

Company Doctors

*H.B. NEEL
 *C.F. PALMER
 J.H. McCALL
 *D.E. WILCOX
 *E.M. JUEL
 C.C. HUNTLEY
 *A.L. YOCOM
 *DEAN CURTIS
 *J.P. COGLEY
 *A.L. NELSON
 *J.B. FRASER
 *J. LAMAR
 *C.A. AAGSEN
 F.X. CRETZMEYER
 *J.P. CLARK
 *G.B. JOHNSTON
 *R.P. BOSE
 D.E. MUSGRAVE
 C.W. RUMPF
 A.H. FIELD
 *R. JOHNSON
 *L.F. PARKER
 *R.W. DUNLAY
 *G.H. ASHLINE
 W.E. BULLOCK
 H.L. PITLUCK
 *W.G. McALLISTER
 *J.H. FAUST
 W.H. RUCKER
 J.A. WILLIAMS
 R.H. MORDAUNT
 *B. STREET
 *G.H. CLARK
 *G.W. BENNETT
 *G.C. BLOME
 *K. LISTER
 A.J. OLSON
 H.C. VANDER MEULEN
 *W.G. BENJAMIN
 *F. H. ZARTH
 A. C. WUBBENA
 *J.V. McGREEVY
 *E. J. McGREEVY
 *V.A. SANDKAMP
 *J.J. MALENSEK
 P.A. SCOTT
 D.F. RODAWIG
 *L.P. FORGRAVE
 *O.F. DUFFY
 *CHESTER L. CLARK
 *F. STERNAGEL
 C.B. HICKENLOOPER
 P.F. CHESTNUT
 *E.A. KILBRIDE
 *Examiner

Location
 Albert Lea
 Albert Lea
 Allerton
 Atlantic, Iowa
 Atlantic, Iowa
 Avoca, Ia.
 Chariton
 Chariton
 Council Bluffs
 Des Moines
 Des Moines
 Des Moines
 Dows
 Emmetsburg
 Estherville
 Estherville
 Estherville
 Excelsior Springs
 Foribault
 Farmington
 Iowa Falls
 Iowa Falls
 Iowa Falls
 Keokuk
 Lake Park
 Laurens
 Manly
 Manson
 Minneapolis
 Minn. Transfer
 Nevada
 Northfield
 Oskaloosa
 Oskaloosa
 Ottumwa
 Ottumwa
 Owatonna
 Pella
 Pipestone
 Princeton
 Rock Rapids
 Sioux Falls
 Sioux Falls
 St. Paul
 St. Paul
 Spirit Lake
 Spirit Lake
 St. Joseph
 Trenton
 Trenton
 West Des Moines
 Winterset
 Winterset
 Worthington

OCULIST & AURIST

T.M. GILL
 A.M. DEAN
 G.S. MARQUIS
 J.H. McNAMEE
 J.A. BILLINGSLEY
 C.A. CROCKETT
 A.N. ALTRINGER
 J.B. DIXON
 J.H. JUDD
 F.L. EAGLE
 D.O. BOVENMEYER
 W.C. WOLFE
 *H.C. KIMBERLIN

Albert Lea
 Council Bluffs, Ia.
 Des Moines
 Des Moines
 Kansas City, Kans.
 Kansas City, Mo.
 Kansas City, Mo.
 Mason City
 Omaha, Nebr.
 Omaha, Nebr.
 Ottumwa
 Ottumwa
 Trenton

SEE PAGE 29 FOR HOSPITALS

Chicago, Rock Island & Pacific Railroad



**TIME
 TABLE
 DES MOINES DIVISION
 FIRST DISTRICT**

No. 2

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

SUNDAY, OCTOBER 25, 1964

B. R. Dew,
 Superintendent

B.F. WELLS
 General Manager

A. E. ANDERSON,
 Asst. General Manager

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

Main Line Westward

| SECOND CLASS | | | | FIRST CLASS | | | | M.P. from Chicago | Distance from Short Line Jct. | Capacity of Sidings | Capacity of Other Tracks | SUBDIVISION 5 STATIONS TIME TABLE NO. 2 October 25, 1964 | |
|--------------|-----------|------------|------------|-------------|-----------|-----------|------------|-------------------|-------------------------------|---------------------|--------------------------|--|-------|
| 91 | 81 | 59 | 83 | 7 | 9 | 13 | 25 | | | | | | |
| CGW Freight | Freight | Freight | Freight | Psg. | Psg. | CGW Psg. | Mail | | | | | | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | | |
| | P.M. 8.15 | A.M. 9.30 | A.M. 12.01 | | | | | 355.6 | ..... | ..... | Yard | WX. | TO * |
| | | | | | | | | 356.2 | ..... | ..... | ..... | ..... | UX |
| | | | | P.M. 7.45 | A.M. 6.15 | | A.M. 12.55 | 357.8 | 2.2 | ..... | 341 | ..... | TO * |
| | | | | | | | | 358.3 | ..... | ..... | ..... | ..... | UX |
| | 8.35 | 9.42 | 12.13 | 7.47 | 6.17 | | 12.56 | 358.6 | 3.0 | ..... | ..... | ..... | ..... |
| | 8.40 | 9.47 | 12.20 | 7.52 | 6.22 | | 1.00 | 362.6 | 7.0 | ..... | 459 | BR. | TO * |
| | | | | | | | | 362.7 | ..... | ..... | ..... | ..... | ..... |
| | 8.50 | 9.58 | 12.32 | 8.01 | 6.33 | | 1.09 | 372.7 | 17.1 | 125 | 82 | ..... | ..... |
| | 8.56 | 10.04 | 12.37 | 8.05 | 6.38 | | 1.14 | 376.6 | 21.0 | 77 | 34 | ..... | ..... |
| | | | | | | | | 379.8 | 24.2 | ..... | 26 | ..... | ..... |
| | 9.04 | 10.09 | 12.55 | 8.11 | 6.45 | | 1.24 | 383.2 | 27.6 | 50 | ..... | ..... | ..... |
| | | | | | | | | 385.6 | 30.0 | ..... | 180 | ..... | ..... |
| | 9.09 | 10.14 | 1.04 | 8.15 | 6.49 | | 1.29 | 387.4 | 31.8 | 125 | 50 | ..... | ..... |
| | 9.15 | 10.21 | 1.12 | 8.20 | 6.54 | | 1.35 | 393.1 | 37.5 | 49 | 28 | ..... | ..... |
| | 9.21 | 10.27 | 1.18 | 8.24 | 6.58 | | 1.41 | 398.2 | 42.6 | 80 | 93 | ..... | ..... |
| | 9.26 | 10.32 | 1.23 | 8.28 | 7.02 | | 1.45 | 403.1 | 47.5 | 80 | 30 | ..... | ..... |
| | 9.33 | 10.40 | 1.30 | 8.34 | 7.09 | | 1.53 | 410.1 | 54.5 | 69 | 34 | ..... | ..... |
| | | | | | | | | 416.8 | 61.2 | ..... | 84 | ..... | ..... |
| | 9.54 | 10.55 | 1.50 | 8.47 | 7.13 | | 2.08 | 425.5 | 69.0 | 100 | 60 | ..... | ..... |
| | 10.03 | 11.02 | 1.58 | 8.53 | 7.19 | | 2.15 | 432.5 | 76.0 | 49 | 25 | ..... | ..... |
| | | | | | | | | 439.9 | 83.4 | 120 | 503 | ..... | ..... |
| | 10.30 | 11.28 | 2.55 | 9.15 | 7.49 | | 3.00 | 455.6 | 99.0 | 300 | 7 | ..... | ..... |
| | | 11.35 | | | | | | 459.3 | 102.7 | ..... | 57 | ..... | ..... |
| P.M. 9.53 | 10.50 | 11.55 | 3.20 | 9.32 | 8.08 | A.M. 5.55 | 3.20 | 474.7 | 118.1 | 125 | ..... | ..... | ..... |
| 9.57 | | A.M. | | | | | | 476.6 | 120.0 | ..... | ..... | ..... | ..... |
| 10.10 | 11.04 | 12.07 | 3.33 | 9.43 | 8.21 | 6.07 | 3.40 | 486.4 | 129.8 | ..... | ..... | ..... | ..... |
| P.M. | 11.19 | P.M. 12.30 | 3.40 | 9.45 | 8.23 | A.M. | 3.42 | 487.8 | 131.4 | 130 | Yard | ..... | ..... |
| | P.M. | P.M. | A.M. | | | | | 488.7 | ..... | ..... | ..... | ..... | ..... |
| | | | | s9.50 | s8.30 | | s3.55 | 488.8 | 132.4 | ..... | Yard | ..... | ..... |
| | | | | | | | | 489.5 | 133.4 | ..... | ..... | ..... | ..... |
| | | | | | | | | 489.8 | ..... | ..... | ..... | ..... | ..... |
| | | | | s10.00 | s8.45 | | s4.30 | 490.0 | 133.6 | ..... | ..... | ..... | ..... |
| | | | | s10.15 | s9.00 | | s5.00 | 492.7 | 136.3 | ..... | ..... | ..... | ..... |
| | | | | | | | | | | | | | |

SUBDIVISION 5 STATIONS
TIME TABLE NO. 2
October 25, 1964

Signal Indications MP 355-28 to 362-29 Rules 450 to 453, incl.

.....SHORT LINE JCT.. (CRI&P Crossing).....
0.6
.....DMU-CGW-FIDDM&S Crossing.....
1.6

.....DES MOINES.....
0.5
.....DMU Crossing.....
0.3
.....CNW JCT.....
4.0
.....WEST DES MOINES.....
0.1

.....CNW Jct.....
10.0
.....BOONEVILLE.....P
3.9
VR.....VAN METER.....TO
3.2
.....DE SOTO.....
3.4
.....CLUCAS.....P
2.4
.....WINEAR.....P
1.8
FR.....EARLHAM.....* TO
5.7
.....DEXTER.....P
5.1
CS.....STUART.....P
4.9
.....MENLO.....P
7.0
.....CASEY.....P
6.7
AD.....ADAIR.....TO
7.8
BG.....ANITA.....TO
7.0
.....WIOTA.....P
7.4
WN.....ATLANTIC.....* TO

.....HILLIS.....P
3.7
.....HANCOCK JCT.....P
15.4
.....PETER.....P
1.9
.....McCLELLAND.....P
9.8
.....RIGG.....P
1.6
Q.....BLUFFS.....* TO
0.9
Wabash, CB&Q and CMS&P Crossing.....
0.1
.....CO. BLUFFS.....
0.7
.....IC and C&NW Crossing.....
0.3
.....CB&Q and C&NW Crossing.....
0.2
.....UP Transfer, Ia. } See T. T. Rule 16h. TO
2.7
US.....OMAHA, NEB..... }
136.3

See T. T. Rules 15 and 15a

TWO MAIN TRACKS

AUTOMATIC BLOCK SIGNALS MP 362-29 TO MP 439-19 Rules 350-356, incl.

SIGNAL INDICATION MP 439-19 TO MP 489-0 Rules 400-406, incl.

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED BETWEEN ATLANTIC AND WEST DES MOINES.**

No. 7 discharge or receive from or to stop points.
No. 9 discharge from stop points.

Trains handling rock cars between Earlham Quarry and West Des Moines must not exceed speed of 30 MPH.

| SOUTHWARD | | | | | MAIN LINE | | | | | | | | | | NORTHWARD | | | | |
|-------------|-------|-------|------------|--|-------------------------|--|--|--|--|--|--|--|--|--|-------------|-------|-------|--|--|
| FIRST CLASS | | | | | SUBDIVISION 17 STATIONS | | | | | | | | | | FIRST CLASS | | | | |
| | 15 | 19 | 17 | | | | | | | | | | | | 20 | 16 | 18 | | |
| | Psg. | Psg. | Psg. | | | | | | | | | | | | Psg. | Psg. | Psg. | | |
| | Daily | Daily | Daily | | | | | | | | | | | | Daily | Daily | Daily | | |
| | P.M. | P.M. | A.M. | | | | | | | | | | | | A.M. | A.M. | P.M. | | |
| | 8.25 | 3.30 | 11.00 | | | | | | | | | | | | 8.40 | 8.00 | 7.30 | | |
| | 8.50 | 3.50 | 11.20 | | | | | | | | | | | | 8.10 | 7.30 | 7.00 | | |
| | 9.05 | 4.05 | 11.30 | | | | | | | | | | | | 7.55 | 7.15 | 6.45 | | |
| | 9.15 | 4.15 | 11.40 | | | | | | | | | | | | 7.29 | 6.49 | 6.18 | | |
| | 9.19 | 4.20 | 11.44 | | | | | | | | | | | | 7.25 | 6.45 | 6.14 | | |
| | 9.31 | 4.33 | 11.56 | | | | | | | | | | | | 7.12 | 6.32 | 6.02 | | |
| | 9.37 | 4.40 | A.M. 12.02 | | | | | | | | | | | | 7.04 | 6.25 | 5.54 | | |
| | 9.44 | 4.47 | P.M. 12.08 | | | | | | | | | | | | 6.57 | 6.19 | 5.47 | | |
| | 9.52 | 4.59 | 12.16 | | | | | | | | | | | | 6.50 | 6.11 | 5.40 | | |
| | 9.55 | 5.02 | 12.21 | | | | | | | | | | | | 6.47 | 6.08 | 5.37 | | |
| | 9.59 | 5.06 | 12.24 | | | | | | | | | | | | 6.43 | 6.04 | 5.34 | | |
| | 10.07 | 5.16 | 12.31 | | | | | | | | | | | | 6.35 | 5.56 | 5.27 | | |
| | 10.12 | 5.22 | 12.36 | | | | | | | | | | | | 6.30 | 5.50 | 5.22 | | |
| | 10.17 | 5.28 | 12.40 | | | | | | | | | | | | | | | | |
| | 10.30 | 5.45 | 12.48 | | | | | | | | | | | | 6.21 | 5.40 | 5.12 | | |
| | 10.46 | 5.58 | 1.02 | | | | | | | | | | | | 6.08 | 5.23 | 4.57 | | |
| | 10.53 | 6.04 | 1.08 | | | | | | | | | | | | 6.01 | 5.16 | 4.51 | | |
| | 11.10 | 6.16 | 1.18 | | | | | | | | | | | | 5.53 | 5.08 | 4.43 | | |
| | 11.12 | 6.18 | 1.20 | | | | | | | | | | | | 5.49 | 5.01 | 4.37 | | |
| | 11.18 | 6.24 | 1.26 | | | | | | | | | | | | 5.43 | 4.55 | 4.32 | | |
| | 11.22 | 6.28 | 1.29 | | | | | | | | | | | | 5.39 | 4.51 | 4.29 | | |
| | 11.26 | 6.33 | 1.33 | | | | | | | | | | | | 5.35 | 4.46 | 4.25 | | |
| | 11.31 | 6.38 | 1.38 | | | | | | | | | | | | 5.30 | 4.41 | 4.20 | | |
| | 11.40 | 6.45 | 1.43 | | | | | | | | | | | | 5.25 | 4.36 | 4.15 | | |
| | P.M. | P.M. | P.M. | | | | | | | | | | | | A.M. | A.M. | P.M. | | |

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.

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

No. 15-16-19-20 receive and discharge revenue passengers to or from points where scheduled to stop.

