

Company Surgeons.	Location
T. L. HANSEN, Chief Surgeon, La Salle St. Station.....	Chicago
G. G. LEITH.....	Wilton
J. E. KIMBALL.....	West Liberty
D. F. FITZPATRICK, Surgeon and Examiner.....	Iowa City
R. J. HENNES.....	Oxford
E. B. WILLIAMS.....	Montezuma
HENRY MOERSHELL.....	Homestead
W. D. HALL, Surgeon and Examiner.....	Marengo
E. J. RINGENA.....	Brooklyn
J. R. PARRISH.....	Grinnell
JNO. W. BILLINGSLEY.....	Newton
F. E. BOYD.....	Colfax
ARNOLD L. NELSON, Div. Surgeon and Examiner.....	
JAMES B. FRASER, Asst. Div. Surgeon and Examiner.....	
C. B. LUGINBUHL, Emergency Surgeon.....	
D. W. COUGHLIN, Emergency Surgeon.....	
C. C. JONES, Oculist and Aurist.....	
CHAMBERS, TAIT and MARQUIS, Oculists.....	Des Moines
FRED STERNAGEL.....	West Des Moines
E. T. WARREN.....	
H. F. CLARK.....	Stuart
W. R. VAN DUZER.....	Casey
G. M. ADAIR.....	Anita
R. M. NEEDLES, Surgeon and Examiner.....	Atlantic
W. H. HALLORAN.....	Audubon
C. C. HUNTLEY.....	Avoca
H. B. MOOREHEAD.....	Underwood
F. E. BELLINGER, Local Surgeon and Examiner.....	
A. M. DEAN, Oculist and Aurist.....	Council Bluffs
HAROLD GIFFORD, Oculist and Aurist.....	
J. H. JUDD, Oculist and Aurist.....	
FRED H. BEAUMONT.....	
R. D. SCHROCK.....	Omaha
FREDERICK O. BECK.....	So. Omaha
C. R. VAN VOORHEIS.....	Prairie City
F. E. VANCE.....	Eddyville
H. C. VANDER MEULEN.....	Pella
D. O. BOVENMYER, Oculist and Aurist.....	
G. C. BLOME, Surgeon and Examiner.....	Ottumwa
S. H. SAWYER, Surgeon and Examiner.....	Eidon
G. H. ASHLINE, Local Surgeon and Examiner.....	Keokuk
BUSH HOUSTON.....	Nevada
WM. AND ROBT JOHNSON, Surgeons and Examiners.....	Iowa Falls
H. H. JOHNSTON.....	Hampton
C. F. STARR.....	
T. E. DAVIDSON.....	
C. E. CHENOWETH, Oculist-Aurist.....	
H. D. FALLOWS, Oculist and Aurist.....	Mason City
S. S. WESTLY, Surgeon and Examiner.....	Manly
A. W. LUNDEVICK.....	Gowrie
J. H. FAUST, Surgeon and Examiner.....	Manson
F. M. RIZZO.....	Sibley
J. H. McCALL.....	Allerton
A. L. YOCUM, JR., Surgeon and Examiner.....	Chariton
L. E. HOOPER.....	Indianola
C. B. HICKENLOOPER.....	Winterset
K. L. JOHNSTON, Local Surgeon and Examiner.....	Oskaloosa

