	Viaduct.
	15.2	Viaduct.
	17.9	Viaduct.
	22.8	Viaduct.
	23.7	Viaduct.
31	27.6	Viaduct.
	28.7	Viaduct.
	35.0	Viaduct.
	36.0	Viaduct.
	36.5	Viaduct.

28.-Continued.

Sub-Div.	Mile Post	Kind of Structure
	38.7	Viaduct.
	40.3	Viaduct.
	41.4	Viaduct.
	46.8	Viaduct.
	52.0	Viaduct.
	55.0	Viaduct.
	55.0	Viaduct.
	58.5	Viaduct.
	61.0	Viaduct.
	61.9	Viaduct.
	68.6	Viaduct.
	72.3	TrussSpan
4-C	7.0	TrussSpan
	17.8	Viaduct.
	36.0	Truss Span
	45.3	Viaduct
	47.7	TrussSpan
	74.5	Viaduct
4-D	100.6	Viaduct
	251.7	Truss Span
	271.9	TrussSpan
	285.1	Viaduct
	288.3	Truss Span
	290.5	Viaduct
	294.0	Truss Span
	301.8	Viaduct
	301.9	Viaduct
31-A	302.0	Viaduct
	385.4	Viaduct

Subdivision 28.

Centerville, Iowa. The mine tippel at Casale coal mine spur at New Block Coal Co., MP 341.0 will not clear box cars or engines on tracks Nos. 2 and 3.

31. Industrial or spur tracks are located at:

Sub. Div.	Mile Post	Name	Car Capacity
4c	36.5	Midwest Rendering Works	10
4c	54	Douds Stone Co.	12
4c	94.9	Atlas Coal Co.	12
4c	98.8	Patik Coal Co.	17
4c	306.7	Carbon Hill Coal Co.	7
18	76.8	IU Transfer	30
18	78.5	General Mills Spur	39
18	159.8	Federated Power Plant	20
20	196.3	Graettinger Gravel Pit	68
20	205.2	Virginia Spur	11
21	256.7	Town & Country Gas Co.	1
21	284.9	Champlin	30
21a	251.12	Granstead Spur	4
22	299.1	Granstead Spur	2
20b	137.3	Power Spur	4
23	464.2	PAM	12
23	508.2	Moneta	39
28	341.0	Casale Coal Mine	20
31	66.8	Farmers Elevator Co.	35
31	72.0	Goodwin Brick & Tile Co.	62

34. "Precautions, unusual conditions," When snow plows are operated preceding or following other trains, Absolute Block between open stations must be maintained between such trains in territory involved. If necessary, Dispatchers must call Operator to establish communication. These requirements do not modify Rule 99.

Snow plows, and Diesel Units with pilot plows, while in road operation will not exceed 5 MPH when meeting or passing or being passed by a passenger train.

When temperature is 10 degrees or more below zero, maximum speed of Rocket trains and trains 3 & 4 will be 70 MPH. Conventional passenger trains and freight trains must not exceed a speed of 10 MPH less than the maximum authorized speed.

34a. Speedometers on road engines in main line service must be checked by observing time between mile post twice on each trip. The location, speed, and any variation must be shown on work report.

The following letters and symbol 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.
 *--Radio Installation.

COMMUNICATION OFFICES

OFFICE HOURS

Week Days

Except Saturdays

*Sundays and Holidays

**Saturdays

SUBDIVISION 17

Manly	Continuous
Northwood	7:30 a.m. 4:30 p.m.
Albert Lea (R.L.)	*.** 7:30 a.m. 3:30 p.m.
	7:30 a.m. 11:30 p.m.
Albert Lea (M. St. L.)	Continuous
Clarks Grove	8:00 a.m. 5:00 p.m.
Ellendale	8:30 a.m. 5:30 p.m.
Hope	8:30 a.m. 5:30 p.m.
Owatonna	*.** 12:01 a.m. 8:45 p.m.
	10:00 p.m. 12:01 a.m.
Medford	8:00 a.m. 5:00 p.m.
Faribault	*.** 3:00 a.m. 7:00 p.m.
Inver Grove	Continuous

SUBDIVISION 18

Manly	Continuous
Clear Lake Jct.	Continuous
Sheffield	8:00 a.m. 5:00 p.m.
Hampton	8:00 a.m. 4:00 p.m.
	11:00 p.m. 7:00 a.m.
Iowa Falls	Continuous
Buckeye	7:30 a.m. 4:30 p.m.
McCollsburg	7:00 a.m. 4:00 p.m.
Nevada	8:00 a.m. 5:00 p.m.
Cambridge	7:00 a.m. 4:00 p.m.
Short Line Jct.	Continuous
Des Moines	Continuous