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 | 15 | 17 | TIME TABLE NO. 2 | | | | | | 16 | 18 | 68 | | | | October 25, 1964 | | | Psg. | Psg. | Freight |
| Freight | Psg. | Psg. | | | | | | | Psg. | Psg. | Freight | | | | | | | | | |
| Daily | Daily | Daily | | | | | | | Daily | Daily | Daily | | | | | | | | | |
| P.M. 6.30 | P.M. 11.50 | P.M. 1.50 | 50 | Yard | 3225 | JU. | MANLY | T. Rule 26b | ★ TO | 202.1 | 130.7 | RFWT Yd | A.M. 4.31 | P.M. 4.07 | | P.M. 9.30 | | | | |
| | | | ... | ... | ... | H. | C&NW Crossing | See T. Rule 26b | TO | 193.2 | 121.8 | ... | | | | | | | | |
| 6.52 | s12.15 A.M. | s2.06 | ... | ... | ... | DF. | MASON CITY | T. Rule 16d | TO | 192.6 | 121.2 | Yd | s4.06 | s3.51 | | 9.00 | | | | |
| | | | ... | ... | ... | ... | CMS&P&P Crossing | | TO | 192.0 | 120.6 | ... | | | | | | | | |
| 6.56 | 12.19 | 2.10 | 96 | ... | 62193 | K. | CLEAR LAKE JCT | | TO | 191.1 | 119.7 | RYd | 3.47 | 3.47 | | 8.52 | | | | |
| | | | ... | ... | ... | ... | IOWA TERMINAL CROSSING | | ... | ... | ... | ... | | | | | | | | |
| 7.08 | 12.28 | 2.17 | 53 | 10 | 62184 | ... | HURLEY | | P | 182.2 | 110.8 | ... | 3.41 | 3.40 | | 8.40 | | | | |
| 7.16 | 12.34 | 2.23 | 125 | 25 | 62176 | GR. | SHEFFIELD | | TO | 174.5 | 103.1 | ... | 3.32 | 3.34 | | 8.30 | | | | |
| 7.22 | 12.38 | 2.27 | 49 | 13 | 62172 | ... | CHAPIN | | P | 170.1 | 98.7 | ... | 3.28 | 3.30 | | 8.24 | | | | |
| | | | ... | ... | ... | ... | C&NW Crossing | | ... | 164.2 | 92.8 | ... | | | | | | | | |
| | | | ... | ... | ... | ... | CGW Crossing | | ... | 164.1 | ... | ... | | | | | | | | |
| 7.33 | s12.46 | 2.32 | 51 | 39 | 62165 | HM. | HAMPTON | | TO | 163.7 | 92.3 | ... | s3.21 | 3.25 | | 8.14 | | | | |
| | | | ... | ... | ... | ... | BRADFORD | | P | 155.4 | 84.0 | ... | 3.10 | 3.18 | | 8.02 | | | | |
| 7.43 | 12.54 | 2.40 | 69 | 35 | 62157 | ... | ARGON | | P | 148.2 | 76.8 | Yd | 3.01 | 3.05 | | 7.50 | | | | |
| 7.50 68 | 1.01 | 2.50 | 80 | 38 | 62150 | ... | IC Crossing | | P | 147.7 | 76.3 | ... | | | | | | | | |
| | | | ... | ... | ... | ... | CRI&P Crossing | | ... | 147.7 | 76.3 | ... | | | | | | | | |
| 7.54 | s1.15 | s2.55 | ... | 112 | 12074 | AO. | IOWA FALLS | | TO | 147.4 | 76.0 | WTY Yd | s2.57 | s3.02 | | 7.45 | | | | |
| | | | ... | ... | ... | ... | PURINA | | P | 146.3 | 74.9 | Yd | 2.33 | 1.57 | | 7.40 | | | | |
| 7.59 | 1.18 | 2.57 | 77 | ... | 62148 | ... | BUCKEYE | | TO | 137.5 | 66.1 | ... | 2.26 | 2.50 | | 7.29 | | | | |
| 8.09 | 1.26 | 3.05 | 125 | 20 | 62139 | ... | SHERMAN | | P | 133.0 | 61.6 | ... | 2.22 | 2.45 | | 7.23 | | | | |
| 8.15 | 1.30 | 3.09 | ... | 22 | 62135 | ... | GARDEN CITY | | P | 125.4 | 54.0 | ... | 2.16 | 2.40 | | 7.14 | | | | |
| 8.25 | 1.36 | 3.15 | 49 | 20 | 62127 | ... | C&NW Crossing | | UX | 119.9 | 48.5 | ... | | | | | | | | |
| | | | ... | ... | ... | ... | McCALLSBURG | | TO | 119.8 | 48.4 | ... | 2.10 | 2.36 | | 7.04 | | | | |
| 8.38 | 1.40 | 3.20 | 90 | 28 | 62122 | ... | FERNALD | | P | 113.4 | 42.0 | ... | 2.04 | 2.31 | | 6.56 | | | | |
| 8.46 | 1.45 | 3.25 | 50 | 23 | 62115 | ... | NEVADA | | ★ TO | 107.0 | 35.6 | ... | g1.58 | 2.25 | | 6.48 | | | | |
| 8.54 | g1.51 | 3.30 | 53 | 50 | 62109 | ... | SHIPLEY | | P | 103.1 | 31.7 | ... | 1.54 | 2.21 | | 6.43 | | | | |
| 8.59 | 1.54 18 | 3.33 | 49 | 30 | 62105 | ... | CAMBRIDGE | | TO | 96.6 | 25.2 | ... | 1.47 | 2.18 | | 6.35 | | | | |
| 9.09 | 1.59 | 3.39 | 90 | 62 | 62098 | ... | ELKHART | | P | 89.5 | 18.1 | ... | 1.41 | 2.12 | | 6.27 | | | | |
| 9.18 | 2.04 | 3.45 | ... | 23 | 62091 | ... | ENTERPRISE | | P | 85.3 | 13.9 | ... | 1.38 | 2.09 | | 6.22 | | | | |
| 9.23 | 2.07 | 3.48 | 125 | 19 | 62087 | ... | SWANWOOD | | P | 78.6 | 7.2 | Yd | 1.32 | 2.03 | | 6.14 | | | | |
| 9.31 | 2.12 | 3.54 | 51 | 30 | 62080 | ... | CGW Crossing | | ... | 73.7 | 2.3 | ... | | | | | | | | |
| | | | ... | ... | ... | ... | X. Short Line Jct WX (CRI&P Cross.) | | TO | 73.4 | 2.0 | RFWT Yd | 1.26 | 1.57 | | 6.00 P.M. | | | | |
| 10.30 P.M. | 2.16 | 3.59 | ... | Yard | 2172 | ... | D. Des Moines MS | | ★ TO | ... | ... | RFW Yd | 1.20 A.M. | 1.50 P.M. | | | | | | |

AUTOMATIC BLOCK SIGNALS MP 191-03 to MP 73-24 Rules 350 to 356, Incl.

TWO MAIN TRACKS

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.
Crews will obtain permission from dispatcher before entering main track from Industry Spur at MP 77 Pole 32.

| SOUTHWARD | | | MAIN LINE | | | | | | | | | | NORTHWARD | | | | | |
|---------------------|--------|--------------------|------------------|---------------------|--------------------------|-----------------|---------------------------------------|--------|--------|----------|------------|-------------------------------------|--------------------------|--------------|-------------|--|--------------|--|
| SECOND CLASS | | FIRST CLASS | | Capacity of Sidings | Capacity of Other Tracks | Station Numbers | SUBDIVISION 31 | | | | | M. P. From West Wye Switch Allerton | Distance From Des Moines | Signs | FIRST CLASS | | SECOND CLASS | |
| 67 | 17 | 15 | STATIONS | | | | | 18 | 16 | | | | | | 68 | | | |
| Freight | P.sgr. | P.sgr. | TIME TABLE NO. 2 | | | | | P.sgr. | P.sgr. | | | Freight | | | | | | |
| Daily | Daily | Daily | October 25, 1964 | | | | | Daily | Daily | | | Daily | | | | | | |
| | | P.M. 4.20 | A.M. 3.15 | ... | 341 | 2174 | MS ... DES MOINES ... | 75.6 | ... | RFW Yd | P.M. 1.40 | A.M. 12.35 | | | | | | |
| P.M. 11.20 | | 4.26 ⁶⁸ | 3.22 | ... | Yard | 2172 | WX ... SHORT LINE JCT (CR&P Crossing) | 73.6 | 2.0 | RFWT YYd | 1.24 | 12.18 | | P.M. 17 4.26 | | | | |
| | | | | ... | | | DMU Crossing | 73.4 | 2.2 | | | | | | | | | |
| | | | | ... | | | CB&Q Crossing | 72.9 | 2.7 | | | | | | | | | |
| | | | | 115 | 495 | 30009 | AYON | 66.8 | 8.8 | | | | | | | | | |
| 11.37 | | 4.35 | 3.33 | 115 | 20 | 30011 | CARLISLE | 64.7 | 10.9 | | 1.12 | 12.08 | | 4.00 | | | | |
| | | | | ... | 5 | 62060 | HARTFORD | 59.6 | 16.0 | | | A.M. 67 | | | | | | |
| 11.57 ¹⁶ | | 4.47 | 3.44 | 136 | 20 | 62053 | BEECH | 52.8 | 22.8 | | 1.00 | 11.57 | | 3.41 | | | | |
| P.M. A.M. | | | | ... | 12 | 62044 | NEPAS | 44.0 | 31.6 | | | | | | | | | |
| 12.12 | | 5.01 | 3.56 | 79 | 15 | 62040 | MELCHER | 39.5 | 36.1 | | 12.48 | 11.44 | | 3.22 | | | | |
| 12.23 | | 5.11 | 4.05 | 125 | 63 | 62030 | WILLIAMSON | 29.9 | 45.7 | | 12.39 | 11.35 | | 3.08 | | | | |
| 12.32 | | 5.23 | 4.28 | 73 | 54 | 62023 | CHARITON | 23.4 | 52.2 | W | 12.32 | 11.29 | | 2.58 | | | | |
| 12.48 | | 5.36 | 4.40 | 125 | 20 | 62011 | MILLERTON | 11.2 | 64.4 | | 12.19 | 11.14 | | 2.40 | | | | |
| 12.57 | | 5.43 | 4.47 | 48 | 23 | 62005 | CORYDON | 4.5 | 71.1 | | 12.12 | 11.08 | | 2.30 | | | | |
| 1.05 A.M. | | 5.48 P.M. | 4.52 A.M. | 120 | 207 | 365 | ALLERTON | 76.0 | | RW Y | 12.07 P.M. | 11.03 P.M. | | 2.20 P.M. | | | | |

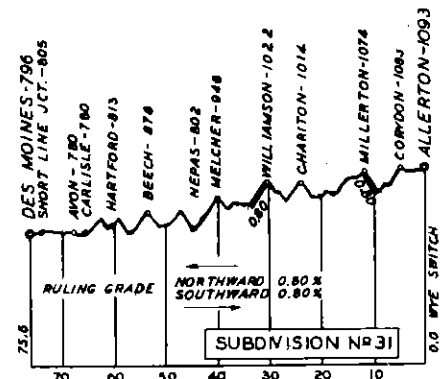
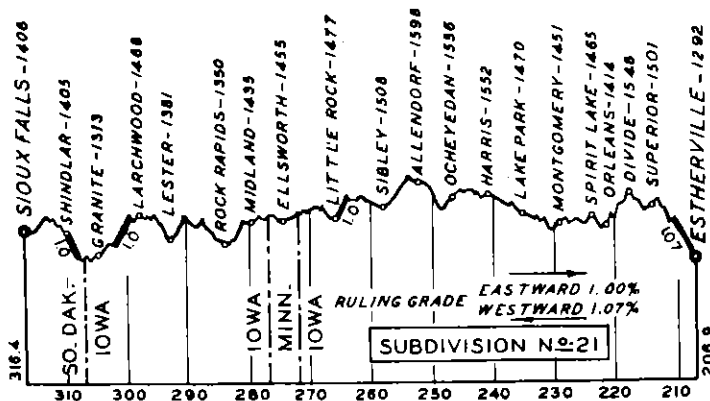
TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

FORM Y ORDERS AUTHORIZED.

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

Signal Indication MP65-8 to CB&Q Crossing Rules 400-406.

Engines must not be operated over car dump new elevator Avon.



WESTWARD

MAIN LINE

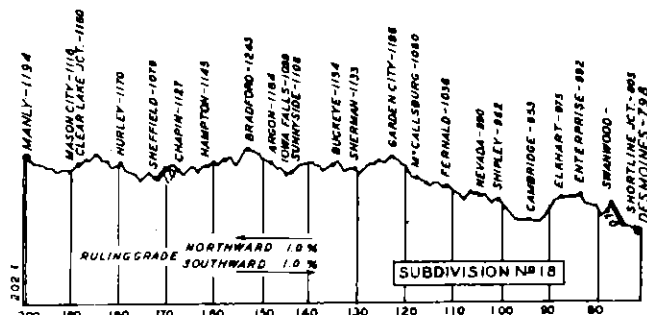
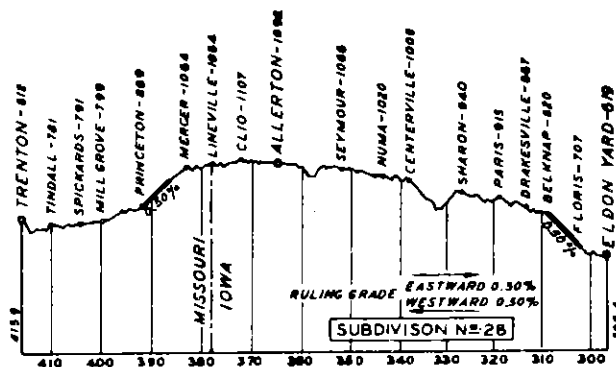
EASTWARD

| FIRST CLASS | | | M. P. from Chicago | Station Numbers | SUBDIVISION 28 STATIONS TIME TABLE NO. 2 October 25, 1964 | Capacity of Other Tracks | Capacity of Sidings | Signs | FIRST CLASS | | | | |
|--------------|-----------|-----------|--------------------|-----------------|--|--------------------------|---------------------|-------|--------------|-----------|--------|------------|------------|
| 3 | 17 | 15 | | | | | | | 4 | 18 | 16 | | |
| Golden State | P.sgr. | P.sgr. | | | | | | | Golden State | P.sgr. | P.sgr. | | |
| Daily | Daily | Daily | | | | | | | Daily | Daily | Daily | | |
| P.M. 5:48 | | | 296.6 | 292 | ON..... | ELDON YARD | *TO | Yd | RFWY | P.M. 3:05 | | | |
| | | | 302.5 | 301 | ..... | FLORIS | P | 13 | ..... |  |  |  |  |
| 6:00 | | | 308.5 | 308 | ..... | BELKNAP | P | 24 | 125 | 2:39 | | | |
| | | | 308.5 | ..... | ..... | Wabash Crossing | ..... | ..... | ..... |  |  |  |  |
| 6:07 | | | 311.6 | 311 | ..... | DRAKESVILLE | P | 7 | ..... |  |  |  |  |
| | | | 316.8 | 317 | ..... | PARIS | P | 8 | 125 | 2:31 | | | |
| | | | 324.4 | 324 | ..... | SHARON | P | ..... | 120 | ..... |  |  |  |
| | | | 331.1 | ..... | ..... | CB&Q Crossing | ..... | ..... | ..... |  |  |  |  |
| 6:24 | | | 334.7 | 335 | CV... | CENTERVILLE | P | 107 | 125 | Y | 2:13 | | |
| | | | 343.8 | 344 | ..... | NUMA | P | 8 | ..... | ..... |  |  |  |
| 6:36 | | | 351.7 | 352 | SR... | SEYMOUR | P | 37 | 118 | ..... | 2:00 | | |
| | | | 352.1 | ..... | ..... | CMS&P Crossing | P | ..... | ..... | ..... |  |  |  |
| 6:48 | P.M. 5:49 | A.M. 4:55 | 365.0 | 365 | AR... | ALLERTON | *TO | 160 | 120 | RWY | 2:47 | P.M. 12:07 | P.M. 11:01 |
| | | | 372.2 | 372 | | CLIO | P | 16 | | | 1:40 | A.M. 11:59 | 10:51 |
| 6:55 | 5:57 | 5:03 | 378.2 | 378 | | LINEVILLE, IA | P | 32 | | | | | |
| | | | 383.1 | 383 | Q..... | MERCER, MO | P | 18 | 123 | | 1:30 | 11:48 | 10:42 |
| 7:05 | 6:08 | 5:13 | 392.4 | 393 | PR..... | PRINCETON | P | 50 | 102 | | 1:21 | 11:39 | 10:32 |
| 7:15 | 6:17 | 5:22 | 399.8 | 400 | | MILL GROVE | P | 11 | 135 | | | | |
| 7:20 | 6:23 | 5:27 | 404.3 | 404 | SB..... | SPICKARDS | P | 21 | | | | | |
| | | | 410.3 | 410 | | TINDALL | P | 14 | | | 1:06 | 11:23 | 10:14 |
| 7:28 | 6:33 | 5:36 | 415.9 | 416 | RN..... | TRENTON | *TO | Yd | RFWT | Yd | 1:00 | 11:17 | 10:07 |
| 7:37 P.M. | 6:39 P.M. | 5:55 A.M. | | | | | | | | | P.M. | A.M. | P.M. |

WHEN OPERATING UNDER RULE 356, TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

No. 3 - Seymour and Allerton - discharge revenue passengers from Chicago and Englewood.
Seymour - Receive revenue passengers for Kansas City and beyond.