C. E. MEKOTA, General Claim Agent, Chicago

F. R. WESTON,
Superintendent

O. W. LIMESTALL,
Gen'l Sup't Transportation

M. R. WILSON,
Sup't Motive Power

R. B. SMITH,
Ass't General Manager

G. P. TRACHTA,
Gen'l Sup't Motive Power

C. L. FRANKLIN,
General Manager

W. H. HILLIS,
Vice President-Operations

Chicago, Rock Island & Pacific Railroad

TIME TABLE

DES MOINES DIVISION
FIRST DISTRICT

No. 2

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

SUNDAY, SEPTEMBER 25, 1949
DESTROY ALL TIME TABLES OF PREVIOUS DATE

PREVENT INJURY



SAFETY FIRST

This Time Table for the exclusive use
and guidance of Employees

Main Line Westward

SUBDIVISION 4

STATIONS

Time Table No. 2

September 25, 1949

FIRST CLASS

STATIONS	LEAVE	M. P. from Chicago	Distance from Silvis	Capacity of Sidings	23	5	9	7	505	19						
					Rocket	Des Moines Omaha Limited	Passenger	Rocket	Rocket	Passenger Motor						
					Daily	Daily	Daily	Daily	Daily	Daily						
WU.....MO. DIV. JCT.....	TO	183.7	10.0		P.M. 11:59	A.M. 4:00	A.M. 7:02	P.M. 5:01	P.M. 8:01	P.M. 10:20						
.....TURNOUT.....	...P	190.1	16.4		12:07	4:09	7:10	5:08	8:09	10:29						
HM.....WALCOTT.....	TO	194.9	21.2	E 49 W 46	12:12	4:14	s 7:16	5:12	8:13	10:35						
.....STOCKTON.....	...P	199.2	25.5		12:16	4:18	s 7:22	5:16	8:17	10:39						
OR.....DURANT.....	TO	202.0	28.3		12:19	4:21	s 7:27	5:19	8:20	10:42						
JN.....WILTON.....	TO	207.6	33.9	E 91 W 61	12:24	4:26	s 7:35	5:23	8:25	10:48						
.....MOSCOW.....	...P	211.1	37.4		12:28	4:30	s 7:41	5:26	8:28	10:52						
.....ATALISSA.....	...P	215.9	42.2	W 49	12:33	4:35	s 7:48	5:30	8:32	10:56						
W.....WEST LIBERTY (CRI&P Crossing)	TO	221.3	47.6	E 69 W 71	s 12:41	s 4:47	s 8:00 8:20	5:35	8:38	s 11:15 P.M.						
.....DOWNEY.....	...P	226.7	53.0		12:47	4:54	s 8:29	5:40	8:43							
IC.....IOWA CITY.....	TO	236.8	63.1		s 1:05	s 5:15	s 8:50	s 5:50	s 8:54							
.....VERNON.....	...P	241.0	67.3	79	1:09	5:21	8:55	5:54	8:59							
.....TIFFIN.....	...P	244.7	71.0	50	1:13	5:25	s 9:06	5:57	9:02							
V.....OXFORD.....	TO	251.5	77.8	89	1:20	5:32	s 9:15	6:03	9:08							
HO.....HOMESTEAD.....	TO	256.6	82.9	58	1:25	5:37	s 9:23	6:07	9:13							
.....SOUTH AMANA.....	...P	262.1	88.4	69	1:31	5:42	s 9:30	6:11	9:18							
MA.....MARENGO.....	TO	267.3	93.6	N 114 S 66	1:36	g 5:48	s 9:43	6:15	g 9:23							
RN.....LADORA.....	TO	273.9	100.2	89	1:43	5:55	s 9:52	6:20	9:30							
WB.....VICTOR.....	TO	279.9	106.2	90	1:49	6:01	s 10:01	6:25	9:35							
.....(C&NW Crossing) CA.....CARNFORTH.....	TO	282.5	108.9													
BN.....BROOKLYN.....	TO	287.7	114.0	105	1:56	6:10	s 10:13	6:31	9:42							
J.....MALCOM.....	TO	293.7	120.0	49	2:02	6:16	s 10:21	6:36	9:47							
.....ASCALON.....	...P	297.3	123.6	79	2:06	6:20	10:25	6:39	9:50							
.....(M&STL Crossing) GR.....GRINNELL.....	TO	302.7	129.0	156	s 2:14	s 6:40	s 10:38	g 6:45	s 9:56							
.....TURNER.....	...P	308.7	135.0	84	2:20	6:48	10:46	6:52	10:02							
KG.....KELLOGG.....	TO	313.8	140.1	78	2:25	6:54	s 10:56	6:57	10:07							
.....AMBOY.....	...P	317.6	143.9	47	2:29	6:59	11:00	7:00	10:10							
G.....NEWTON.....	TO	322.5	148.8	N 64 S 78	s 2:37	s 7:20	s 11:13	g 7:07	s 10:16							
.....METZ.....	...P	328.6	154.9	50	2:43	7:28	s 11:20	7:14	10:22							
FX.....COLFAX.....	TO	334.7	161.0	86	2:49	7:42	s 11:28	7:19	10:27							
SU.....MITCHELLVILLE.....	TO	340.6	166.9	78	2:55	7:52	s 11:36	7:25	10:33							
AN.....ALTOONA.....	TO	346.9	173.2		3:01	7:58	11:43	7:31	10:40							
X.....SHORT LINE JCT. WX.....(CRI&P Crossing)	TO	355.6	181.9		3:10	8:10	11:53 A.M.	7:41	10:49							
.....DMU-CGW-FIDM&S Crossing	UX	356.2	182.5													
.....C&NW Crossing	UX	357.2	183.5													
D.....DES MOINES.....	TO	357.8	184.1		3:35 A.M.	8:30 A.M.	12:01 P.M.	7:50 P.M.	11:00 P.M.							
AVERAGE SPEED PER HOUR.....					48.4	38.7	37.4	61.8	58.3	41.0						
SCHEDULE TIME.....					3:36	4:30	4:59	2:49	2:59	0:55						

AUTOMATIC BLOCK SIGNALS

TWO MAIN TRACKS

TWO MAIN TRACKS

See T. T. Rules 18a, 18b

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 7, 8, 10, 23, 505 AND 606 NOT LESS THAN 10 MINUTES.
TIME TABLE RULE 14a IN EFFECT.

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

Main Line Westward

**SUBDIVISION 4
STATIONS**
Time Table No. 2
September 25, 1949

SECOND CLASS

		Distance from Des Moines	Signs	Capacity of Other Tracks	Station Numbers										
						LEAVE									
						1039	97	99	91	903					
						Freight	Chicago Colorado Red Ball	Chicago Peoria Twin Cities Red Ball	Rocket Freight	Tri Cities Twin Cities Red Ball					
						Daily Except Monday	Daily	Daily	Daily	Daily					
							A.M. 6.00	A.M. 9.00	P.M. 7.10	P.M. 8.50					
.....MO. DIV. JCT.....	TO	174.1	RYd												
.....TURNOUT.....	P	167.7			A 6										
.....WALCOTT.....	TO	162.9		48	A 11										
.....STOCKTON.....	P	158.6		23	A 16										
.....DURANT.....	TO	155.8		80	A 18										
.....WILTON.....	TO	150.2	W	61	A 24										
.....MOSCOW.....	P	146.7		12	A 27										
.....ATALISSA.....	P	141.9		40	A 32										
.....WEST LIBERTY (CRI&P Crossing).....	UX	136.5	RFWYYd	390	A 38		7.00	10.00 A.M.	8.00	9.40 P.M.					
.....DOWNEY.....	P	131.1		42	A 43										
.....IOWA CITY.....	TO	121.0	RWYYd	220	A 53		7.30		8.54 ⁵⁰⁶						
.....VERNON.....	P	116.8					7.38		9.01						
.....TIFFIN.....	P	113.1		22	A 61		7.44		9.06						
.....OXFORD.....	TO	106.3		35	A 68		7.53		9.16						
.....HOMESTEAD.....	TO	101.2		53	A 73		8.00		9.24						
.....SOUTH AMANA.....	P	96.7		12	A 78		8.07		9.52 ⁶						
.....MARENGO.....	TO	90.5	FWYYd	124	A 84		8.20		10.02						
.....LADORA.....	TO	83.9		24	A 90		8.41 ⁵⁰⁶		10.09						
.....VICTOR.....	TO	77.9		20	A 96		8.52		10.18						
(C&NW Crossing) .....CARNFORTH.....	TO	75.3		17	A 99										
.....BROOKLYN.....	TO	70.1	W	73	A 104		9.05		10.27						
.....MALCOM.....	TO	64.1		47	A 110		9.16		10.36						
.....ASCALON.....	P	60.5			A 114		9.26		10.55 ⁹⁶						
(M&STL Crossing) .....GRINNELL.....	TO	55.1	Yd	127	A 119		9.50		11.03						
.....TURNER.....	P	49.1			A 125		10.01		11.12						
.....KELLOGG.....	TO	44.0	W	54	A 130		10.11		11.19						
.....AMBOY.....	P	40.2			A 134		10.19		11.25						
.....NEWTON.....	TO	35.3	Yd	210	A 139		10.35		11.32						
.....METZ.....	P	29.2			A 145		10.51		11.53 ⁹²						
.....COLFAX.....	TO	23.1	FW	66	A 151		11.01		12.03 A.M.						
.....MITCHELLVILLE.....	TO	17.2		52	A 157		11.11		12.13						
.....ALTOONA.....	TO	10.9	R	66	A 163		-A.M. 4.15		11.20 A.M.						
.....SHORT LINE JCT. (CRI&P Crossing).....	TO	2.2	RFWYTY Yd	1383	A 172		4.45 A.M.		12.15 P.M.						
.....DMU-CGW-PtDDM&S Crossing	UX	1.6													
.....C&NW Crossing	UX	0.6													
.....DES MOINES	TO	174.1	RWYd	341	A 174										
.....AVERAGE SPEED PER HOUR.....							17.8	27.5	37.6	29.3	45.1				
.....SCHEDULE TIME.....							0.30	6.15	1.00	5.49	0.50				