SUBDIVISION 31

Des Moines	Continuous
Short Line Jct.	Continuous
Carlisle	8:00 a.m. 5:00 p.m.
Melcher	7:00 a.m. 4:00 p.m.
Charlton	12:01 a.m. 8:00 a.m.
	*.** 10:30 a.m. 6:30 p.m.
Allerton	Continuous

SUBDIVISION 28

Eldon Yard	Continuous
Centerville	8:00 a.m. 4:00 p.m.
	*.** 9:30 p.m. 5:30 a.m.
Seymour	8:00 a.m. 5:00 p.m.
Allerton	Continuous
Princeton	7:15 a.m. 4:15 p.m.
Mercer	7:00 a.m. 4:00 p.m.
Spickards	7:00 a.m. 4:00 p.m.
Trenton	Continuous

SUBDIVISION 29

Trenton	Continuous
Polo	7:00 a.m. 4:00 p.m.
Lawson	7:00 a.m. 4:00 p.m.
Excelsior Springs	7:30 a.m. 4:30 p.m.
Liberty	7:00 a.m. 4:00 p.m.
Birmingham	Continuous
Mo. River Drawbridge	Continuous
West Wye Tower	Continuous
Kansas City U.D.	Continuous

SUBDIVISION 30

Jamesport	7:15 a.m. 4:15 p.m.
Gallatin	7:15 a.m. 4:15 p.m.
Maysville	8:00 a.m. 5:00 p.m.

SUBDIVISION 30-A

St. Joseph Yd.	7:30 a.m. 11:30 p.m.
	*.** 3:30 p.m. 11:30 p.m.
Atchison U.D.	Continuous

SUBDIVISION 31-A

Carlisle	8:00 a.m. 5:00 p.m.
Indianola	8:30 a.m. 5:30 p.m.

SUBDIVISION 23

Gowrie	8:00 a.m. 5:00 p.m.
Manson	8:00 a.m. 5:00 p.m.
Palmer	8:30 a.m. 5:30 p.m.
Pocahontas	8:00 a.m. 5:00 p.m.
Laurens	8:30 a.m. 5:30 p.m.
Royal	8:30 a.m. 5:30 p.m.
Hartley	8:15 a.m. 5:15 p.m.
Melvin	7:45 a.m. 4:45 p.m.
Sibley	7:30 a.m. 4:30 p.m.

SUBDIVISION 21-A

Lake Park	7:30 a.m. 4:30 p.m.
Round Lake	7:30 a.m. 4:30 p.m.
Worthington	8:00 a.m. 5:00 p.m.
Reading	8:00 a.m. 5:00 p.m.
Wilmont	8:30 a.m. 5:30 p.m.
Lismore	8:30 a.m. 5:30 p.m.
Kenneth	8:00 a.m. 5:00 p.m.

SUBDIVISION 4-C

Keokuk	Continuous
Douds	7:45 a.m. 4:45 p.m.
Ottumwa Yard	8:00 a.m. 5:00 p.m.
Ottumwa UD	Continuous
Eddyville	8:30 a.m. 5:30 p.m.
Pella	8:00 a.m. 5:00 p.m.
Monroe	8:30 a.m. 5:30 p.m.
Prairie City	7:30 a.m. 4:30 p.m.
Altoona	Continuous
Short Line Jct.	Continuous
Des Moines	Continuous

SUBDIVISION 4-D

Washington	7:30 a.m. 4:30 p.m.
	** 7:30 a.m. 4:30 p.m.
Keeta	7:30 a.m. 4:30 p.m.
Sigourney	7:30 a.m. 4:30 p.m.
Oskaloosa	8:30 a.m. 5:30 p.m.

SUBDIVISION 4-E

Keosauqua	8:00 a.m. 5:00 p.m.
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SUBDIVISION 20

Iowa Falls	Continuous
Popejoy	7:45 a.m. 4:45 p.m.
Dows	6:30 a.m. 3:30 p.m.
Clarlon	7:30 a.m. 4:30 p.m.
Livermore	7:30 a.m. 4:30 p.m.
Bode	7:00 a.m. 4:00 p.m.
West Bend	7:30 a.m. 4:30 p.m.
Emmetsburg	7:00 a.m. 4:00 p.m.
Graettinger	8:00 a.m. 5:00 p.m.
Wallingford	8:30 a.m. 5:30 p.m.
Estherville	8:00 a.m. 4:00 p.m.
	11:00 p.m. 7:00 a.m.