No. 4 Seymour - discharge revenue passengers from Kansas City and beyond - Receive revenue passengers for Davenport and beyond.
Allerton - receive revenue passengers for Englewood and Chicago discharge from El Paso and beyond.



MAIN LINE WESTWARD

| FIRST CLASS | | | | | | | | | | | | SUBDIVISION 29 | |
|-------------|--------------|--------------|-------------|--|--------------|--------------|--|--------------|------------------|---------------------|------------------------------------|----------------|--|
| WABASH | | | C.R.I. & P. | | | | | | | Capacity of Sidings | Capacity of Other Tracks | STATIONS | |
| 209 | 203 | | | | 3 | 17 | | 15 | TIME TABLE NO. 2 | | | | |
| Psgr. | Psgr. | | | | Golden State | Psgr. | | Psgr. | October 25, 1964 | | | | |
| Daily | Daily | | | | Daily | Daily | | Daily | | | | | |
| | | | | | P.M. 7.42 | P.M. 6.43 | | A.M. 6.05 | | Yard | | | |
| | | | | | | | | | | | RN .. TRENTON | | |
| | | | | | | | | | | | 0.9 .. YARD JCT. | | |
| | | | | | | | | | | | 2.4 .. LAKE | | |
| | | | | | | | | | | | 2.8 .. SCOTT | | |
| | | | | | 7.49 | 6.49 | | 6.11 | | | 1.4 .. HICKORY CREEK | | |
| | | | | | | | | | | 12 | 3.4 .. COBURN | | |
| | | | | | | | | | | 16 | 2.3 .. SHEARWOOD | | |
| | | | | | 8.02 | 7.03 | | 6.25 | 125 | 36 | 7.5 .. LOCK SPRINGS | | |
| | | | | | | | | | | | 0.1 .. WABASH CROSSING | | |
| | | | | | 8.09 | 7.15 | | 6.37 | 125 | 12 | 8.5 .. NETTLETON | | |
| | | | | | 8.14 | 7.21 | | 6.43 | 125 | 22 | 8.8 .. SHOAL | | |
| | | | | | 8.24 | 7.31 | | 6.53 | 125 | 49 | 10.2 PO. ... POLO | | |
| | | | | | | | | | 44 | | 7.2 .. ELMIRA | | |
| | | | | | 8.34 | 7.41 | | 7.03 | | | 4.0 .. LAWSON JCT. | | |
| | | | | | | | | | 105 | 50 | 1.3 SN ... LAWSON | | |
| | | | | | | 7.51 | | | 88 | 24 | 6.6 .. EXCELSIOR SPRINGS .. | | |
| | | | | | | | | | | 18 | 4.7 .. MOSEBY | | |
| | | | | | 8.45 | 7.56 | | 7.12 | | 11 | 0.6 .. MOSEBY JCT. | | |
| | | | | | | | | | | 23 | 2.6 .. STOCKDALE | | |
| | | | | | | | | | 105 | 70 | 4.9 .. LIBERTY | | |
| | P.M. 8.14 | P.M. 1.54 | | | 9.00 | 8.09 | | 7.25 | | | 5.5 BGWABASH CROSSING .. | | |
| | 8.17 | 1.57 | | | 9.03 | 8.12 | | 7.28 | | | 2.5 .. BIRMINGHAM | | |
| | 8.19 | 1.59 | | | 9.05 | 8.15 | | 7.31 | | | 0.1 MO. RIVER DRAWBRIDGE | | |
| | | | | | | | | | | Yard | 1.5 .. FREIGHT LINE JCT. .. | | |
| | | | | | | | | | | Yard | 0.3 WY WEST WYE TOWER .. | | |
| | 8.19 | 1.59 | | | 9.05 | 8.15 | | 7.31 | | | 1.3 .. KNOCHE YARDS ... | | |
| | 8.20 | 2.00 | | | 9.06 | 8.17 | | 7.33 | | | 0.4 .. FREIGHT LINE JCT. .. | | |
| | | | | | | | | | | | 0.6 .. AIR LINE JCT. | | |
| | | | | | | | | | | | C&A and MO. PAC. XING | | |
| | | | | | | | | | | | 0.3 .. KCS JCT. | | |
| | 8.45 P.M. | 2.25 P.M. | | | 9.25 P.M. | 8.45 P.M. | | 7.55 A.M. | | | 0.3 .. KCT JCT. | | |
| | | | | | | | | | | | 5.4 .. US KANSAS CITY, MO. | | |
| | | | | | | | | | | | 94.1 | | |

SIGNAL INDICATION, RULES 400-406

SIGNAL INDICATION
RULES 400-406

TWO MAIN TRACKS TO

TWO MAIN TRACKS

TWO MAIN TRACKS

TWO MAIN TRACKS

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 Kansas City 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. 2
October 25, 1964

FIRST CLASS

C.R.I. & P.

WABASH

| | | M.P. from Chicago | M.P. from Davenport | Station Numbers | Signs | FIRST CLASS | | | | | | | | |
|---|-----------------|-------------------|---------------------|-----------------|-------------|---------------|---------------|---------------|--------------|--|--------|------|--------------|--|
| | | | | | | C.R.I. & P. | | | WABASH | | | | | |
| | | | | | | 18 | 4 | 16 | | | 210 | | | |
| | | | | | | P.sgr. | Golden State | P.sgr. | | | P.sgr. | | | |
| | | | | | | Daily | | | | | | | | |
| TRENTON | | 414.1 | | 416 | RFWT Yd. | A.M. 11.10 | P.M. 12.57 | P.M. 9.57 | | | | | | |
| YARD JCT. | TWO MAIN TRACKS | 415.0 | | | | | | | | | | | | |
| LAKE | | 417.4 | | | | | | | | | | | | |
| SCOTT | | 420.2 | | | | | 11.01 | 12.51 | 9.43 | | | | | |
| HICKORY CREEK | | 421.6 | | 424 | | | | | | | | | | |
| COBURN | | 425.0 | | 427 | | | | | | | | | | |
| SHEARWOOD | | 427.3 | | 24002 | | | | | | | | | | |
| LOCK SPRINGS | | 434.8 | | 24010 | | | 10.49 | 12.39 | 9.30 | | | | | |
| WABASH CROSSING | | 434.9 | | | | | | | | | | | | |
| NETTLETON | | 443.5 | | 24019 | | | 10.42 | 12.32 | 9.22 | | | | | |
| SHOAL | | 450.3 | | 24025 | | | 10.36 | 12.26 | 9.17 | | | | | |
| POLO | TWO MAIN TRACKS | 460.5 | | 24036 | | 10.28 | 12.18 | 9.08 | | | | | | |
| ELMIRA | | 467.7 | | 24043 | | | | | | | | | | |
| LAWSON JCT. | | 471.7 | | | | | 10.18 | 12.07 P.M. | 8.58 | | | | | |
| LAWSON | | 274.8 | | 24047 | | | | | | | | | | |
| EXCELSIOR SPRINGS | | 281.4 | | 24055 | W | 10.09 | | | | | | | | |
| MOSEBY | | 286.8 | | 24058 | | | | | | | | | | |
| MOSEBY JCT. | | 483.6 | | | | | 10.00 | A.M. 11.56 | 8.47 | | | | | |
| STOCKDALE | | 290.1 | | 24061 | | | | | | | | | | |
| LIBERTY | | 295.0 | | 24066 | | | | | | | | | | |
| (WABASH CROSSING) BIRMINGHAM | | 300.5 | | 24072 | | | 9.50 | 11.45 | 8.35 | | | | A.M. 9.50 | |
| MO. RIVER DRAWBRIDGE | 302.5 | | | Yd. | 9.47 | 11.42 | 8.32 | | | | | 9.47 | | |
| FREIGHT LINE JCT. | 304.3 | | | | 9.45 | 11.40 | 8.30 | | | | | 9.45 | | |
| WEST WYE TOWER | TWO MAIN TRACKS | | | | RTY | | | | | | | | | |
| KNOCHE YARD | | | | | | | | | | | | | | |
| FREIGHT LINE JCT. | | 304.3 | | | | 9.45 | 11.40 | 8.30 | | | | | 9.45 | |
| AIR LINE JCT. | | 304.8 | | | | 9.44 | 11.39 | 8.29 | | | | | 9.44 | |
| C&A and MO. PAC. XING K.C.S. JCT. | | | | | | | | | | | | | | |
| K.C.T. JCT. | | | | | | | | | | | | | | |
| KANSAS CITY, MO. | | | | 60054 | | | 9.30 A.M. | 11.25 A.M. | 8.15 P.M. | | | | 9.30 A.M. | |

SIGNAL INDICATION, RULES 400-406

SIGNAL INDICATION
RULES 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 | | | | | | | | 64 | | | | | | | | | | | |
| Mixed | | | | | | | | Mixed | | | | | | | | | | | |
| Daily Except Sunday | | | | | 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 | .. | ..... | 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 | 468 | ..... | 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 | | | | | | |
| | | | | | .. | .. | .. | | CB&Q Crossing | UX | 497.8 | ..... | P.M. | | | | | | |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
EXCEPT No. 63 IS SUPERIOR TO No. 64
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 | | | | | | | | 202 678 160 | | | | | | | | | | | |
| Mixed ATSF MoPac | | | | | | | | Mixed MoPac ATSF | | | | | | | | | | | |
| Daily Except Sunday | | | | | Daily Except Sunday | | | | | | | | | | | | | | |
| | | | | P.M. 12.40 | .. | Yard | 58030 | N. | ATCHISON | TO | 519.4 | RFWT Yd | A.M. 11.30 | P.M. 5.00 | P.M. 6.15 | | | | |
| | | | | s 12.45 | .. | .. | 58030 | ..... | Atchison U. D., Kan. | | 518.8 | ..... | s 11.05 | 4.57 | 6.12 | | | | |
| | | | | | .. | .. | .. | | WINT HROP | | 518.9 | ..... |  |  |  |  |  |  |  |
| | | | | | .. | .. | .. | | CB&Q Crossing | | 513.9 | ..... |  |  |  |  |  |  |  |
| | | | | s 1.03 | 56 | 25 | 58025 | ..... | RUSHVILLE | | 513.7 | ..... | s 10.53 | 4.30 | 6.00 | | | | |
| | | | | 1.26 | 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 | .. | .. | .. | ..... | TERMINAL JCT. | | 498.0 | Yd | 10.32 | | 5.30 P.M. | | | | |
| | | | | | .. | .. | .. | | AT&SF 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.

Trains will register and receive train orders and clearances at Mo. Pac 5th street office - 2nd floor Atchison.

WESTWARD

KEOKUK and DES MOINES VALLEY BRANCH

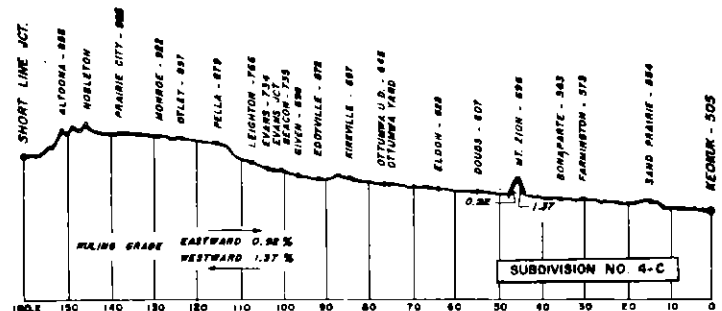
EASTWARD

| 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 | | | | Tuesday Thursday Saturday | Daily | Monday Wednesday Friday | | | | | | | |
| | P.M. 4.30 | | 197 | 15151 | K | KEOKUK | TO | | | RFWT Yd | | | P.M. 2.00 | | |
| | | | | | | 0.7 | CB&Q Crossing | UX | 0.7 | | | | | | |
| | 5.05 | | 18 | 15137 | | SAND PRAIRIE | | | 14.8 | | | | 1.30 | | |
| | | | | | | 14.1 | CB&Q Crossing | UX | 30.0 | | | | | | |
| | 5.35 | | 20 | 15122 | | FARMINGTON | | | 30.1 | | | | 1.00 | | |
| | 5.50 | | 16 | 15116 | | BONAPARTE | | | 35.5 | | | | 12.50 P.M. | | |
| | 6.10 | | 30 | 15106 | | 15.2 | MT. ZION | | 45.8 | | | | 12.25 A.M. | | |
| | 6.30 | | 28 | 15097 | DU | 9.2 | DOUDS | TO | 54.8 | | | | 11.40 | | |
| | 6.50 P.M. | A.M. 6.00 | 46 | 291 | | 9.0 | ELDON | | 63.9 | RYdFT | P.M. 12.30 | | 11.20 A.M. | | |
| | 7.20 | | 169 | 15077 | N | 12.0 | OTTUMWA YARD | | 75.8 | Yd | 11.45 | | | | |
| | | | | | | 1.4 | CMS&P Crossing | | 77.2 | | | | | | |
| | | 7.45 | 30 | 15087 | | 7.4 | KIRKVILLE | | 84.6 | | | 10.50 | | | |
| | | 8.05 | 19 | 15060 | Z | 7.0 | EDDYVILLE | TO | 91.6 | | | 10.30 | | | |
| | | 8.07 | | | | 1.4 | CRISP JCT | SEE T. 16-G ABS MP 93 TO MP 99-19 | 93.0 | | | 10.04 | | | |
| | | 8.19 | | | | 5.4 | M&STL JCT | | 99.6 | | | 9.52 | | | |
| | | 8.45 | 32 | 15051 | | 7.7 | BEACON | | 100.3 | | | 9.50 | | | |
| | | | | | | 1.9 | | | | | | | | | |
| A.M. 8.55 | | 8.55 | 55 | 15048 | | 5.2 | EVANS JCT. | | 304.6 | 102.2 | RYd | 9.40 | | A.M. 9.40 | |
| | | | | | | 8.2 | LEIGHTON | | 309.8 | 107.4 | | 209 9.10 | | 207 9.10 | |
| 9.10 208 | | 9.10 210 | 23 | 15044 | | 8.0 | PELLA | TO | 318.0 | 115.6 | Yd | 8.45 | | 8.45 | |
| 9.30 | | 9.30 | | 15036 | PA | 5.5 | OTLEY | | 326.0 | 123.6 | | 8.05 | | 8.05 | |
| 9.55 | | 9.55 | | 15028 | | 9.2 | MONROE | TO | 331.5 | 129.1 | | 7.45 | | 7.45 | |
| 10.20 | | 10.20 | | 15022 | G | 7.8 | PRAIRIE CITY | TO | 340.7 | 138.3 | | 7.15 | | 7.15 | |
| 10.50 | | 10.50 | | 15013 | PC | 7.8 | NOBLETON | | 348.3 | 145.9 | | 6.50 | | 6.50 | |
| 11.10 | | 11.10 | | 15008 | | 5.6 | ALTOONA | TO | 353.9 | 151.5 | R | 6.30 | | 6.30 | |
| 11.40 | | 11.40 | | 2183 | AN | 8.7 | 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. 14 IN EFFECT:

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

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



| 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 | | | | | | | | | | | | | |
| | Tuesday Thursday Saturday | | | | | TIME TABLE NO. 2 October 25, 1964 | | | | | | | 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 | 10060 | 53.1 | Yd | 10.30 | | |
|  |  |  | ..... | ..... | 301.4 | ..... | C&NW Crossing | ..... | UX | ..... | 53.2 | ..... |  |  |  |
| | 8.55 A.M. |  | ..... | ..... | 304.6 | ..... | 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 | | |
|----------|--|--|---------------------|--------------------------|-----------------|--------------------------------------|------------|-------|-------|---------------------|-------|--|----------|--|--|
| | | | Capacity of Sidings | Capacity of Other Tracks | Station Numbers | SUBDIVISION 4-E STATIONS | | | | M. P. from Mt. Zion | Signs | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | TIME TABLE NO. 2 October 25, 1964 | | | | | | | | | |
| | | | | 30 | 15108 | ..... | MOUNT ZION | ..... | ..... | ..... | Yd. | | | | |
| | | | | 25 | 57004 | ..... | KEOSAUQUA | ..... | ..... | 4.5 | ..... |  |  |  |  |

TRAINS AND ENGINES WILL OPERATE PER RULE 93.

| WESTWARD | | | INDIANOLA BRANCH | | | | | | | | | | EASTWARD | | |
|----------|--|--|---------------------|--------------------------|-----------------|--------------------------------------|-----------|-------|-------|-----------------------------------|------------------------|-------|----------|--|--|
| | | | Capacity of Sidings | Capacity of Other Tracks | Station Numbers | SUBDIVISION 31-A STATIONS | | | | M. P. from Chicago via Des Moines | Distance from Carlisle | Signs | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | TIME TABLE NO. 2 October 25, 1964 | | | | | | | | | |
| | | | 115 | 20 | 30011 | CK..... | CARLISLE | ..... | TO | 388.8 | ..... | Yd. | | | |
|  |  |  | ..... | 75 | 31006 | ND..... | INDIANOLA | ..... | ..... | 380.1 | 11.3 | ..... |  |  |  |

TRAINS AND ENGINES WILL OPERATE PER RULE 93.