AUTOMATIC BLOCK SIGNALS

See T. T.
Rules 15a, 15b

TWO MAIN
TRACKS

SEE FOOT NOTES ON PAGE 1.

Local extra leaves Silvis about 5:00 A. M. Monday, Wednesday and Friday for Marengo.

Local extra leaves Marengo about 7:00 A. M. Tuesday, Thursday and Saturday for Short Line Jct.

Main Line Eastward

SUBDIVISION 4
STATIONS
Time Table No. 2
September 25, 1949

FIRST CLASS

		Distance from Des Moines	Signs	Capacity of Other Tracks	Station Numbers	8	506	10	6	20	14								
						Rocket	Rocket	Rocket	Passenger	Passenger Motor	LaSalle Street Limited								
						A.M. 5:30	A.M. 10:02	P.M. 5:02	A.M. 12:05 P.M. 11:52	A.M. 12:30	A.M. 2:49								
WU... MO. DIV. JCT.	TO	174.1	RYd																
.....TURNOUT.....	P	167.7			A 6	5:22	9:55	4:55	11:52	12:21	2:39								
HM... WALCOTT.....	TO	162.9		48	A 11	5:18	9:51	4:51	11:46	12:16	2:34								
.....STOCKTON.....	P	158.6			A 16	5:14	9:47	4:47	11:41	12:11	2:29								
OR... DURANT.....	TO	155.8		80	A 18	5:12	9:45	4:45	11:38	12:08	2:26								
JN... WILTON.....	TO	150.2	W	61	A 24	5:08	9:41	4:41	11:31	12:01	2:21								
.....MOSCOW.....	P	146.7			A 27	5:05	9:38	4:38	11:27	11:57	2:17								
.....ATALISSA.....	P	141.9		40	A 32	5:01	9:34	4:34	11:22	11:52	2:12								
W... WEST LIBERTY.....	TO	136.5	RPWYd	390	A 38	4:56	9:29	4:29	11:15	11:45	2:05								
.....(CRI&P Crossing).....	UX																		
.....DOWNEY.....	P	131.1		42	A 43	4:51	9:24	4:24	11:08		2:00								
IC... IOWA CITY.....	TO	121.0	RWYd	220	A 53	s 4:42	s 9:15	s 4:15	10:45		1:51								
.....VERNON.....	P	116.8				4:37	9:09	4:09	10:20		1:44								
.....TIFFIN.....	P	113.1		22	A 61	4:34	9:06	4:06	10:17		1:40								
V... OXFORD.....	TO	106.3		35	A 68	4:29	9:00	4:00	10:08		1:33								
HO... HOMESTEAD.....	TO	101.2		53	A 73	4:25	8:56	3:56	10:00		1:25								
.....SOUTH AMANA.....	P	95.7		12	A 78	4:20	8:51	3:51	9:52		1:17								
MA... MARENGO.....	TO	90.5	FWYd	124	A 84	4:15	8:47	3:47	9:41		1:10								
RN... LADORA.....	TO	83.9		24	A 90	4:10	8:41	3:42	9:30		12:56								
WB... VICTOR.....	TO	77.9		20	A 96	4:06	8:36	3:37	9:04		12:50								
.....(C&NW Crossing).....																			
CA... CARNFORTH.....	TO	75.3			A 99														
BN... BROOKLYN.....	TO	70.1	W	73	A 104	3:59	8:30	3:31	8:54		12:42								
J... MALCOM.....	TO	64.1		47	A 110	3:54	8:25	3:26	8:42		12:36								
.....ASCALON.....	P	60.5			A 114	3:51	8:22	3:22	8:34		12:32								
.....(M&StL Crossing).....																			
GR... GRINNELL.....	TO	55.1	Yd	127	A 119	g 3:46	s 8:17	s 3:17	8:27		12:25								
.....TURNER.....	P	49.1			A 125	3:40	8:10	3:10	8:10		12:16								
KG... KELLOGG.....	TO	44.0	W	54	A 130	3:35	8:05	3:05	8:03		12:11								
.....AMBOY.....	P	40.2			A 134	3:31	8:01	3:01	7:53		12:07								
G... NEWTON.....	TO	35.3	Yd	210	A 139	g 3:27	s 7:56	s 2:56	7:47		12:01								
.....METZ.....	P	29.2			A 145	3:19	7:48	2:48	7:28		11:53								
FX... COLFAX.....	TO	23.1	FW	66	A 151	3:13	7:42	2:42	7:19		11:47								
SU... MITCHELLVILLE.....	TO	17.2		52	A 157	3:07	7:36	2:36	7:04		11:42								
AN... ALTOONA.....	TO	10.9	R	66	A 163	3:01	7:30	2:30	6:54		11:35								
X... SHORT LINE JCT.....	TO	2.2	RFWTYd	1383	A 172	2:51	7:20	2:20	6:42		11:22								
WX... (CRI&P Crossing).....	UX																		
DMU-CGW-FDDM&S Crossing.....	UX																		
D... C&NW Crossing.....	UX																		
MS... DES MOINES.....	TO	174.1	RWYd	341	A 174	2:46 A.M.	7:15 A.M.	2:15 P.M.	6:35 P.M.		11:15 P.M.								
LEAVE						Daily	Daily	Daily	Daily	Daily	Daily								
..... AVERAGE SPEED PER HOUR						63.7	62.5	62.5	31.6	50.1	48.8								
..... SCHEDULE TIME						2:44	2:47	2:47	5:30	0:45	3:34								