SUBDIVISION 21

Estherville	8:00 a.m. 4:00 p.m.
	11:00 p.m. 7:00 a.m.
Superior	8:00 a.m. 5:00 p.m.
Spirit Lake	8:00 a.m. 5:00 p.m.
Lake Park	7:30 a.m. 4:30 p.m.
Ocheydan	8:00 a.m. 5:00 p.m.
Sibley	7:30 a.m. 4:30 p.m.
Little Rock	8:00 a.m. 5:00 p.m.
Ellsworth	8:00 a.m. 5:00 p.m.
Rock Rapids	7:15 a.m. 4:15 p.m.
Lester	7:30 a.m. 4:30 p.m.
Sioux Falls	** 8:00 a.m. 5:00 p.m.
	8:00 a.m. 5:00 p.m.

SUBDIVISION 22

Ellsworth	8:00 a.m. 5:00 p.m.
Luverne	8:00 a.m. 5:00 p.m.
Hardwick	7:30 a.m. 4:30 p.m.
Pipestone	8:00 a.m. 5:00 p.m.
White	8:00 a.m. 5:00 p.m.
Toronto	8:00 a.m. 5:00 p.m.
Brandt	8:30 a.m. 5:30 p.m.
Clear Lake	7:00 a.m. 4:00 p.m.

SUBDIVISION 20-A

Albert Lea	*.** 7:30 a.m. 3:30 p.m.
	7:30 a.m. 11:30 p.m.
Conger	7:00 a.m. 4:00 p.m.
Walters	7:00 a.m. 4:00 p.m.
Bricelyn	7:30 a.m. 4:30 p.m.
Rake	8:00 a.m. 5:00 p.m.
Lakota	8:00 a.m. 5:00 p.m.
Swea City	7:30 a.m. 4:30 p.m.
Armstrong	8:00 a.m. 5:00 p.m.
Gruver	7:30 a.m. 4:30 p.m.
Estherville	8:00 a.m. 4:00 p.m.
	11:00 p.m. 7:00 a.m.

SUBDIVISION 20-B

Dows	6:30 a.m. 3:30 p.m.
Belmond	7:30 a.m. 4:30 p.m.
Klemme	7:30 a.m. 4:30 p.m.
Garner	7:30 a.m. 4:30 p.m.
Forest City	8:00 a.m. 5:00 p.m.
Thompson	7:30 a.m. 4:30 p.m.
Buffalo Center	8:30 a.m. 5:30 p.m.
Lakota	8:00 a.m. 5:00 p.m.

SUBDIVISION 20-C

Garner	7:30 a.m. 4:30 p.m.
Crystal Lake	8:30 a.m. 5:30 p.m.
Woden	8:30 a.m. 5:30 p.m.
Titonka	8:30 a.m. 5:30 p.m.

SUBDIVISION 17-A

Hollendale	8:00 a.m. 5:00 p.m.
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G. W. ZINN,
Asst. Superintendent Des Moines

B. L. SCHOECH,
Asst. Superintendent St. Paul

C. B. MURRAY,
Asst. Superintendent Estherville

W. J. PASTA,
Trainmaster Trenton

F. E. WHEELER,
Terminal Trainmaster Des Moines

F. J. GARNER,
Asst. Terminal Trainmaster Des Moines

D. B. SHEA,
Asst. Trainmaster St. Joseph

C. A. MENNELL,
Asst. Trainmaster Manly

K. O. THOMAS,
Master Mechanic Des Moines

R. D. McNAMARA,
Asst. Master Mechanic Minneapolis

F. H. SPRENGER,
Road Foreman Equipment Des Moines

J. F. WADDICAR,
Road Foreman Equipment Trenton

C. W. GUENTHER, Chief Dispatcher, Des Moines
B. HULL, Night Chief Disptacher, Des Moines

ELDER BYLANDER,
W. E. MURPHY,
H. M. ROZENBERG,
G. W. LINDSEY,
D. B. YATES,
K. D. HORNBAKER,
W. M. EGAN

} Dispatchers, Des Moines

K. E. ELYEA, Chief Dispatcher, Trenton

W. H. WEBSTER,
P. E. MANKINS,
J. E. MARSENGILL,
D. K. SHORT,
J. N. HARDIN

} Dispatchers, Trenton