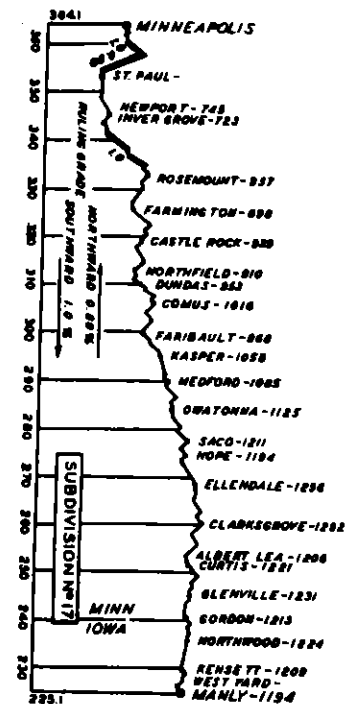
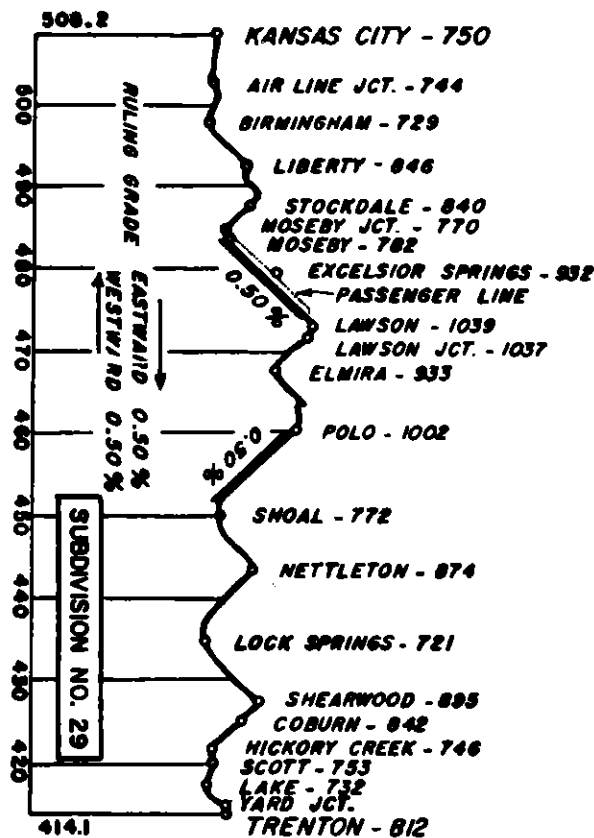
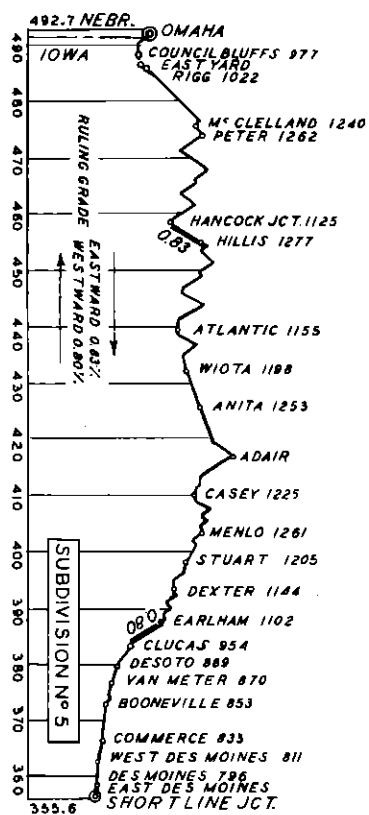
Westward

Guthrie Center Branch

Eastward

| | | | SUBDIVISION 5-A | | | |
|---------------------|--------------------------|-----------------|---------------------------|-------------------|-------|--|
| | | | STATIONS | | | |
| | | | TIME TABLE NO. 2 | | | |
| | | | October 25, 1964 | | | |
| Capacity of Sidings | Capacity of Other Tracks | Station Numbers | | M.P. from Chicago | Signs | |
| 80 | 30 | 2219 | MENLO.....P | 403.1 | Yd. | |
| | 15 | 32009 | MONTEITH..... | 412.8 | | |
| | 56 | 32015 | GUTHRIE CENTER..... | 417.7 | | |
| | | | 14.6 | | | |

TRAINS AND ENGINES WILL OPERATE PER RULE -93



| Westward | | | | Audubon Branch | | | | Eastward | | | |
|--|--------------------------|-----------------|----|--------------------------|------|-------------------|--------|----------|--|--|--|
| | | | | SUBDIVISION 5-B STATIONS | | | | | | | |
| | | | | TIME TABLE NO. 2 | | | | | | | |
| | | | | October 25, 1964 | | | | | | | |
| Capacity of Sidings | Capacity of Other Tracks | Station Numbers | | | | M.P. from Chicago | Signs | | | | |
| N 1201 S 501 | 453 | 2256 | WN | ATLANTIC | * TO | 439.9 | RFWYYd | | | | |
| .... | 17 | 33007 | | LORAH | | 446.7 | ..... |  |  |  |  |
| .... | 31 | 33012 | | BRAYTON | | 452.0 | ..... |  |  |  |  |
| .... | 47 | 33016 | | EXIRA | | 455.7 | ..... |  |  |  |  |
| .... | 25 | 33021 | | HAMLIN | | 461.0 | ..... |  |  |  |  |
| .... | 110 | 33025 | | AUDUBON | | 465.1 | T | | | | |
| TRAINS AND ENGINES WILL OPERATE PER RULE 93. | | | | | | | | | | | |

| Southward | | | | Oakland Branch | | | | Northward | | | |
|--|--------------------------|-----------------|----|--------------------------|----|-----------------|-------|-----------|--|--|--|
| | | | | SUBDIVISION 5-C STATIONS | | | | | | | |
| | | | | TIME TABLE NO. 2 | | | | | | | |
| | | | | October 25, 1964 | | | | | | | |
| Capacity of Sidings | Capacity of Other Tracks | Station Numbers | | | | M.P. from Avoca | Signs | | | | |
| .... | 67 | 35007 | HR | AVOCA | TO | 0.0 | Y | | | | |
| .... | 23 | 35001 | | HANCOCK | | 6.4 | ..... |  |  |  |  |
| .... | 57 | 2276 | | HANCOCK JCT. | P | 6.8 | Yd. | | | | |
| .... | 46 | 34006 | | OAKLAND | | 12.3 | ..... |  |  |  |  |
| TRAINS AND ENGINES WILL OPERATE PER RULE 93. | | | | | | | | | | | |

| Westward | | | | Walnut-Shelby Branch | | | | Eastward | | | |
|--|--------------------------|-----------------|----|--------------------------|----|------------------|-------|----------|--|--|--|
| | | | | SUBDIVISION 5-D STATIONS | | | | | | | |
| | | | | TIME TABLE NO. 2 | | | | | | | |
| | | | | October 25, 1964 | | | | | | | |
| Capacity of Sidings | Capacity of Other Tracks | Station Numbers | | | | M.P. from Walnut | Signs | | | | |
| .... | 40 | 37006 | | WALNUT | | 0.0 | ..... |  |  |  |  |
| .... | 67 | 35007 | HR | AVOCA | TO | 6.3 | Y | | | | |
| .... | 24 | 38009 | | SHELBY | | 14.8 | ..... |  |  |  |  |
| TRAINS AND ENGINES WILL OPERATE PER RULE 93. | | | | | | | | | | | |

| Westward | | | | Winear-Winterset Branch | | | | Eastward | | | |
|--|--------------------------|-----------------|--|--------------------------|--|-------------------|-------|----------|--|--|--|
| | | | | SUBDIVISION 5-E STATIONS | | | | | | | |
| | | | | TIME TABLE NO. 2 | | | | | | | |
| | | | | October 25, 1964 | | | | | | | |
| Capacity of Sidings | Capacity of Other Tracks | Station Numbers | | | | M.P. from Chicago | Signs | | | | |
| .... | 167 | 2202 | | WINEAR | | 385.6 | Yd. | | | | |
| .... | 234 | 39012 | | WINTERSET | | 397.16 | ..... |  |  |  |  |
| TRAINS AND ENGINES WILL OPERATE PER RULE 93. | | | | | | | | | | | |

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 | | | | | 58 | | | | | | | | |
| | Freight | | | | | Freight | | | | | | | | |
| | Mon. Wed. Fri. | | | | | Tues. Thurs. Sat. | | | | | | | | |
| | A.M. | | | | | | | | | | | | | |
| | 7.30 | | 33 | 14082 | GR. | GOWRIE | TO | 425.0 | 69.4 | RWYyd | P.M. | 1.15 | | |
| | 7.55 | | 25 | 55005 | | SLIFER | | 431.4 | 75.8 | .... | 12.50 | | | |
| | 8.05 | | 30 | 55010 | | SOMERS | | 435.0 | 79.4 | .... | 12.40 | | | |
| | | | | | | CGW Crossing | UX | 435.2 | 79.6 | .... |  |  |  |  |
| | | | | | | Illinois Central Crossing | | 446.8 | 91.2 | .... |  |  |  |  |
| | 8.40 | | 48 | 55022 | | MANSON | TO | 447.0 | 91.4 | .... | P.M. | 12.10 | | |
| | 8.50 | | 25 | 55025 | | BLANDEN | | 450.4 | 94.8 | .... | A.M. | 11.50 | | |
| | 9.00 | | 36 | 55030 | | PALMER | TO | 454.7 | 99.1 | .... | 11.40 | | | |
| | 9.10 | | 10 | 55034 | | WEST VIEW | | 459.1 | 103.5 | .... | 11.16 | | | |
| | | | | | | | | | | | | | | |
| | 9.35 | | 39 | 55038 | | POCAHONTAS | TO | 462.5 | 106.9 | .... | 11.05 | | | |
| | 9.50 | | 31 | 55044 | | WARE | | 468.7 | 113.1 | .... | 10.35 | | | |
| | 10.10 | | 34 | 55050 | | LAURENS | TO | 474.7 | 119.1 | .... | 10.20 | | | |
| | | | | | | C&N Crossing | | 475.2 | 119.6 | .... |  |  |  |  |
| | 10.25 | | 31 | 55057 | | LEVERETT | | 482.3 | 126.7 | .... | 9.50 | | | |
| | | | | | | CMSrP&P Crossing | UX | 484.3 | 128.7 | .... |  |  |  |  |
| | 11.00 | | 31 | 55071 | | ROSSIE | | 495.7 | 140.1 | .... | 9.20 | | | |
| | 11.15 | | 33 | 55077 | | ROYAL | TO | 501.8 | 146.2 | .... | 8.59 | | | |
| | 11.45 | | 32 | 55089 | | HARTLEY | TO | 514.2 | 158.6 | .... | 8.30 | | | |
| | A.M. | | | | | CMSrP&P Crossing | | 514.4 | 158.8 | .... |  |  |  |  |
| | 12.00 | | 26 | 55095 | | PLESSIS | | 519.5 | 163.9 | .... | 8.00 | | | |
| | P.M. | | | | | | | | | | | | | |
| | 12.15 | | 36 | 55099 | | MELVIN | TO | 524.5 | 168.9 | .... | 7.50 | | | |
| | 12.30 | | 34 | 55105 | | CLOVERDALE | | 530.0 | 174.4 | .... | 7.40 | | | |
| | 12.50 | | 33 | 12235 | SB. | SIBLEY | TO | 534.9 | 179.3 | RWYyd | 7.30 | | | |
| | P.M. | | | | | | | | | | A.M. | | | |

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD

TIME TABLE RULE No. 14 IN EFFECT.

No. 57 may leave Gowrie without clearance.

No. 58 may leave Sibley without clearance.

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 | | | M.P. from Cedar Rapids | Distance from Iowa Falls Passenger Station | Signs | SECOND CLASS | | | | | |
| 217 | 53 | 54 | | | | 218 | | | | | | | | | | | |
| Freight | Freight | Freight | | | | Freight | | | | | | | | | | | |
| Daily Except Sunday | Daily Except Sunday | Daily Except Sunday | Daily Except Sunday | Daily Except Sunday | Daily Except Sunday | | | | | | | | | | | | |
|  |  |  | ..... | 112 | 12074 | AO..... | IOWA FALLS | ..... | * | TO | 97.0 | 0.0 | RFWYd | | | | |
| A.M. | P.M. | | Yard | 619 | 12074 | ..... | IOWA FALLS YARD | ..... | * | .. | 97.4 | 0.4 | RFWY Yd | A.M. | P.M. | | |
| 6.00 | 4.10 |  | ..... | 18 | 12081 | ..... | BURDETTE | ..... |  |  | 103.4 | 6.4 | ..... | 5.00 | 1.50 | | |
| 6.15 | 4.20 |  | ..... | 21 | 12084 | CY..... | POPEJOY | ..... | TO | | 107.4 | 10.4 | ..... | 4.29 | 1.40 | | |
| 6.25 | 4.30 |  | ..... | 54 | 12090 | DO..... | DOWS | ..... | TO | | 113.2 | 16.2 | RYdW | 4.20 | 1.30 | | |
| 6.35 A.M. | 4.50 |  | ..... | 30 | 12096 | ..... | GALT | ..... |  |  | 119.3 | 22.3 | ..... | 4.05 | 1.20 P.M. | | |
| | 5.07 |  | ..... | 55 | 12104 | CN..... | CLARION | ..... | TO | | 126.4 | 29.4 | ..... | 3.41 | | | |
| | 5.23 |  | ..... | ..... | ..... | ..... | CGW Crossing | ..... |  |  | 126.8 | 29.8 | ..... | 3.24 | | | |
| | 5.35 |  | ..... | 25 | 12109 | ..... | HOLMES | ..... |  |  | 131.7 | 34.7 | ..... | 3.04 | | | |
|  |  |  | ..... | ..... | ..... | ..... | C&NW Crossing | ..... |  |  | 135.8 | 38.8 | ..... |  |  |  |  |
| | 5.45 |  | ..... | 33 | 12114 | GU..... | GOLDFIELD | ..... |  |  | 136.0 | 39.0 | ..... | 2.49 | | | |
| | 6.02 |  | ..... | 43 | 12121 | ..... | HARDY | ..... |  |  | 144.3 | 47.3 | ..... | 2.29 | | | |
| | 6.20 |  | ..... | 65 | 12130 | VR..... | LIVERMORE | ..... | TO | | 152.7 | 55.7 | W | 2.05 | | | |
|  |  |  | ..... | ..... | ..... | ..... | C&NW Crossing | ..... | UX | | 153.0 | 56.0 | ..... |  |  |  |  |
| | 6.33 |  | ..... | 73 | 12135 | BD..... | BODE | ..... | TO | | 158.1 | 61.1 | ..... | 1.50 | | | |
| | 6.47 |  | ..... | 26 | 12140 | ..... | OTTOSEN | ..... |  |  | 163.2 | 66.2 | ..... | 1.40 | | | |
| | 7.10 |  | ..... | 52 | 12146 | WN..... | WEST BEND | ..... | TO | | 168.7 | 71.7 | ..... | 1.30 | | | |
| | 7.25 |  | ..... | 31 | 12152 | ..... | RODMAN | ..... |  |  | 174.9 | 77.9 | ..... | 1.17 | | | |
|  |  |  | ..... | ..... | ..... | ..... | C&NW Crossing | ..... | UX | | 184.3 | 87.3 | ..... |  |  |  |  |
| | 7.50 |  | ..... | 55 | 12162 | MR..... | EMMETSBURG | ..... | TO | | 184.6 | 87.6 | W | 12.55 | | | |
| | 8.02 |  | ..... | 20 | 12167 | ..... | OSGOOD | ..... |  |  | 190.5 | 93.5 | ..... | 12.40 | | | |
| | 8.15 |  | ..... | 57 | 12172 | G..... | GRAETTINGER | ..... | TO | | 194.4 | 97.4 | ..... | 12.32 | | | |
| | 8.30 |  | ..... | 21 | 12179 | WG..... | WALLINGFORD | ..... | TO | | 200.6 | 103.6 | ..... | 12.20 | | | |
| | 8.45 P.M. | Yard | ..... | 767 | 12184 | SR..... | ESTHERVILLE | ..... | TO | | 206.9 | 109.9 | REWT Yd | 12.01 A.M. | | | |

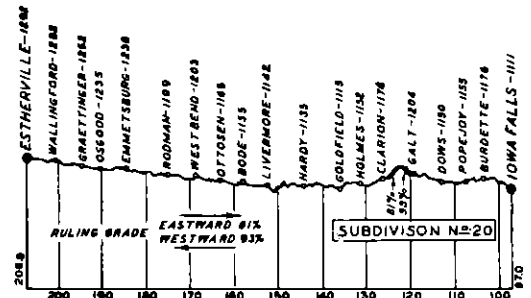
TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD EXCEPT NO. 217 IS SUPERIOR TO NO. 54 AND NO. 53 IS SUPERIOR TO NO. 218.