AUTOMATIC BLOCK SIGNALS

See T. T. Rule 15a, 15b

TWO MAIN TRACKS

SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 7, 8, 10, 23, 505 and 506 NOT LESS THAN 10 MINUTES.
 No. 8 discharge from Omaha and west. Receive for Englewood and beyond.
 No. 14 Newton, Grinnell and Iowa City to receive Pullman passengers for Englewood and beyond, Iowa City to discharge revenue passengers from points west of Des Moines and West Liberty to receive passengers from No. 61 for Tri-Cities and beyond.
 No. 10 stops daily except Sunday and holidays, at West Liberty for U. S. mail.
 No. 506 discharge from Des Moines, receive for Davenport and stop points east.
 No. 20 discharge from Cedar Rapids and north.
 See page 20 for operators hours of service.
SEE FOOT NOTES, PAGE 1.

Main Line Eastward

SUBDIVISION 4 STATIONS Time Table No. 2 September 25, 1949

SECOND CLASS

AUTOMATIC BLOCK SIGNALS

STATION	Distance from Des Moines	Signs	Capacity of Other Tracks	Station Numbers	904	1038	94	92	96										
					Minnesota Chicago Kan. City Red Ball	Freight	N. W. Special	Rocket Freight	Colorado Chicago Red Ball										
..... MO. DIV. JCT. ....	.TO	174.1	RYd	.....	A.M. 5:00		P.M. 3:30	P.M. 3:35	A.M. 3:30										
..... TURNOUT .....	.....	167.7		A 6															
..... WALCOTT .....	.TO	162.9		48 A 11															
..... STOCKTON .....	.....	158.6		23 A 16															
..... DURANT .....	.TO	155.8		46 A 18															
..... WILTON .....	.....	150.2	W	61 A 24															
..... MOSCOW .....	.....	146.7		12 A 27															
..... ATALISSA .....	.....	141.9		40 A 32															
..... WEST LIBERTY (CRI&P Crossing) .....	.TO	136.5	RFWYYd	390 A 38	4:00 A.M.		2:20 P.M.	2:25	2:05										
..... DOWNEY .....	.....	131.1		42 A 43															
..... IOWA CITY .....	.TO	121.0	RWYd	220 A 53				1:58	1:05										
..... VERNON .....	.....	116.8		.....				1:43	12:46										
..... TIFFIN .....	.....	113.1		22 A 61				1:37	12:40										
..... OXFORD .....	.TO	106.3		35 A 68				1:27	12:31										
..... HOMESTEAD .....	.TO	101.2		53 A 73				1:19	12:23										
..... SOUTH AMANA .....	.....	95.7		12 A 78				1:09	12:16										
..... MARENGO .....	.TO	90.5	FWYYd	124 A 84				12:59	12:05										
..... LADORA .....	.TO	83.9		24 A 90				12:43	11:39										
..... VICTOR .....	.TO	77.9		20 A 96				12:33	11:30										
..... (C&NW Crossing) CARNFORTH .....	.TO	75.3		17 A 99															
..... BROOKLYN .....	.TO	70.1	W	73 A 104				12:20	11:15										
..... MALCOM .....	.TO	64.1		47 A 110				12:10	11:02										
..... ASCALON .....	.....	60.5		A 114				12:05	10:55										
..... (M&STL Crossing) GRINNELL .....	.TO	55.1	Yd	127 A 119				A.M. 11:57	10:40										
..... TURNER .....	.....	49.1		A 125				11:46	10:27										
..... KELLOGG .....	.TO	44.0	W	54 A 130				11:38	10:17 505 9:55										
..... AMBOY .....	.....	40.2		A 134				11:31	9:45										
..... NEWTON .....	.TO	35.3	Yd	210 A 139				11:13	9:35										
..... METZ .....	.....	29.2		A 145				10:51	9:22										
..... COLFAX .....	.TO	23.1	FW	66 A 151				10:43	9:12										
..... MITCHELLVILLE .....	.TO	17.2		52 A 157				10:35	9:03										
..... ALTOONA .....	.TO	10.9	B	66 A 163		A.M. 5:25		10:27	8:55										
..... SHORT LINE JCT. (CRI&P Crossing) .....	.TO	2.2	RFWYYd	1383 A 172		5:00 A.M.		10:10	8:30 P.M.										
..... DMU-CGW-FIDDM&S Crossing	UX	1.6		.....														
..... C&NW Crossing	UX	0.6		.....														
..... DES MOINES .....	.TO	174.1	RWYd	341 A 174															
LEAVE					Daily	Daily Except Sunday	Daily	Daily	Daily										
..... AVERAGE SPEED PER HOUR					37.6	20.9	32.2	31.7	25.9										
..... SCHEDULE TIME					1:00	0:25	1:10	5:25	7:00										

SEE FOOT NOTES ON PAGES 1 AND 3.

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

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

Main Line Westward

SUBDIVISION 5

STATIONS

Time Table No. 2

September 25, 1949

STATIONS	M. P. from Chicago	Distance from Short Line Jct.	Capacity of Sidings	Capacity of Other Tracks	FIRST CLASS				SECOND CLASS			
					23	5	7	1	91	97	197	
					Rocket Daily	Des Moines Omaha Limited Daily	Rocket Daily	M. & St. L. Passenger Daily	Rocket Freight Daily	Chicago Colorado Red Ball Daily	M. & St. L. Freight Daily	
WX. SHORT LINE JCT. (RI Crossing) LEAVE TO	355.6			1383								
X D 2.2												
MS. DES MOINES TO	357.8	2.2		341	A.M. 3:50	A.M. 9:00	P.M. 7:55					
DMU Crossing UX	358.3											
M&STL JCT. 16TH ST. TO	358.6	3.0			3:53	9:03	7:57	A.M. 7:54				
BR. WEST DES MOINES TO	362.6	7.0	109	350	4:00	9:11	8:02	8:05 A.M.	2:25	3:25	P.M. 8:45	
M&STL Jct. TO	362.7								2:35	3:35	9:05 P.M.	
COMMERCE P	366.3	10.7	49		4:05	9:16	8:06		2:45	3:45		
BOONEVILLE P	372.7	17.1	50	22	4:11	9:24	8:11		2:55	3:55		
VR. VAN METER TO	376.6	21.0	77	34	4:15	9:30	8:15		3:05	4:07		
SO. DE SOTO TO	379.8	24.2	49	53	4:20	9:36	8:19		3:11	4:15		
CLUCAS P	383.2	27.6	50		4:25	9:41	8:23		3:16	4:21		
F. EARLHAM TO	387.4	31.8	80	50	4:30	9:48	8:27		3:22	4:30		
DR. DEXTER TO	393.1	37.5	49	28	4:36	9:56	8:32		3:30	4:42		
CS. STUART TO	398.2	42.6	80	93	4:42	10:06	8:36		3:38	4:52		
GH. MENLO TO	403.1	47.5	80	30	4:48	10:20	8:40		3:45	5:02		
RA. CASEY TO	410.1	54.5	69	52	4:56	10:30	8:47		3:55	5:12		
AD. ADAIR TO	417.4	61.8	49	50	5:06	10:40	8:56		4:07	5:27		
BG. ANITA TO	425.5	69.9	100	60	5:15	10:52	9:04		4:20	5:42		
WIOTA P	432.5	76.9	49	25	5:23	11:00	9:10		4:30	5:55		
WN. ATLANTIC TO	439.9	84.3	N 120 S 50	453	s 5:35	s 11:20	g 9:18		4:45	6:15		
MARNE P	445.8	90.2	45	31	5:44	f 11:28	9:24		4:56	6:30		
FD. WALNUT TO	452.4	96.8	46	57	5:52	s 11:37	9:31		5:07	6:42		
HR. AVOCA TO	458.7	103.1	61	91	5:59	s 11:52	9:37		5:14	6:53		
HARLAN JCT. P	460.2	104.6				A.M. --			5:22	7:00		
BY. SHELBY TO	467.2	111.6	51	38	6:09	s 12:04	9:46		5:30	7:25		
MK. MINDEN TO	473.6	118.0	73	21	6:17	s 12:11	9:53		5:44	7:47		
NA. NEOLA (CMStP Crossing) TO	478.5	122.9	52	55	6:24	s 12:19	9:59		5:55	7:57		
WD. UNDERWOOD TO	483.5	127.9	81	30	6:30	s 12:26	10:03		6:03	8:07		
WESTON P	488.3	132.7	48	4	6:35	12:30	10:07		6:11	8:17		
CHAUTAQUA P	493.7	138.1	51		6:41	12:35	10:12		6:20	8:25		
EAST YARD TO	498.2	142.6	96	428	6:46	12:43			6:29	8:40		
Wabash, CB&Q and CMStP Crossings..	499.1	143.5										
CO. BLUFFS TO	499.2	143.6		964	s 6:55	s 12:55	s 10:20		7:00 A.M.	9:00 P.M.		
IC and C&NW Crossing UX	499.9	144.3										
CB&Q and C&NW Crossing UX	500.2	144.6										
UP TRANSFER, IA. See T. T. Rule 16	500.4	144.8			s 7:10	s 1:10	s 10:30					
YD. OMAHA, NEB TO	503.1	147.5			7:25 A.M.	1:30 P.M.	10:51 P.M.					
AVERAGE SPEED PER HOUR.....					40.5	32.3	49.5	22.0	26.4	23.9	12.0	
SCHEDULE TIME.....					3:35	4:30	2:56	0:11	5:00	6:00	0:20	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 7, 8, 10 AND 23 NOT LESS THAN 10 MINUTES.
TIME TABLE RULE 14a IN EFFECT.

No. 5 stops daily, except Sunday, at Commerce, Booneville, De Soto, Wiota and Atlantic about 7:00 a.m. Monday, Wednesday, Friday for Marne for U. S. Mail.
No. 7 discharge from Des Moines and beyond, receive for Omaha and beyond.
Local extra leaves Atlantic about 7:00 a.m. Monday, Wednesday, Friday for Stuart.