Time Table Rule 14 in effect.

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

C&NW trains and engines use CRI&P main tracks between C&NW connection MP 205-19 Subdivision No. 20 and C&NW interchange Estherville. Trains and engines move at restricted speed between these locations.

No. 218 may leave Dows without clearance when no operator on duty.



WESTWARD

LAKE PARK-CLEAR LAKE BRANCH

EASTWARD

| | | | Capacity of Sidings | Capacity of Other Tracks | Station Numbers | SUBDIVISION 22 STATIONS TIME TABLE NO. 2 October 25, 1964 | M.P. from Cedar Rapids | Distance from Lake Park | Signs | | | |
|--|--|--|------------------------|-----------------------------|--------------------|--|---------------------------|----------------------------|------------|--|--|--|
| | | | 34 | 86 | 12212 | AK. . . . LAKE PARK, IOWA TO | 234.7 | 0.0 | RFWT Yd | | | |
| | | | 26 | 22 | 50010 | RU. . . . ROUND LAKE, MINN. . . . TO | 244.3 | 9.6 | .... |  |  |  |
|  |  |  | .... | 142 | 50020 | WR. WORTHINGTON TO | 254.0 | 19.3 | .... |  |  |  |
|  |  |  | .... | 29 | 50027 | RA. READING TO | 261.9 | 27.2 | .... |  |  |  |
|  |  |  | .... | 26 | 50034 | WM. WILMONT TO | 269.1 | 34.4 | .... |  |  |  |
|  |  |  | .... | 29 | 50041 | SM. LISMORE TO | 275.3 | 40.6 | .... |  |  |  |
|  |  |  | .... | 31 | 50047 | KH. KENNETH TO | 281.8 | 47.1 | .... |  |  |  |
| | | | 33 | 26 | 12273 | K HARDWICK TO | 296.3 | 54.5 | TYd W | | | |
|  |  |  | .... | 29 | 12282 | TROSKY | 305.1 | 63.2 | .... |  |  |  |
|  |  |  | .... | .... | .... | . . . . . CMS&P Crossing UX | 313.4 | 71.5 | .... |  |  |  |
|  |  |  | .... | .... | .... | . . . . . Great Northern Crossing UX | 313.7 | 71.8 | .... |  |  |  |
| | | | 32 | 129 | 12291 | PI PIPESTONE TO | 314.1 | 72.2 | YdTW | | | |
|  |  |  | .... | 29 | 12297 | CAZENOVIA | 319.5 | 77.6 | .... |  |  |  |
|  |  |  | .... | 19 | 12302 | CRESSON, MINN. | 325.0 | 83.1 | .... |  |  |  |
|  |  |  | .... | 30 | 12305 | WARD, S. DAK. | 327.8 | 85.9 | .... |  |  |  |
|  |  |  | .... | 18 | 12311 | ELKTON | 333.6 | 91.7 | .... |  |  |  |
|  |  |  | .... | .... | .... | . . . . . C&NW Crossing | 333.9 | 92.0 | .... |  |  |  |
|  |  |  | .... | 31 | 12321 | BUSHNELL | 343.7 | 101.8 | .... |  |  |  |
|  |  |  | .... | 71 | 12328 | WHITE TO | 351.3 | 109.4 | W | | | |
|  |  |  | .... | 32 | 12338 | TORONTO TO | 361.2 | 119.3 | .... |  |  |  |
|  |  |  | .... | 29 | 12345 | BRANDT | 367.6 | 125.7 | .... |  |  |  |
| | | | 33 | 36 | 12352 | CLEAR LAKE TO | 375.4 | 133.5 | TW | | | |

TRAINS AND ENGINES WILL OPERATE PER RULE 93.

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

WESTWARD

LIVERNE BRANCH

EASTWARD

| | | | Capacity of Sidings | Capacity of Other Tracks | Station Numbers | SUBDIVISION 22A STATIONS TIME TABLE NO. 2 October 25, 1964 | M.P. from Cedar Rapids | Distance from Hardwick | Signs | | | |
|--|--|--|------------------------|-----------------------------|--------------------|---|---------------------------|---------------------------|----------|--|--|--|
| | | | 33 | 26 | 12273 | K HARDWICK TO | 289.1 | ... | TYd W | | | |
| | | | 31 | 75 | 12264 | LIVERNE | 298.2 | 9.1 | Yd | | | |

TRAINS AND ENGINES WILL OPERATE PER RULE 93.

| WESTWARD | | | ALBERT LEA BRANCH | | | | | | | EASTWARD | | | | | | | | |
|--------------|--|---------------------|---------------------|--------------------------|-----------------|---------------------------|-----------------|-----------|-------------------------|------------------------|--------------------------|-------|--------------|-----------|--|---------------------|--|--|
| SECOND CLASS | | | Capacity of Sidings | Capacity of Other Tracks | Station Numbers | SUBDIVISION 20-A STATIONS | | | M. P. from Cedar Rapids | M. P. from Estherville | Distance from Albert Lea | Signs | SECOND CLASS | | | | | |
| | | 55 | | | | | | | | | | | | | | 56 | | |
| | | Freight | | | | | | | | | | | | | | Freight | | |
| | | 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 | | | | | | | |
| | | 7.50 | | 38 | 42010 | | CONGER | | TO | 73.4 | 9.8 | | 6.23 | | | | | |
| | | 8.05 | | 38 | 42017 | | WALTERS | | TO | 66.0 | 17.2 | | 6.08 | | | | | |
| | | | | | | | C&NW Crossing | | | 57.7 | 25.5 | | | | | | | |
| | | 8.23 | | 40 | 42026 | | BRICELYN, MINN. | | TO | 57.2 | 26.0 | | 5.51 | | | | | |
| | | 8.40 | | 56 | 42033 | | RAKE, IOWA | | TO | 50.0 | 33.2 | | 5.37 | | | | | |
| | | 9.00 | | 35 | 65 | 13072 | GM..... | LAKOTA |TO | 184.6 | 38.4 | 44.8 | RTYd | 5.14 | | | | |
| | | 9.20 | | 27 | 25 | 13083 | ND..... | SWEA CITY |TO | 195.8 | ..... | 55.8 | ..... | 4.52 | | | | |
| | | 9.45 | | 28 | 27 | 13082 | NG..... | ARMSTRONG |TO | 204.4 | ..... | 64.6 | ..... | 4.35 | | | | |
| | | | | | | | C&NW Crossing | | | 209.1 | ..... | 69.3 | ..... |  |  |  |  |  |
| | | 10.15 | | 32 | 13088 | | MAPLE HILL | | | 210.5 | ..... | 70.7 | ..... | 4.25 | | | | |
| | | 10.30 | | 31 | 13103 | Z..... | GRUYER | | TO | 218.0 | ..... | 76.2 | ..... | 4.14 | | | | |
| | | 11.30 P.M. | Yard | 767 | 12184 | SR..... | ESTHERVILLE | | TO | 223.0 | ..... | 83.2 | RFTW 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: Movement over Central Ave. crossing by all trains and engines must be protected by member of crew on the crossing.

| WESTWARD | | | HOLLANDALE BRANCH | | | | | | | EASTWARD | | | | | | |
|----------|--|--|---------------------|--------------------------|-----------------|---------------------------|--------------|--------|-------------------------|----------|-------|--|--|--|--|--|
| | | | Capacity of Sidings | Capacity of Other Tracks | Station Numbers | SUBDIVISION 17-A STATIONS | | | M. P. from Clarks Grove | Signs | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| | | | | 17 | 41009 | ..... | MAPLE ISLAND | | | 8.7 | ..... |  |  |  |  |  |
| | | | | 144 | 41007 | ..... | HOLLANDALE | | | 6.7 | | | | | | |
| | | | | 32 | ..... | ..... | WEST SIDE | | | 3.6 | ..... |  |  |  |  |  |
| | | | 62 | 39 | 3261 | SA.... | CLARKS GROVE |P | | 0.0 | RYd | | | | | |

TRAINS AND ENGINES WILL OPERATE PER RULE 93.
ALL TRAINS MUST STOP BEFORE PROCEEDING OVER HIGHWAY 65 ABOUT THREE FOURTHS MILE EAST OF CLARKS GROVE.

| WESTWARD | | | | FOREST CITY BRANCH | | | | | EASTWARD | | | | | |
|----------|--|--|--|--------------------------------------|--------------------------|-----------------|--|-------------------------|--------------------|----------|--|--|--|--|
| | | | | SUBDIVISION 20-B STATIONS | | | | | | | | | | |
| | | | | TIME TABLE NO. 2 October 25, 1964 | | | | | | | | | | |
| | | | | Capacity of Sidings | Capacity of Other Tracks | Station Numbers | | M. P. from Cedar Rapids | Distance from Dows | Signs | | | | |
| | | | | 63 | 54 | 12090 | DO. DOWS. TO | 113.2 | 0.0 | RYd W | | | | |
| | | | | | | | 6.4 CGW Crossing UX | 119.6 | 6.4 | | | | | |
| | | | | 29 | 24 | 13007 | 0.3 ROWAN | 119.9 | 6.7 | | | | | |
| | | | | | | | 7.9 C&NW Crossing UX | 127.8 | 14.6 | | | | | |
| | | | | 27 | 21 | 13015 | 0.2 BN. BELMOND TO | 128.0 | 14.8 | | | | | |
| | | | | | | | 0.8 CGW Crossing UX | 128.8 | 15.6 | | | | | |
| | | | | | 27 | 13020 | 4.7 GOODELL | 133.5 | 20.3 | | | | | |
| | | | | 39 | 48 | 13026 | 5.8 KM. KLEMME TO | 139.3 | 26.1 | | | | | |
| | | | | 32 | 69 | 13033 | 6.5 AN. GARNER TO | 145.8 | 32.6 | R | | | | |
| | | | | | | | 0.3 CMS&P Crossing UX | 146.1 | 32.9 | | | | | |
| | | | | | | 13035 | 2.0 HAYFIELD JCT | 148.1 | 34.9 | | | | | |
| | | | | | 25 | 13039 | 3.6 MILLER | 151.7 | 38.5 | | | | | |
| | | | | 22 | 78 | 13045 | 5.8 FC. FOREST CITY TO | 157.5 | 44.3 | | | | | |
| | | | | | 33 | 13050 | 5.8 NEILS | 163.3 | 50.1 | | | | | |
| | | | | | 35 | 13055 | 4.8 MN. THOMPSON TO | 168.1 | 54.9 | | | | | |
| | | | | 20 | 53 | 13064 | 9.0 BC. BUFFALO CENTER TO | 177.1 | 63.9 | | | | | |
| | | | | 35 | 65 | 13072 | 7.5 GM. LAKOTA TO | 184.6 | 71.4 | RTYd | | | | |
| | | | | | | | 71.4 | | | | | | | |

TRAINS AND ENGINES WILL OPERATE PER RULE 93.

| WESTWARD | | | | TITONKA BRANCH | | | | | EASTWARD | | | | | |
|----------|--|--|--|--------------------------------------|--------------------------|-----------------|----------------------------------|-------------------------|-----------------------|-------|--|--|--|--|
| | | | | SUBDIVISION 20-C STATIONS | | | | | | | | | | |
| | | | | TIME TABLE NO. 2 October 25, 1964 | | | | | | | | | | |
| | | | | Capacity of Sidings | Capacity of Other Tracks | Station Numbers | | M. P. from Cedar Rapids | Distance from Titonka | Signs | | | | |
| | | | | | | 13035 | 5.8 HAYFIELD JCT | 148.1 | 24.7 | | | | | |
| | | | | | 38 | 53008 | 0.5 HAYFIELD | 153.9 | 18.9 | | | | | |
| | | | | | | | C&NW Crossing | 154.4 | 18.4 | | | | | |
| | | | | | 22 | 53012 | 5.5 CRYSTAL LAKE TO | 159.9 | 12.9 | | | | | |
| | | | | | 26 | 53018 | 6.3 WODEN TO | 166.2 | 6.6 | | | | | |
| | | | | 22 | 31 | 53025 | 6.6 TITONKA TO | 172.8 | 0.0 | | | | | |
| | | | | | | | 24.7 | | | | | | | |

TRAINS AND ENGINES WILL OPERATE PER RULE 93.

WESTWARD

(Information Only)

EASTWARD

| FIRST CLASS | | | | | | DES MOINES TERMINAL STATIONS | | FIRST CLASS | | | | | | |
|--|--|--|----------------------|----------------------|-----------------------|------------------------------|---|--|----------|----------------------|----------------------|--------------|--|--|
| | | | 7 | 9 | 25 | 5 | TIME TABLE NO. 2 October 25, 1964 | | 8 | 10 | 6 | | | |
| | | | Psg. | Psg. | Mail | Psg. | | | Psg. | Psg. | Psg. | | | |
| | | | Daily | Daily | Daily | Daily | | | Daily | Daily | Daily | | | |
| | | | P.M. 7.04 | 5.20 | | A.M. 12.09 | AN | .. ALTOONA | TO | A.M. 2.16 | P.M. 1.30 | P.M. 8.21 | | |
| | | | 7.15 | 5.30 | | 12.18 | X WX | 8.7 SHORT LINE JCT.. (CRI&P Crossing) .. | TO * | 2.06 | 1.20 | 8.11 | | |
| | | | 7.35 7.45 P.M. | 5.40 6.15 A.M. | A.M. 12.55 A.M. | 12.30 A.M. | D MS | 0.6 DMU-CGW-F+DDM&SCrs'g. 1.7 .. DES MOINES | UX TO | 2.00 1.40 A.M. | 1.15 1.00 P.M. | 8.05 P.M. | | |
| Signal Indications MP 346-33 to 362-29 Rules 450 to 453, Incl. | | | | | | | | | | | | | | |
| See T.T. Rules 15 and 15a TWO MAIN TRACKS | | | | | | | | | | | | | | |

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

| | | | | | | | | | | | | | | |
|--|--|--|--|-------------------------|--------------|-------------------------|-------------------------|--|--|--|-------------------------|---------------|---------------|-------------------------|
| | | | | 221 | 67 | 201 | | | | | 190 | 90 | 68 | 110 |
| | | | | C&NW Time Freight | Freight | C&NW Time Freight | | | | | C&NW Time Freight | Freight | Freight | C&NW Time Freight |
| | | | | Daily | Daily | Daily | | | | | Daily | Daily | Daily | Daily |
| | | | | | P.M. 1.45 | | INVER GROVE | | | | | P.M. 10.30 | A.M. 6.00 | |
| | | | | | 2.40 | | NORTHFIELD | | | | | | 9.30 | 1.30 |
| | | | | P.M. 7.30 | 4.01 | A.M. 7.40 | ALBERT LEA | | | | P.M. 3.35 | 5.30 | | P.M. 11.40 |
| | | | | 8.15 P.M. | 5.01 P.M. | 8.25 A.M. | MANLY | | | | 2.55 P.M. | 4.30 P.M. | 10.30 P.M. | 10.55 P.M. |

WESTWARD

FREIGHT TRAINS (Information Only)