Main Line Eastward

SUBDIVISION 5 STATIONS Time Table No. 2 September 25, 1949

SUBDIVISION 5 STATIONS Time Table No. 2 September 25, 1949	Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays	Distance from Council Bluffs	Signs	Station Numbers	FIRST CLASS				SECOND CLASS								
					8	2	10	14	92	96	196						
					Rocket	M. & St. L. Passenger	Rocket	LaSalle Street Limited	Rocket Freight	Colorado Chicago Red Ball	M. & St. L. Freight						
WX. SHORT LINE JCT. TO	Continuous	143.6	RFWTTYd	A 172													
X (RI Crossing)																	
D 2-2																	
MS. DES MOINES. TO	Continuous	141.4	RWYd	A 174	A.M. --		P.M. --	P.M. --									
DMU Crossing. UX		140.9															
M&STL JCT. 16TH ST.		140.6															
BR. WEST DES MOINES. TO	Continuous	136.6	RYYd	A 179	2:35		P.M. --	2:01	10:35	8:55	4:50				A.M. --	3:00	
M&StL Jct.		136.5															
COMMERCE. P		132.9		A 183	2:26			1:53	10:25	8:35	4:25						
BOONEVILLE. P		126.5		A 189	2:22			1:48	10:18	8:24	4:15						
VR. VAN METER. TO	8:00 a.m. 5:00 p.m.	122.6	W	A 193	2:18			1:45	10:12	7:59	4:07						
SO. DE SOTO. TO	6:30 a.m. 3:30 p.m.	119.4		A 196	2:14			1:42	10:05	7:49	3:58						
CLUCAS. P		116.0		A 200	2:10			1:38	9:58	7:40	3:50						
F. EARLHAM. TO	7:00 a.m. 4:00 p.m.	111.8		A 204	2:06			1:34	9:52	7:32	3:42						
DR. DEXTER. TO	8:30 a.m. 5:30 p.m.	106.1		A 209	2:02			1:30	9:44	7:20	3:30						
CS. STUART. TO	Continuous	101.0	FWTY	A 215	1:58			1:26	9:35	7:12	3:20						
GH. MENLO. TO	8:30 a.m. 5:30 p.m.	96.1		A 219	1:54			1:22	9:22	7:02	3:13						
RA. CASEY. TO	7:00 a.m. 4:00 p.m.	89.1		A 226	1:47			1:16	9:10	6:52	3:01						
AD. ADAIR. TO	7:30 a.m. 4:30 p.m.	81.8		A 234	1:39			1:08	8:56	6:41	2:45						
BG. ANITA. TO	7:00 a.m. 4:00 p.m.	73.7		A 242	1:31			1:00	8:32	6:27	2:25						
WIOTA. P		66.7		A 249	1:25			12:54	8:23	6:14	2:10						
WN. ATLANTIC. TO	Continuous	59.3	PWYYd	A 256	g 1:17			s 12:46	s 8:15	5:55	1:55						
MARNE. P		53.4		A 262	1:10			12:39	f 7:58	5:44	1:37						
FD. WALNUT. TO	8:30 a.m. 5:30 p.m.	46.8		A 269	1:04			12:33	f 7:50	5:25	1:25						
HR. AVOCA. TO	Continuous	40.5	WY	A 275	12:57			12:27	s 7:40	91 5:14	1:10						
HARLAN JCT. P		39.0															
BY. SHELBY. TO	7:30 a.m. 4:30 p.m.	32.0		A 284	12:49			12:19	f 7:25	4:55	12:55						
MK. MINDEN. TO	8:30 a.m. 5:30 p.m.	25.6		A 290	12:40			12:11	f 7:15	4:43	12:43						
NA. NEOLA (CMSP&P Crossing) TO	Continuous	20.7		A 295	12:36			12:07	s 7:05	4:33	12:34						
WD. UNDERWOOD. TO	7:00 a.m. 4:00 p.m.	15.7		A 300	12:32			12:03	f 6:58	4:26	12:26						
WESTON. P		10.9		A 305	12:28			11:59	6:54	4:18	12:08						
CHAUTAQUA. P		5.5		A 310	12:23			11:54	6:48	4:10	11:59						
EAST YARD.		1.0	Yd					11:49	6:43	4:03	11:49						
Wabash, CB&Q and CMSP&P Crossings		0.1															
Q. CO. BLUFFS. TO	Continuous		RFWTTYd	A 316	s 12:16			s 11:47	s 6:40	4:00	11:30						
IC and C&NW Crossing. UX																	
CB&Q and C&NW Crossing																	
UP TRANSFER, IA.			Yd	A 317	A.M. --			11:40	s 6:30								
YD. OMAHA, NEB. TO	Continuous		RYd	A 320	P.M. --			11:30	P.M. --								
147.5					P.M. Daily			A.M. Daily	P.M. Daily	Daily	Daily	Daily					
LEAVE																	
..... AVERAGE SPEED PER HOUR.										53.8	26.7	54.5	31.1		26.9	22.1	16.0
..... SCHEDULE TIME.										2:42	0:09	2:40	4:40		5:20	6:30	0:15

AUTOMATIC BLOCK SIGNALS

 See T. T. Rules 11a and 11b
TWO MAIN TRACKS

 TWO MAIN TRACKS
LEAVE

SEE FOOT NOTES ON PAGE 5.
No. 8 discharge from Omaha and beyond, receive for Iowa City and beyond.
Local extra leaves Harlan Jct. about 9:40 A. M., Tuesday, Thursday and Saturday for Avoca.

Local extra leaves Stuart about 1:00 p.m. Monday, Wednesday and Friday for Atlantic.