EASTWARD

| | | | | | | | | | | | | | | | |
|--|--|--|----------------------|---------------|-------------------|---------------|--------------|-----------------------------|--|--|--|--------------|---------------|---------------|-------------------|
| | | | 61 | 91 | 63 | 93 | 67 | | | | | 98 | 68 | 76 | 64 |
| | | | Freight | Freight | Mixed | Freight | Freight | | | | | Freight | Freight | Freight | Mixed |
| | | | Daily | Daily | Daily Ex. Sun. | Daily | Daily | | | | | Daily | Daily | Daily | Daily Ex. Sun. |
| | | | P.M. 10.30 | P.M. 6.00 | | A.M. 5.00 | A.M. 1.05 | ELDON YARD | | | | P.M. 3.30 | | A.M. 1.15 | |
| | | | | | | | | ALLERTON | | | | | P.M. 2.20 | | |
| | | | 3:00 3.15 A.M. | 8:30 8.45 | A.M. 6.50 | 7:10 7.20 | 3:00 3.15 | TRENTON | | | | P.M. 1.00 | P.M. 1.30 | P.M. 10.00 | P.M. 7.50 |
| | | | | | 7.10 A.M. | | | COBURN | | | | | | | 7.26 P.M. |
| | | | 7.30 A.M. | 11.45 P.M. | | 10.00 A.M. | 7.30 A.M. | ARMOURDALE YARD | | | | 9.30 A.M. | 10.00 A.M. | 7.00 P.M. | |

SPEED RESTRICTIONS

| ALL SUBDIVISIONS | | MAXIMUM ENGINE SPEEDS | |
|---|---|---|---------------------|
| Authorized speed through switch leads of turnouts as follows: | | 1-3, 402, 403, 409, 625, 626, 628-656, 633B, 634B, 637B-642B, 750, 751 | 90 |
| | Loaded 85 Ft. & Longer Cars | 400, 401 | 85 |
| No. 20 | 35 | 485-499, 621, 9002-9004, 9015, 9016 | 80 |
| No. 15 | 25 | 36-40, 42-49, 100-120, 122-143, 100B-109B, 120B-123B, 128B-135B, 200-224, 404-408, 410, 411, 425-441, 675-677, 675B-677B, 1200-1239, 1250-1300, 1302-1353 | 70 |
| No. 10 | 15 | 450-462, 464-475, 537-546, 765-779, 795-797, 811-840 | 65 |
| Others | 10 | 598, 599, 716-732, 735-745, 759, 760, 798-806 | 60 |
| | | 529-536, 1000, 1001, 1003-1015 | 45 |
| | | 550-563, 700-707, 900-914 | 40 |
| | | 351, 361-373, 375-377 | 30 |
| LOCATION No. 15 AND No. 20 TURNOUTS | | Psgr. | Fr eight |
| No. 15 Turnouts: | | | |
| Subdivision 5 | MP 473 pole 25 East end siding | Trains and engines moving against current of traffic on two main tracks not signaled in both directions | 60 |
| | MP 475 pole 0 West end siding | | |
| | MP 487 pole 4 East end siding | Trains and engines making movement against current of traffic on two main tracks over facing point spring switches not protected by signals | 30 |
| | MP 489 pole 4 End of two main tracks | | |
| Subdivision 17 | MP 244 pole 37 South end siding Glenville | Railroad crossing not protected by interlocking except where higher speed authorized in this rule (engine only). | 10 |
| | MP 251 pole 27 Junction switch Curtis | | |
| | MP 268 pole 15 South end siding Ellendale | Engines, except RDC cars, running forward light, or with only one car | Freight train speed |
| | MP 269 pole 22 North end siding Ellendale | | |
| | MP 284 pole 5 South end siding Owatonna | Passenger trains handling cabooses | 60 |
| | MP 285 pole 11 North end siding Owatonna | | |
| | MP 295 pole 4 South end siding Kasper | Road freight or passenger diesels, other than road switchers, backing up | 40 |
| | MP 296 pole 9 North end siding Kasper | | |
| | MP 306 pole 14 Junction switch Comus | When this being done, except in switching movements or when shoving cars, a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve. | |
| | MP 333 pole 13 Junction switch Rosemount | | |
| Subdivision 18 | MP 191 pole 3 Junction switch Clear Lake Junction | 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. | |
| Subdivision 31 | MP 64 pole 4 South end siding Carlisle | | |
| | MP 30 pole 32 North end siding Williamson | Motor cars without cars approaching interlocking signals and within interlocking limits | 10 |
| | MP 29 pole 19 South end siding Williamson | | |
| Subdivision 28 | MP 306 pole 37 East end siding Balknap | Trains Handling Scale Test Car R195384 | 40 |
| | MP 308 pole 8 West end siding Balknap | | |
| | MP 316 pole 27 East end siding Paris | Scale test cars moving in trains will be handled 5 cars ahead of caboose. | |
| | MP 317 pole 34 West end siding Paris | | |
| | MP 323 pole 34 East end siding Sharon | Short wheel base ore hoppers | 30 |
| | MP 325 pole 1 West end siding Sharon | | |
| | MP 334 pole 33 East end siding Centerville | Trains handling alumina ore | 45 |
| | MP 340 pole 8 West end siding Centerville | | |
| | MP 350 pole 35 East end siding Seymour | Weed Spray W.S.-6 | 30 |
| | MP 363 pole 14 East end siding Allerton | | |
| | MP 364 pole 26 End of two main tracks Allerton | 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 5, 17, 18, 28, 29 and 31, unless otherwise advised by Car Inspector or Officer | 25 |
| | MP 381 pole 32 East end siding Mercer | | |
| | MP 383 pole 5 West end siding Mercer | Spreader 95319 | 25 |
| | MP 391 pole 36 East end siding Princeton | | |
| | MP 392 pole 38 West end siding Princeton | Except when being moved in train with wings in trailing position and coupled to loaded cars on either end | 40 |
| | MP 399 pole 26 East end siding Mill Grove | | |
| | MP 401 pole 6 West end siding Mill Grove | Locomotive Crane 95260 and Pile Drivers 95231 & 95232 Subdivisions 5, 17, 18, 28, 29, 31 | 35 |
| | MP 425 pole 0 Junction switch Coburn | | |
| Subdivision 29 | MP 427 pole 36 End of two main tracks Shearwood | Subdivisions 20, 21, 30, 20A, 30A, 4C | 25 |
| | MP 433 pole 21 East end siding Lock Springs | | |
| | MP 434 pole 34 West end siding Lock Springs | All other Subdivisions | 20 |
| | MP 443 pole 17 East end siding Nettleton | | |
| | MP 444 pole 29 West end siding Nettleton | 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. | |
| | MP 449 pole 22 East end siding Shoal | | |
| | MP 450 pole 33 West end siding Shoal | 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: | |
| | MP 458 pole 34 East end siding Polo | | |
| | MP 460 pole 4 Crossover Pole | Subdivision 5 | 40 |
| | MP 471 pole 25 Crossover Lawson Jct. | | |
| | MP 274 pole 8 East end siding Lawson | " 17 | 40 |
| | MP 287 pole 16 Crossover Moseby Jct. | " 20 | 30 |
| No. 20 Turnouts: | | " 21 | 30 |
| Subdivision 5 | MP 362 pole 24 end of two main tracks | " 22 | 20 |
| | MP 362 pole 28 C&NW connection | " 17A | 20 |
| | MP 454 pole 4 East end siding | " 20A | 25 |
| | MP 457 pole 0 West end siding | " 20B | 20 |
| | MP 474 pole 26 CGW Connection | " 18, 31, 28 and 29 | 40 |
| | MP 486 pole 16 CGW Connection | " 20 | 20 |
| Subdivision 28 | MP 364 pole 30 Junction switch to Subdivision 31-Allerton | " 20 | 20 |
| | MP 364 pole 35 Both ends main track crossover - Allerton. | " 20 | 20 |
| | MP 372 pole 21 End of two main tracks - Clia. | " 20 | 20 |
| | MP 410 pole 5 End of two main tracks - Tindall. | " 20 | 20 |
| Subdivision 29 | MP 417 pole 17 End of two main tracks - Lake. | " 20 | 20 |
| | MP 420 pole 10 End of two main tracks - Scott. | " 20 | 20 |
| | MP 460 pole 9 End of two main tracks | " 20 | 20 |
| | MP 471 pole 28 Crossover Lawson Jct. | " 20 | 20 |
| | MP 294 pole 8 East end siding Liberty | " 20 | 20 |
| | MP 295 pole 8 West end siding Liberty | " 20 | 20 |
| | MP 302 pole 32 West end two main tracks Mo River Drawbridge | " 20 | 20 |
| | MP 303 pole 12 East end two main tracks Mo River Drawbridge | " 20 | 20 |
| | MP 304 pole 12 Crossover Freight Line Junction | " 20 | 20 |

SPEED RESTRICTIONS - Continued

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

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

Trains will not handle or move pile drivers 95231 and 95232, and locomotive crane 95260 when pile leads and platform are attached to boom in either raised or lowered position unless accompanied by operator in cab of machine.

| | LOCATION | | Pgr. Trains | Freight Trains |
|--|--------------|-----------|-------------|----------------|
| LOCATION | Pass. Trains | Frt. Trns | | |
| SUBDIVISION 5 (Except as shown below) | 79 | 60 | | |
| MP 357.11 to MP 358.33 | 30 | 30 | | |
| MP 358.33 to MP 363.3 (Except as shown below) | 60 | 50 | | |
| MP 362.28 to MP 363.3 | 35 | 35 | | |
| MP 365.11 to MP 366.12 | 55 | 40 | | |
| MP 377.11 to MP 377.38 | 45 | 35 | | |
| MP 377.38 to MP 384.36 (Except as shown below) | 60 | 50 | | |
| MP 377.39 to MP 378.13 | 45 | 40 | | |
| MP 378.21 to MP 378.35 | 55 | 50 | | |
| MP 380.5 to MP 380.31 | 50 | 45 | | |
| MP 381.1 to MP 381.30 | 55 | 50 | | |
| MP 395.0 to MP 406.34 (Except as shown below) | 75 | -- | | |
| MP 406.0 to MP 406.14 | 65 | 50 | | |
| MP 406.34 to MP 410.0 | 55 | 50 | | |
| MP 421.31 to MP 423.34 (Except as shown below) | 75 | 55 | | |
| MP 423.20 to MP 423.34 | 60 | 50 | | |
| MP 426.8 to MP 426.17 | 75 | -- | | |
| MP 435.34 to MP 437.24 | 60 | 50 | | |
| MP 454.0 to MP 457.0 Hillis Siding | 35 | 35 | | |
| MP 474.24 to MP 474.28 | 40 | 40 | | |
| MP 477.34 to MP 481.8 | 75 | 55 | | |
| MP 484.16 to MP 484.21 | 50 | 40 | | |
| MP 486.6 to MP 488.26 | 40 | 30 | | |
| MP 488.26 to MP 489.39 (Except as shown below) | 30 | 30 | | |
| MP 488.36 (Wabash-CB&Q-CMSTP&P Crossings) | 20 | 20 | | |
| MP 489.39 to MP 490.1 | 20 | 20 | | |
| SUBDIVISION 17 (except as shown below) | 79 | 60 | | |
| MP 236-12 to MP 236-20 | 70 | -- | | |
| MP 241-24 to MP 241-34 | 70 | -- | | |
| MP 243-6 to MP 243-24 | 70 | -- | | |
| MP 245-30 to MP 246-26 | 70 | -- | | |
| MP 249-4 to MP 253-36 (except as shown below) | 60 | -- | | |
| Curtis and C&NW Albert Lea Station | Restricted | Speed | | |
| MP 252-16 CMSTP&P Crossing | 20 | 20 | | |
| MP 253-12 to MP 253-22 | 60 | 45 | | |
| MP 281-11 to MP 283-3 | 75 | -- | | |
| MP 283-16 to MP 283-27 | 55 | 45 | | |
| MP 284-16 to MP 284-21 | 55 | 45 | | |
| MP 287-16 to MP 284-21 | 50 | 45 | | |
| MP 287-20 to MP 288-6 | 50 | 45 | | |
| MP 295-18 to MP 306-12 (except as shown below) | 75 | -- | | |
| MP 300-4 to MP 300-9 | 60 | 50 | | |
| MP 303 CGW Crossing | 60 | 45 | | |
| MP 303 to MP 303-10 | 60 | 45 | | |
| West Crossover switch MN&S Yards | 8 | 8 | | |
| MP 333-15 to MP 334 | 30 | 25 | | |
| MP 334 to MP 342-3 (except as shown below) | 70 | 50 | | |
| MP 342-16 to MP 344-6 | 60 | 50 | | |
| MP 344-6 to MP 346-4 | 30 | 30 | | |
| Bridge 3450 Mississippi River | 20 | 20 | | |
| SUBDIVISION 18 (Except as shown below) | 79 | 50 | | |
| MP 73-24 to MP 74-24 | 40 | 30 | | |
| MP 74-24 to MP 82-23 (Except as shown below) | 70 | -- | | |
| MP 77-4 to MP 77-14 | 50 | 40 | | |
| MP 106-19 to MP 107-2 | 60 | -- | | |
| MP 109-24 to MP 110-15 | 50 | 40 | | |
| MP 145-29 to MP 147-10 | 60 | -- | | |
| MP 147-10 to MP 147-35 | 25 | 25 | | |
| MP 154-32 to MP 156-11 | 60 | -- | | |
| MP 156-11 to MP 163-2 | 70 | -- | | |
| MP 163-2 to MP 165-15 | 60 | -- | | |
| MP 190-3 to MP 190-30 | 60 | -- | | |
| MP 190-30 to MP 191-4 | 30 | 30 | | |
| Manly--CGW, C&NW connecting track | 15 | 15 | | |
| SUBDIVISION 31 (Except as shown below) | 79 | 50 | | |
| Allerton to MP 0-20 | 30 | 30 | | |
| MP 4-30 to MP 5-7 | 60 | -- | | |
| MP 6-7 to MP 9-7 (Except as shown below) | 70 | -- | | |
| MP 7-21 to MP 7-28 | 60 | -- | | |
| MP 8-1 to MP 8-11 | 60 | -- | | |
| MP 18-5 to MP 18-23 | 60 | -- | | |
| MP 22-34 to MP 25-6 | 60 | -- | | |
| MP 27-22 to MP 27-35 | 60 | -- | | |
| MP 36-32 to MP 37-0 | 60 | -- | | |
| MP 43-0 to MP 43-22 | 50 | 40 | | |
| MP 57-24 to MP 60-12 | 60 | -- | | |
| MP 64-8 to MP 64-28 | 60 | -- | | |
| MP 65-12 to MP 65-22 | 60 | -- | | |
| MP 67-36 to MP 72-3 | 60 | -- | | |
| MP 72-3 to MP 73-24 (Except as shown below) | 35 | 35 | | |
| MP 72-31 CB&Q Crossing | 25 | 25 | | |
| MP 73-14 DMU Crossing | 25 | 25 | | |
| SUBDIVISION 28 (Except as shown below) | 79 | 60 | | |
| MP 291-29 to MP 299-93 | 50 | 40 | | |
| MP 299-33 to MP 341-20 | 70 | 50 | | |
| MP 341-20 to MP 344-13 | 60 | 50 | | |
| MP 349-15 to MP 349-32 | 75 | 60 | | |
| MP 351-34 to MP 352-3 | 40 | 30 | | |
| MP 352-4 CMSTP&P Crossing | 30 | 25 | | |
| MP 356-8 to MP 356-18 | 60 | 50 | | |
| MP 358-38 to MP 359-6 | 60 | 50 | | |
| MP 359-39 to MP 360-15 | 70 | 60 | | |
| MP 364 to MP 365-35 | 50 | 40 | | |
| MP 365-35 to MP 380-21 (except as shown below) | 70 | 60 | | |
| MP 369-19 to MP 369-30 | 60 | 50 | | |
| MP 371-28 to MP 372-17 (North track) | 50 | 45 | | |
| MP 371-28 to MP 372-17 (South track) | 50 | 45 | | |
| MP 375-17 to MP 375-33 | 60 | 50 | | |
| MP 379-33 to MP 380-21 | 60 | 50 | | |
| MP 399-20 to MP 404-10 (except as shown below) | 60 | 50 | | |
| MP 399-20 to MP 399-26 | 50 | 45 | | |
| MP 401-25 to MP 401-32 | 50 | 45 | | |
| MP 415-12 to MP 416 | 50 | 40 | | |
| SUBDIVISION 29 (except as shown below) | 79 | 60 | | |
| MP 414-4 to MP 416-18 | 50 | 40 | | |
| MP 418-15 to MP 418-34 | 70 | 50 | | |
| MP 419-20 to MP 419-33 | 50 | 45 | | |
| MP 420-10 to MP 421-2 | 70 | 50 | | |
| MP 423-13 to MP 424-13 (South track) | 70 | 50 | | |
| MP 423-15 to MP 424-13 (North track) | 55 | 40 | | |
| MP 427-30 to MP 427-35 | 70 | 50 | | |
| Shaal West Siding Switch Entering or Leaving | 10 | 10 | | |
| Excelsior Springs, across Dunbar Avenue | 15 | 15 | | |
| Lawson Jct. to Moseby Jct. (South track) | 70 | 50 | | |
| Curve MP 471-28 to MP 472-16 | 60 | 50 | | |
| Moseby Jct. West Crossover | 25 | 25 | | |
| Moseby Jct. East Crossover | 40 | 40 | | |
| Moseby Jct. to Birmingham | 70 | 50 | | |
| Birmingham to Air Line Jct. | 50 | 35 | | |
| SUBDIVISION 30 (except as shown below) | 35 | 35 | | |
| MP 427-14 to MP 428-18 | 30 | 20 | | |
| MP 439-8 Wabash Crossing | 20 | 20 | | |
| MP 484-15 to MP 496-27 | 30 | 30 | | |
| MP 496-27 to MP 497 | 6 | 6 | | |
| Br idge 4575--trains handling derricks and pile drivers, | 15 | 15 | | |
| Bridges 4614, 4645 and 4763--trains handling derricks | 20 | 20 | | |
| and pile drivers | | | | |
| SUBDIVISION 30A (except as shown below) | 45 | 35 | | |
| South St. Joseph--Illinois Ave. | 10 | 10 | | |
| MP 513-36 CB&Q Crossing | 20 | 20 | | |
| MP 516-22 to 516-29 | 35 | 20 | | |
| MP 517-2 to 517-9 | 35 | 20 | | |
| Atchison--Missouri River Br idge | 15 | 15 | | |
| SUBDIVISION 20 (except as shown below) | 40 | 40 | | |
| MP 99-0 to MP 145-0 | 35 | 35 | | |
| MP 126-28 CGW Crossing | 20 | 20 | | |
| MP 135-28 C&NW Crossing | 20 | 20 | | |
| Bridge 1364 | 25 | 25 | | |
| Trains handling derrick & pile drivers BR 1364 | 15 | 15 | | |
| MP 136-13 to MP 136-30 | 35 | 35 | | |