Main Line Southward

SUBDIVISION 18 STATIONS Time Table No. 2 September 25, 1949				FIRST CLASS					SECOND CLASS				
LEAVE	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	17	507	15				911	915		
				Short Line Express	Twin Star Rocket	Mid Continent Special				Twin Cities Kans. City Red Ball	Twin Cities Kans. City Red Ball		
				Daily	Daily	Daily				Daily	Daily		
				A.M.	P.M.	P.M.				A.M.	P.M.		
JU.....MANLY.....	50	Yard	B 225	3.55	2.43	11.05				4.25	12.01		
.....C&NW Crossing.....													
H.....MASON CITY.....			OD 194	4.15	2.58	11.25				4.45	12.25		
.....CMST&P Crossing.....													
K.....CLEAR LAKE JCT.....	96		OD 193	4.21	3.02	11.29				4.50	12.47		
.....MC&CL Crossing.....					508-914					512			
.....HURLEY.....	53	10	OD 184	4.35	3.12	11.37				5.05	1.02		
GR.....SHEFFIELD.....	49	23	OD 176	4.43	3.19	11.44				5.15	1.15		
.....CHAPIN.....	49	20	OD 172	4.48	3.23	11.48				5.22	1.23		
.....M&StL Crossing.....													
.....CGW Crossing.....													
HM.....HAMPTON.....	51	39	OD 165	5.00	3.29	11.51 P.M.				5.32	1.41 914		
MJ.....BRADFORD.....	69	35	OD 157	5.10	3.36	12.01 A.M.				5.44	1.55		
.....ARGON.....	80	38	OD 150	5.16	3.41	12.12				5.56	2.27 508		
.....IC Crossing.....													
.....CRI&P Crossing.....													
AO.....IOWA FALLS (T. T. Rule 15e).....	23	112	K 74	5.30	3.45	12.24				6.06	2.35		
.....SUNNYSIDE.....	52	58	OD 148	5.35	3.47	12.26				6.11	2.40		
S.....BUCKEYE.....	125	20	OD 139	5.45	3.54	12.35				6.22	2.55		
.....SHERMAN.....	48	28	OD 135	5.50	3.58	12.39				6.28	3.05		
NE.....GARDEN CITY.....	49	20	OD 127	5.58	4.04	12.46				6.38	3.22		
.....M&StL Crossing.....													
JF.....McCALLSBURG.....	90	28	OD 122	6.04	4.09	12.51				6.46	3.32		
FR.....FERNALD.....	50	23	OD 115	6.16	4.14	12.57				6.54	3.42		
NA.....NEVADA.....	53	50	OD 109	6.30	4.20	1.03				7.04	3.57		
.....SHIPLEY.....	49	30	OD 105	6.35	4.23	1.07				7.09	4.23		
JN.....CAMBRIDGE.....	90	62	OD 98	6.43	4.28	1.13				7.25	4.43		
HA.....ELKHART.....	49	23	OD 91	6.51	4.33	1.18				7.35	4.58		
.....ENTERPRISE.....	56	19	OD 87	6.55	4.36	1.22				7.41	5.08		
.....SWANWOOD.....	51		OD 80	7.06	4.42	1.28				7.50	5.18		
.....CGW Crossing.....													
X.....Short Line Jct. WX. (CRI&P Crossing).....		1383	A 172	7.10	4.48	1.33 18				9.10 A.M.-912	6.00 P.M.		
D.....Des Moines.....		341	A 174	7.25 A.M.	4.58 P.M.	2.05 A.M.							
MS.....													
.....AVERAGE SPEED PER HOUR.....				37.3	58.1	43.6				27.1	21.5		
.....SCHEDULE TIME.....				3.30	2.15	3.00				4.45	5.59		

AUTOMATIC BLOCK SIGNALS

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
 SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 507 AND 508 NOT LESS THAN 10 MINUTES.
 TIME TABLE RULE 14a IN EFFECT.

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

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

Main Line Northward

SUBDIVISION 18 STATIONS Time Table No. 2 September 25, 1949		Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays		M. P. from Allerton	Distance from Des Moines	Signs	FIRST CLASS			SECOND CLASS	
							18	16	508	912	914
							Mid Continent Special	Short Line Express	Twin Star Rocket	Kana. City Twin Cities Red Ball	Kana. City Twin Cities Red Ball
JU.....MANLY.....		.TO	Continuous	202.1	130.7	RFWTYd	A.M. 4.20	A.M. 10.30	P.M. 3.30	P.M. 2.00	P.M. 4.30
.....C&NW Crossing.....				193.2	121.8						
H.....MASON CITY.....		.TO		192.6	121.2	FWTYd	s 4.02	s 10.02	s 3.07	1.07	3.30
.....CM&P&P Crossing.....				192.0	120.6						
K.....CLEAR LAKE JCT.....		.TO	Continuous	191.1	119.7	RYd	3-51	9-49	507-914 3.02	915 12.47	3.09 507-508 2.24
.....MC&CL Crossing.....											
.....HURLEY.....		.P		182.2	110.8		3-41	g 9-39	2-56	12-27	2-05
GR.....SHEFFIELD.....		.TO	7:00 a.m. 4:00 p.m.	174.5	103.1	W	g 3-32	s 9-30	2-50	12-15 P.M.	1-55
.....CHAPIN.....		.P		170.1	98.7		3-28	g 9-23	2-46	12-05	1-48
.....M&StL Crossing.....				164.2	92.8						
.....CGW Crossing.....				164.1							
HM.....HAMPTON.....		.TO	{ 8:30 a.m. 4:30 p.m. 11:30 p.m. 7:30 a.m.	163.7	92.3		g 3-20	s 9-15	2-41	A.M. 11-50	915 1-41
MJ.....BRADFORD.....		.TO	8:00 a.m. 5:00 p.m.	155.4	84.0		3-10	s 9-04	2-34 915	11-30	1-30
.....ARGON.....		.P		148.2	76.8	Yd	3-01	8-53	2-27	11-10	1-19
.....IC Crossing.....		.P		147.7	76.3						
.....CRI&P Crossing.....				147.7	76.3						
AO.....IOWA FALLS (T. T. Rule 15c) TO			Continuous	147.4	76.0	RFWTY Yd	s 3-00	s 8-52	g 2-25	10-45	1-14
.....SUNNYSIDE.....		.P		146.3	74.9	Yd	2-50	8-35	2-23	10-30	1-09
B.....BUCKEYE.....		.TO	7:00 a.m. 4:00 p.m.	137.5	66.1		2-42	s 8-26	2-16	10-18	12-57
.....SHERMAN.....		.P		133.0	61.6		2-38	g 8-20	2-12	10-08	12-50
NE.....GARDEN CITY.....		.TO	8:00 a.m. 5:00 p.m.	125.4	54.0		2-30	s 8-11	2-06	9-58	12-40
.....M&StL Crossing.....				119.9	48.5						
JF.....McCALLSBURG.....		.TO	7:30 a.m. 4:30 p.m.	119.8	48.4		2-24	s 8-02	2-00	9-46	12-32
FR.....FERNALD.....		.TO	7:30 a.m. 4:30 p.m.	113.4	42.0		2-17	s 7-53	1-55	9-34	12-24
NA.....NEVADA.....		.TO	11:59 p.m. 4:00 p.m.	107.0	35.6		g 2-10	s 7-45	1-49	9-22	12-15
.....SHIPLEY.....		.P		103.1	31.7		2-06	g 7-37 911	1-46	9-07	P.M. 12-08
JN.....CAMBRIDGE.....		.TO	6:00 a.m. 3:00 p.m.	96.6	25.2	FW	1-59	s 7-25	1-41	8-55	A.M. 11-59
HA.....ELKHART.....		.TO	7:00 a.m. 4:00 p.m.	89.5	18.1		1-52	s 7-18	1-36	8-37	11-50
.....ENTERPRISE.....		.P		85.3	13.9		1-47	f 7-13 17	1-33	8-30	11-43
.....SWANWOOD.....		.P		78.6	7.2		1-40	7-06	1-27	8-20	11-35
.....CGW Crossing.....				73.7	2.3						
WX.....Short Line Jct.....		.TO	Continuous	73.4	2.0	RFWTY Yd	15 1-33	6-57	1-19	911 8-00	11-20 A.M.
X.....(CRI&P Crossing).....											
D.....Des Moines.....		.TO	Continuous			RWYd	A.M. 1.25	A.M. 6.50	P.M. 1.14		
MS.....		.TO	Continuous				Daily	Daily	Daily	Daily	Daily
LEAVE											
.....AVERAGE SPEED PER HOUR.....							44.8	35.6	57.6	21.4	29.1
.....SCHEDULE TIME.....							2.55	3.40	2.16	6.00	5.10