(Continued)

SPEED RESTRICTIONS - Concluded

| LOCATION | ALL TRAINS | LOCATION | ALL TRAINS |
|--|------------------------|---|------------|
| SUBDIVISION 20 (Cont'd) | | SUBDIVISION 17A (Except as shown below) | 25 10 |
| MP 151-2 to MP 151-12 | 25 | SUBDIVISION 20A (Except as shown below) | 40 |
| MP 154-26 to MP 155 | 30 | MP 82-27 CMS&P Crossing | 20 |
| MP 184-4 to MP 184-21 | 10 | MP 82-9 CRI&P Crossing | 20 |
| MP 185 to MP 185-10 | 30 | MP 87-25 to MP 80-0 | 25 |
| MP 193-31 to MP 194-5 | 30 | MP 61-16 to MP 62-0 | 25 |
| MP 198-27 to MP 199-8 | 25 | MP 57-21 C&NW Crossing | 20 |
| SUBDIVISION 21 (except as shown below) | 35 | MP 188-20 to MP 189-7 | 25 |
| MP 207-4 to MP 209-3 | 15 | MP 205-6 to 207 | 25 |
| MP 221-29 to MP 222-14 | 25 | MP 209-3 C&NW Crossing | 20 |
| MP 223-16 to MP 223-25 | 30 | SUBDIVISION 20B (Except as shown below) | 35 |
| MP 248-27 to MP 250-3 | 30 | MP 113-15 to MP 122-9 | 25 |
| MP 257-6 C&NW Crossing | 20 | MP 119-18 CGW Crossing | 20 |
| MP 263-15 to MP 268-10 | 30 | MP 126-4 to MP 126-12 | 25 |
| MP 282-22 to MP 283-22 | 30 | MP 150 to MP 165-6 | 25 |
| MP 288-25 to MP 289-10 | 30 | MP 165-6 to MP 184 | 20 |
| MP 292-7 GN Crossing | 20 | SUBDIVISION 20C (Except as shown below) | 25 |
| MP 292-25 to MP 293-14 | 30 | Bridge 1489 | 15 |
| MP 299-36 to MP 302-15 | 30 | MP 148-3 to MP 151-12 | 20 |
| MP 306 to MP 308-35 | 10 | MP 154-12 to C&NW Crossing | 20 |
| MP 314-20 CMS&P Crossing | 10 | MP 160 to MP 167-16 | 20 |
| Sloux Falls - Cliff Ave. | 10 | MP 165-5 to MP 173 | 20 |
| Bismark Spur trains handling derricks & pile drivers | 15 | SUBDIVISION 21A | 15 |
| SUBDIVISION 22 (except as shown below) | 35 | SUBDIVISION 22A | 20 |
| MP 235-17 to MP 235-26 | 30 | | |
| MP 237-18 to MP 238-5 | 25 | | |
| MP 244-0 to MP 253-21 (except as shown below) | 25 | | |
| MP 253-17 to MP 253-21 | 10 | | |
| MP 264-9 to MP 288-25 | 20 | | |
| MP 313-38 to MP 314-10 | 15 | | |
| MP 319-21 to MP 333-0 | 25 | | |
| MP 333-0 to MP 375-20 | 15 | | |
| SUBDIVISION 23 (Except as shown below) | 35 | | |
| MP 425-8 to MP 443-21 | 25 | | |
| MP 446-24 IC Crossing | 20 | | |
| MP 447-10 to MP 475 | 25 | | |
| MP 475-6 C&NW Crossing | 10 | | |
| MP 484-9 CMS&P Crossing | 20 | | |
| MP 514-12 CMS&P Crossing | 20 | | |
| MP 490 to MP 532 | 25 | | |
| SUBDIVISION 4C (except as shown below) | 40 Restricted Speed | | |
| MP 14-17 Road Crossing | 10 | | |
| MP 18-16 to MP 19-13 | 35 | | |
| MP 42-10 to Altoona (except as shown below) | 30 | | |
| MP 43 to MP 46-18 | 10 | | |
| Ottumwa - CB&Q Overhead Crossing | 5 | | |
| Ottumwa - May St. to Wapello St. incl. | 20 | | |
| MP 77-5 - CMS&P Crossing | 5 | | |
| Pella - Clark St. Crossing | 5 | | |
| Monroe - Over two street crossing just West of depot | 5 | | |
| Bridge 909 trains handling derricks & pile drivers | 15 | | |
| SUBDIVISION 4D (except as shown below) | 30 | | |
| MP 248-21 CMS&P Crossing | 20 | | |
| Oskaloosa - All street crossings | 5 | | |
| SUBDIVISION 4E | 25 | | |
| SUBDIVISION 5A (Except as shown below) | 30 | | |
| MP 403-1 to MP 411-0 | 20 | | |
| MP 413-2 to MP 413-9 | 20 | | |
| MP 415-14 to MP 415-26 | 20 | | |
| SUBDIVISION 5B (Except as shown below) | 25 | | |
| MP 453-0 to MP 465-5 | 15 | | |
| SUBDIVISION 5C (Except as shown below) | 30 | | |
| MP 0-0 to MP 6-8 | 30 | | |
| MP 6-8 to MP 12-3 | 15 | | |
| Bridge 23 | 10 | | |
| Bridge 78 | 15 | | |
| SUBDIVISION 5D | 40 | | |
| SUBDIVISION 5E | 30 | | |
| SUBDIVISION 31A (Except as shown below) | 25 | | |
| MP 373-15 to MP 378-15 | 15 | | |

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 |

1. When Northward absolute signal at south end of Carlisle siding, MP 64 pole 3, displays CLEAR aspect, Rule 281, or an APPROACH aspect, Rule 285, Northward trains may move on main track at Carlisle to next signal governing.
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, Mo. Pac. 14th Street yard office is the initial station for trains leaving Atchison.
- 2g. Altoona is the initial station for Eastward trains Sub. Div. 4-C.
- 2h. Bluffs is the initial and terminal station for second class and extra trains.
- 2i. Omaha is the initial and terminal station for first-class trains.
3. Trains departing from Trenton must obtain clearance.
- 3a. Trains may leave Coburn without clearances.
- 3b. Westward Union Pacific trains and Eastward Santa Fe trains will be required to get their train orders at St. Joseph yard office at the time they register.
- 3c. Trains may leave Washington and Keokuk without clearance, when train order office is closed.
- 3d. IC northward trains may leave Glenville without a clearance.
- 3e. Northward trains originating at Inver Grove need not obtain clearance.

SPECIAL INSTRUCTIONS - Continued

3f. Southward first class trains and extra passenger trains will secure CRI&P clearance at Minneapolis.

Rule 83: Manly, Trenton, Keokuk, Eldon Yard, Albert Lea, Inver Grove, Iowa Falls Yard, Dows, Lake Park, Sibley, Short Line Jct., Des Moines for trains originating or terminating. Allerton and Evans Jct. for regular trains.

3g. Omaha - For first-class trains. Trains originating at Kansas City U.D. will secure CRI&P clearance at that location.

3h. 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 CMStP&P clearance Form A in addition to the required CRI&P clearance.

3i. 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.

3j. Westward CMStP&P trains that are to enter Subdivision 29 at Polo must obtain CRI&P clearance Form CT-94-A at Laredo.

3k. 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 C&NW 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.

4g. All trains will register by Form 1339 at Atlantic.

4h. Eastward trains will not check register or obtain clearance by train order at West Des Moines.

4i. No. 8 will register by Form 1339 at Des Moines.

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

| | |
|---|---|
| Atlantic. Council Bluffs-Passgr.Station Bluffs-Engine House Bluffs-Yard Office Minneapolis-Passenger station. Inver Grove-Yard Office and engine house. Albert Lea-CRI&P passenger station. C&NW Yard office. Manly-Passenger station and yard office. Iowa Falls-Yard Short Line Jct.-Yard office and engine house. Des Moines-Passenger station, C&NW Yard Welfare Room. C&NW-Engine house. West Des Moines. Ottumwa Yard. | Trenton Yard and Enginemen Room Keokuk. Eldon-Yard and engine house. Sibley. Laredo, CMStP&P Enginemen's Room and Depot. Washington. Kansas City, Kan.-Yard Office and engine house. Kansas City, Mo.-U.D. telegraph office. Knoche Yard CMStP&P Yard office room house and West Wye Tower. St. Joseph-Yard office. Atchison-Mop 5th St. office. Dows. Estherville Engine House. Lake Park, Sioux Falls. 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:

| | |
|---|--|
| Atlantic. Bluffs-Yard Office Bluffs-Engine House. Council Bluffs-Psgr.Station. Trenton Kansas City, Kan. - Yard Office Kansas City, Kan. - Engine House Kansas City, Mo. - Union Depot St. Joseph - Yard Office St. Joseph - U.T. Ca. Yard Office Atchison-Mop - 5th St. Office Manly { Psgr.Station Yard Office Short Line Jct. - Yard Office Short Line Jct. - Engine House | Des Moines - Telegraph Office Des Moines - C&NW Engine House West Des Moines Laredo Albert Lea { C&NW Yard Office CRI&P Psgr.Station Inver Grove - Yard Office Minneapolis- Psgr. Station Iowa Falls { Psgr. Station Yard Office Dows Estherville Lake Park Sibley Sioux Falls Gowrie 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 - Flag stop to receive or discharge traffic.
- g - Conditional stop for revenue passengers only.
- s - Regular Stop.

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 ..... | ..... | ..... | ..... | ..... | ..... |
| 4d | 248.7 | CMStP&P.. | ..... | Trainmen | CRI&P | Red | ..... |
| 4d | 301.4 | C&NW ..... | ..... | ..... | ..... | ..... | ..... |
| 5 | 356.2 | DMU-CGW- FDDMS .. | ..... | ..... | ..... | ..... | ..... |
| 5 | 358.3 | DMU | Gate. | Trainmen | DMU | Red. | ..... |
| 5 | 489.5 | IC&C&NW | ..... | ..... | ..... | ..... | ..... |
| 5 | 489.8 | C&NW- CB&Q ... | ..... | ..... | ..... | ..... | ..... |
| 17 | 252.4 | CMStP&P .. | ..... | ..... | ..... | ..... | ..... |
| 18 | 119.9 | C&NW ..... | ..... | ..... | ..... | Red | ..... |
| 20 | 153.0 | C&NW ..... | ..... | ..... | ..... | ..... | ..... |
| 20 | 184.3 | CMStP&P .. | ..... | ..... | ..... | ..... | ..... |
| 20b | 119.6 | CGW | Electric Lock Gate | Trainmen | CRI&P... | Red | ..... |
| 20b | 127.8 | C&NW ..... | ..... | ..... | ..... | ..... | ..... |
| 20b | 128.8 | CGW | ..... | ..... | ..... | ..... | ..... |
| 20b | 146.1 | CMStP&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 | CMStP&P ... | ..... | ..... | ..... | ..... | ..... |
| 22 | 313.7 | GN ..... | ..... | ..... | ..... | ..... | ..... |
| 23 | 435.2 | CG W | Gate | Trainmen | CRI&P... | Red | ..... |
| 23 | 484.3 | CMStP&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 ..... | ..... | ..... | ..... | ..... | ..... |

SPECIAL INSTRUCTIONS - Continued

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 | CMStP & P | 20a | 209.1 | C&NW |
| 5 | 362.7 | CNW Jct. | | | |
| 17 | 303.0 | CGW | 20c | 154.4 | C&NW |
| 18 | 164.1 | CGW | 21 | 292.2 | GN |
| 18 | 164.2 | C&NW | 21 | 314.5 | CMStP&P |
| 20 | 126.8 | CGW | 22 | 333.9 | C&NW |
| 20 | 135.8 | C&NW | 23 | 446.8 | I.C. |
| | | | 23 | 475.2 | CNW |
| 20a | 57.7 | C&NW | 23 | 514.4 | CMStP&P |
| | | | 30 | 439.8 | Wabash |
| | | | 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....." Proceeding 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.

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

Between E. 7th 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. Trains operating in back up movement between Short Line Jct. and Des Moines passenger station reduce speed to 10 MPH over all street crossings.

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

16a. Trains between St. Paul and Minneapolis will be governed by CMStP&P (LaCrosse 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 CMStP&P (Iowa, Minnesota and Dakota 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 Bridge Co.

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

16g. Sub-Division 4c between CRI&P and M&StL Jct., trains will be governed by special instructions in current time table of M&StL Division of C&NW Ry.

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

18. At C&NW Junction Mile Post 358-6, Subdivision 5, 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 C&NW tracks to Westward main track. Normal indication of Signal 3587 is "Stop", and will indicate proceed only when switches are properly lined. "Push Button" type light indicators are located at junction switch and east end of crossover switch. Before lining switches for movements toward either main track, trainmen must know that indicators are indicating a white light. In case of failure of indicator lights, train movement must be protected per Rule 99.

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

18a. West Des Moines: The end of Two Main Tracks and C&NW 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 St. 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.

18b. Before entering main track from Hollingworth spur MP361 - 40 West Des Moines Permission from dispatcher must be obtained.

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 and Lock Springs, train or enginemen will operate emergency switch in sealed box on 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 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:

CRI&P Main Track - One long

To C&NW 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 - One long, one short, one long

Union Pacific Route - One long, one short

21a. Westward trains enroute to C&NW 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. Authority to pass absolute signals indicating stop at Draw Bridge 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.

SPECIAL INSTRUCTIONS - Continued

26b. 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."

26c. 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.

26d. 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.

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 employes 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-C | 7.0 | Truss Span | |
| | 17.8 | Viaduct. | |
| 4-D | 36.0 | Truss Span | |
| | 45.3 | Viaduct | |
| | 47.7 | Truss Span | |
| | 74.5 | Viaduct | |
| | 100.6 | Viaduct | |
| | 251.7 | Truss Span | |
| | 271.9 | Truss Span | |
| | 285.1 | Viaduct | |
| | 288.3 | Truss Span | |
| | 290.5 | Viaduct | |
| | 294.0 | Truss Span | |
| | 301.8 | Viaduct | |
| | 301.9 | Viaduct | |
| | 302.0 | Viaduct | |
| | 5 | 361.1 | Truss Span |
| | | 367.0 | Viaduct |
| 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 | |
| 444.5 | | Viaduct | |
| 447.0 | | Viaduct | |
| 451.6 | | Viaduct | |
| 457.8 | | Viaduct | |
| 460.8 | | Viaduct | |
| 461.8 | | Viaduct | |
| 462.8 | | Viaduct | |
| 467.8 | | Viaduct | |
| 468.8 | | Viaduct | |
| 470.8 | | Viaduct | |
| 5A | 414.5 | Truss Span | |
| 5C | 19.9 | Overhead Railway Crossing | |
| 5D | 10.7 | Truss Span | |
| | 0.1 | Viaduct | |
| | 6.1 | Truss Span | |
| | 6.5 | Viaduct | |

28.-Continued.

| Sub-Div. | Mile Post | Kind of Structure | |
|----------|------------------|---|----------|
| 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. | |
| | 492.1 | Viaduct. | |
| 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 | C Grand 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 Bridge 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. | |
| 31 | 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 | | |
| 31-A | 385.4 | Viaduct | |

Subdivision 28.
Centerville, Iowa. The mine tippie 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.

SPECIAL INSTRUCTIONS - Continued

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 | 306.7 | Carbon Hill Coal Co. | 7 |
| 5 | 384.5 | Concrete Marl. & Construction Co. | 40 |
| 5 | 385.6 | Quarry | 125 |
| 5B | 463.3 | Nishna | 12 |
| | 523.6 | Lyman-Richey | 117 |
| 17 | 286.5 | Wickes Lumber Co. | 24 |
| 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 |
| 20B | 137.3 | Power Spur | 4 |
| 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 |
| 22 | 312.8 | Botsford Lbr. Co. | 5 |
| 23 | 464.2 | PAM | 12 |
| 23 | 508.2 | Moneta | 39 |
| 28 | 341.0 | Casale Coal Mine | 20 |
| 29 | 473.0 | Mud Spur Setout Track | 11 |
| 31 | 66.8 | General Mills | 156 |
| 31 | 66.8 | Farmers Elevator Co. | 184 |
| 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 Operators to establish communication. These requirements do not modify Rule 99.

When handling snow plows in snow territory a maximum speed of 30 MPH must not be exceeded, except when using Vanderbilt type snow plow the officer in charge is authorized to permit a maximum speed of 40 MPH if conditions permit.

Snow plows, and Diesel Units with pilot plows, when plowing snow 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 passenger trains and freight trains must not exceed a speed of 10 MPH less than 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.

35. At stations where telephones are located, conductor will communicate with dispatcher within fifteen minutes after arrival unless expected train is heard, or seen approaching, but will not be required to handle train orders except in emergency. At stations where office is closed, conductors will call operator to office when delay has reached thirty minutes in excess of time expected, in case the expected train is not seen, or heard approaching.

36. ALL SUBDIVISIONS. Conductors, in checking waybills or trains having a load wider than the equipment upon which it is loaded, will immediately notify the Chief Dispatcher in the event that they do not have appropriate instructions covering the handling of the car.

Yard foremen, in making up trains, should call the attention of the Yardmaster to any load wider than the equipment upon which it is loaded that is being lined up for outbound movement.

COMMUNICATION OFFICES

SUBDIVISION 5

| | |
|---------------------------|---|
| Short Line Jct. | Continuous |
| Des Moines | Continuous |
| West Des Moines | ***7:30 a.m. 3:30 p.m. **8:00 p.m. 4:00 a.m. |
| Van Meter | 7:00 a.m. 4:00 p.m. |
| Earlham | 8:00 a.m. 5:00 p.m. |
| Stuart | 7:30 a.m. 4:30 p.m. |
| (P) Adair | 12 noon 3:45 p.m. |
| (P) Anita | 7:00 a.m. 10:45 a.m. |
| Atlantic | Continuous |
| Bluffs | Continuous |
| Omaha | Continuous |

SUBDIVISION 17

| | |
|-----------------------------|--|
| Manly | Continuous |
| Northwood | 7:30 a.m. 4:30 p.m. |
| Albert Lea (R.L.) | *-***7:30 a.m. 4:30 p.m. **3:30 p.m. 11:30 p.m. |
| Albert Lea (C&NW) | Continuous |
| Clarks Grove | 8:00 a.m. 5:00 p.m. |
| (B) Ellendale | 7:30 a.m. 11:30 a.m. 3:30 p.m. 4:30 p.m. |
| (B) Hope | 1:00 p.m. 3:00 p.m. |
| Owatonna | *-**6:00 a.m. 2:00 p.m. 3:00 p.m. 11:00 p.m. |
| (O) Fairbault | 6:00 a.m. 9:00 a.m. 11:50 a.m. 3:00 p.m. |
| (O) Medford | 9:20 a.m. 10:30 a.m. |
| Fairbault | ***6:00 a.m. 3:00 p.m. |
| Inver Grove | Continuous |

SUBDIVISION 18

| | |
|-------------------------|---|
| Manly | Continuous |
| Clear Lake Jct. | Continuous |
| Sheffield | 7:00 a.m. 4:00 p.m. |
| Hampton | 7:30 a.m. 4:30 p.m. |
| Iowa Falls | *-***10:00 a.m. 6:00 p.m. **11:00 p.m. 7:00 a.m. |
| Buckeye | 7:30 a.m. 4:30 p.m. |
| McCallsburg | 7:00 a.m. 4:00 p.m. |
| Nevada | 7:30 a.m. 4:30 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 | 11:59 p.m. 7:59 a.m. |
| Melcher | 7:00 a.m. 4:00 p.m. |
| Chariton | *-***12:01 a.m. 8:00 a.m. ***10:30 a.m. 6:30 p.m. |
| Allerton | *-**11:00 a.m. 7:00 p.m. ***11:30 p.m. 7:30 a.m. |

SUBDIVISION 28

| | |
|-------------------------|---|
| Eldon Yard | Continuous |
| Centerville | **8:00 a.m. 4:00 p.m. |
| Seymour | 7:00 a.m. 4:00 p.m. |
| Allerton | *-**11:00 a.m. 7:00 p.m. ***11:30 p.m. 7:30 a.m. |
| Princeton | 7:15 a.m. 4:15 p.m. |
| (L) Mercer | 7:00 a.m. 11:00 a.m. |
| (L) Spickards | 12:45 p.m. 3:05 p.m. |
| Trenton | Continuous |

SUBDIVISION 29

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

SUBDIVISION 30

| | |
|-------------------------|----------------------|
| (M) Jamesport | 7:00 a.m. 11:00 a.m. |
| (M) Gallatin | 12:30 p.m. 3:30 p.m. |
| Maysville | 7:30 a.m. 4:30 p.m. |

OFFICE HOURS

Week Days
Except Saturdays
*Sundays and Holidays
**Saturdays

SUBDIVISION 30-A

| | |
|---|--|
| St. Joseph Yd. | 7:00 a.m. 3:00 p.m. |
| | *-**3:30 p.m. 11:30 p.m. |
| Atchison Mo. Pac. 5th St. Office | 7:00 a.m. 4:00 p.m. 9:00 p.m. 5:00 a.m. |

SUBDIVISION 31-A

| | |
|---------------------|----------------------|
| Carlisle | 11:59 p.m. 7:59 a.m. |
| Indianola | 8:30 a.m. 5:30 p.m. |

SUBDIVISION 23

| | |
|----------------------|---------------------|
| Gowrie | 8:00 a.m. 5:00 p.m. |
| Manson | 7:00 a.m. 4:00 p.m. |
| Palmer | 8:30 a.m. 5:30 a.m. |
| Pocahontas | 8:00 a.m. 5:00 p.m. |
| Laurens | 8:00 a.m. 5:00 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

| | |
|-------------------------|----------------------|
| (I) Kanaranzi | 12:30 p.m. 2:00 p.m. |
|-------------------------|----------------------|

SUBDIVISION 22-A

| | |
|-----------------------|---------------------|
| (K) Luverne | 9:00 a.m. 3:00 p.m. |
|-----------------------|---------------------|

SUBDIVISION 4-C

| | |
|----------------------------|-----------------------|
| Keokuk | **8:30 a.m. 5:30 p.m. |
| Douds | 7:00 a.m. 4:00 p.m. |
| Ottumwa Yard | 7:30 a.m. 4:30 p.m. |
| Eddyville | 7:00 a.m. 4:00 p.m. |
| Pella | 8:00 a.m. 5:00 p.m. |
| (N) Prairie City | 8:00 a.m. 11:30 a.m. |
| (N) Prairie City | 2:50 p.m. 5:00 p.m. |
| (N) Monroe | 12:50 p.m. 2:30 p.m. |
| Altoona | Continuous |
| Short Line Jct. | Continuous |
| Des Moines | Continuous |

SUBDIVISION 4-D

| | |
|-------------------------|-----------------------|
| Washington | **7:00 a.m. 4:00 p.m. |
| (Q) Keota | 7:30 a.m. 11:30 a.m. |
| (Q) Sigourney | 1:00 p.m. 3:00 p.m. |
| Oskaloosa | **7:30 a.m. 4:30 p.m. |

SUBDIVISION 4-E

| | |
|---------------------|---------------------|
| Keosauqua | 8:00 a.m. 5:00 p.m. |
|---------------------|---------------------|

SUBDIVISION 5-A

| | |
|--------------------------|---------------------|
| Guthrie Center | 7:00 a.m. 4:00 p.m. |
|--------------------------|---------------------|

SUBDIVISION 5-B

| | |
|--------------------|---------------------|
| Atlantic | Continuous |
| Exira | 8:00 a.m. 5:00 p.m. |
| Audubon | 8:00 a.m. 5:00 p.m. |

SUBDIVISION 5-C

| | |
|-------------------|---------------------|
| Avoca | 7:30 a.m. 4:30 p.m. |
| Oakland | 7:30 a.m. 4:30 p.m. |

SUBDIVISION 5-D

| | |
|-----------------|---------------------|
| Avoca | 7:30 a.m. 4:30 p.m. |
|-----------------|---------------------|

SUBDIVISION 5-E

| | |
|---------------------|---------------------|
| Winterset | 8:00 a.m. 5:00 p.m. |
|---------------------|---------------------|

() Dualized Stations.

SUBDIVISION 20

| | |
|-----------------------|---|
| Iowa Falls | *-**10:00 a.m. 6:00 p.m. ***11:00 p.m. 7:00 a.m. |
| (E) Popejoy | 1:30 p.m. 3:30 p.m. |
| (E) Dows | 8:30 a.m. 12:00 p.m. 4:30 p.m. 5:30 p.m. |
| Clarion | 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 | 7:00 a.m. 4:00 p.m. |
| (J) Ocheyedan | 8:00 a.m. 12:00 p.m. 4:00 p.m. 5:00 p.m. |
| Sibley | 7:30 a.m. 4:30 p.m. |
| Little Rock | 8:00 a.m. 5:00 p.m. |
| (I) Ellsworth | 7:00 a.m. 11:00 a.m. 2:30 p.m. 4:00 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. |

SUBDIVISION 22

| | |
|--------------------------|----------------------|
| Lake Park | 7:00 a.m. 4:00 p.m. |
| (J) Round Lake | 1:45 p.m. 3:15 p.m. |
| Worthington | 7:00 a.m. 4:00 p.m. |
| (G) Reading | 1:30 p.m. 3:00 p.m. |
| (G) Wilmont | 8:30 a.m. 12:00 noon |
| Wilmont | 3:30 p.m. 5:30 p.m. |
| (H) Lismore | 8:30 a.m. 2:30 p.m. |
| (H) Kenneth | 7:00 a.m. 8:00 a.m. |
| Kenneth | 3:00 p.m. 4:00 p.m. |
| (K) Hardwick | 7:30 a.m. 8:30 a.m. |
| Hardwick | 3:30 p.m. 4:30 p.m. |
| Pipestone | 8:00 a.m. 5:00 p.m. |
| (A) White | 12:30 p.m. 3:00 p.m. |
| (A) Toronto | 8:00 a.m. 11:00 a.m. |
| Toronto | 3:30 p.m. 5:00 p.m. |
| Clear Lake | 7:00 a.m. 4:00 p.m. |

SUBDIVISION 20-A

| | |
|-----------------------|--|
| Albert Lea | *-**7:30 a.m. 4:30 p.m. ***3:30 p.m. 11:30 p.m. |
| (C) Conger | 7:00 a.m. 7:30 a.m. 3:30 p.m. 4:00 p.m. |
| (C) Walters | 8:00 a.m. 3:00 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 | 7:00 a.m. 4:00 p.m. |
| Armstrong | 8:00 a.m. 5:00 p.m. |
| Gruver | 7:00 a.m. 4:00 p.m. |
| Estherville | 8:00 a.m. 4:00 p.m. 11:00 p.m. 7:00 a.m. |

SUBDIVISION 20-B

| | |
|---------------------------|---|
| (E) Dows | 8:30 a.m. 12:00 p.m. 4:30 p.m. 5:30 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. |
| (D) Forest City | 1:00 p.m. 3:00 p.m. |
| (D) Thompson | 7:30 a.m. 11:30 a.m. 3:30 p.m. 4:30 p.m. |
| Buffalo Center | 7:00 a.m. 4:00 p.m. |
| Lakota | 8:00 a.m. 5:00 p.m. |

SUBDIVISION 20-C

| | |
|----------------------------|--|
| (F) Crystal Lake | 10:30 a.m. 12:00 p.m. 1:00 p.m. 2:00 p.m. |
| (F) Woden | 8:00 a.m. 10:00 a.m. 2:30 p.m. 5:00 p.m. |
| Titonka | 8:30 a.m. 5:30 p.m. |

SUBDIVISION 17-A

| | |
|----------------------|---------------------|
| Hollandale | 8:00 a.m. 5:00 p.m. |
|----------------------|---------------------|

C. K. HOLT - Asst. Superintendent Des Moines
 B. L. LOWERY - Asst. Superintendent. St. Paul
 C. B. MURRAY - Asst. Superintendent Estherville
 M. R. EWING - Trainmaster Trenton
 R. G. VICK - Terminal Trainmaster. Des Moines
 D. B. HART - Asst. Terminal Trainmaster Des Moines
 C. H. MEYERS - Asst. Trainmaster St. Joseph
 K. O. THOMAS - Master Mechanic Des Moines
 J. A. MEREDITH - Asst. Master Mechanic Des Moines
 E. F. JOHNSON - Asst. Master Mechanic Minneapolis
 J. E. REECE - Road Foreman Equipment Des Moines
 H. D. DAY - Road Foreman Equipment Trenton
 C. W. GUENTHER - Chief Dispatcher Des Moines
 H. M. ROZENBERG - Asst. Chief Dispatcher Des Moines
 P. E. MANKINS - Asst. Chief Dispatcher Des Moines

W. E. MURPHY
 BLAIR HULL
 K. E. ELYEA
 J. E. MARSENGILL
 D. B. YATES
 G. L. WATTS
 D. A. ZOELLNER
 D. D. EDGERTON
 R. M. YOUNG
 C. S. WINSHIP
 C. W. ESPELAND

} -- Dispatchers Des Moines

OFFICIAL HOSPITALS

| <u>PLACE</u> | <u>NAME</u> | <u>TELEPHONE</u> |
|----------------------------|--|------------------|
| Atlantic | Atlantic - 5th & Oak Sts. | 243-3250 |
| Council Bluffs | Jennie Edmundson - Pierce & Oak Sts. | 322-0231 |
| Des Moines | Iowa Lutheran - 716 Parnell | 262-9301 |
| Hampton | Franklin General - 17- 1st SW | 456-2546 |
| Iowa Falls | Ellsworth - 110 Rocksylvana | 648-2537 |
| Kansas City, Kans. | Providence - 18th & Barnett | MA. 1-5335 |
| Keokuk | Graham - 1508 Fulton St. | 524-1240 |
| Mason City | Park - 102 No. Washington | 423-4120 |
| Minneapolis | Eitel - 1375 Willow | 335-5241 |
| Nevada | Storey County | EV. 2-2117 |
| Omaha | Nebraska Methodist - 3612 Cumin St. | 551-0042 |
| Ottumwa | Ottumwa - 1001 East Pennsylvania | 682-7511 |
| Ottumwa | St. Joseph - 1600 N. Ash St. | 684-4651 |
| St. Paul | St. Joseph - 9th & Exchange | 222-2861 |
| Trenton | Wright Memorial - 801 East 1st St. | EL. 9-2221 |
| Worthington | Municipal - 1018-6th Ave. | 376-4141 |