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 507 AND 508 NOT LESS THAN 10 MINUTES.
TIME TABLE RULE No. 14a IN EFFECT.

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

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

Main Line Southward

SUBDIVISION 31 STATIONS Time Table No. 2 September 25, 1949		Station Numbers	Capacity of Other Tracks	Capacity of Sidings	FIRST CLASS			SECOND CLASS					
					15	17	507	911	915				
					Mid Continent Special	Short Line Express	Twin Star Rocket	Dee Moines St.J.K.C. Red Ball	Twin Clides Kans. City Red Ball				
LEAVE					Daily	Daily	Daily	Daily	Daily				
D	MS. DES MOINES	TO	A 174	341		A.M. 2:25	A.M. 7:50	P.M. 5:03					
X	WX. SHORT LINE JCT. (CRI&P Crossing)	TO	A 172	1383		2:32	7:57	5:10	A.M. 10:20 914	P.M. 9:00			
	DMU Crossing.....												
	CB&Q Crossing.....												
	GOODWIN	P	AC 5			2:36	8:01	5:14	10:26	9:07			
	CK. CARLISLE	TO	AC 11	20	115	2:42	8:10	5:20	10:34	9:19			
	HARTFORD	P	OD 60		47	2:48	8:15	5:25	10:41	9:29			
	BEECH	P	OD 53	20	79	2:54	8:30	5:31	10:50	9:41			
	NEPAS	P	OD 44	12	41	3:03	8:40	5:39	11:01	9:56			
	R. MELCHER	TO	OD 40	15	79	3:08	8:47	5:44	11:08	10:05			
	WI. WILLIAMSON	TO	OD 30	63	93	3:17	8:57	5:53	11:20	10:20			
	CN. CHARITON	TO	OD 23	54	73	3:27	9:03	6:02	11:28	10:30			
	HAIG	P			49	3:34	9:18	6:08	11:35	10:38			
	MILLERTON	P	OD 11	20	69	3:41	9:30	6:14	11:55	10:48			
	CD. CORYDON	TO	OD 5	23	48	3:48	9:40	6:21	12:08	11:00			
	AR. ALLERTON	TO	365	207	N 165 N 38	4:05 A.M.-16	10:00 A.M.	6:30 P.M.	12:20 P.M.	11:25 P.M.-18			
	AVERAGE SPEED PER HOUR					45.6	35.1	52.4	37.0	30.6			
	SCHEDULE TIME					1:40	2:10	1:27	2:00	2:25			

AUTOMATIC BLOCK SIGNALS

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 507 AND 508 NOT LESS THAN 10 MINUTES.
TIME TABLE RULE No. 14a IN EFFECT.

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

Westward

Winterset Branch

Eastward

Loaded 140,000 capacity coal cars must be separated from the engine and each other by at least one car of lighter capacity.	SECOND CLASS		SUBDIVISION 31-A STATIONS Time Table No. 2 September 25, 1949					Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays		M. P. from Chicago via Des Moines	Distance from Carlisle	Signs	SECOND CLASS	
	829	830	LEAVE		From	To	Freight	Freight						
	Daily Except Sunday	Daily Except Sunday	Capacity of Sidings	Capacity of Other Tracks	Station Numbers									
	A.M. 8:35		41	20	AC 11	CK. CARLISLE	TO	7:30 a.m. 4:30 p.m.	368.8		B	P.M. 2:35		
	8:50 10:00		13		AC 16	SUMMERSET JCT.....			373.9	5.1	RWY	2:20		
	10:20				AC 22	SPRING HILL.....			379.9	11.1		2:00		
	10:40			6	AC 27	MARTENSDALE.....			385.1	16.3		1:40		
	10:55			20	AC 30	BEVINGTON.....			388.2	19.4		1:25		
	11:15			12	AC 35	PATTERSON.....			392.9	24.1		1:10		
	11:40			67		TILEVILLE.....			397.4	28.6		12:50		
	11:55 A.M.			76	AC 42	A. WINTERSSET	TO	8:00 a.m. 5:00 p.m.	400.7	31.9	RWT	12:30 P.M.		
	14.7						LEAVE							
	3:20					AVERAGE SPEED PER HOUR						15:3		
						SCHEDULE TIME						2:05		

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 829 IS SUPERIOR TO No. 830.
TIME TABLE RULE No. 14 IN EFFECT.

Main Line Northward

SUBDIVISION 31 STATIONS Time Table No. 2 September 25, 1949			Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays		M. P. from West Wye Switch Allerton	M. P. from Chicago via Short Line Jct.	Signs	FIRST CLASS			SECOND CLASS	
								16	508	18	912	914
								Short Line Express	Twin Star Rocket	Mid- Continent Special	Kane, City Twin Cities Red Ball	Kane, City Twin Cities Nebraska Red Ball
			From	To								
AUTOMATIC BLOCK SIGNALS	D MS...DES MOINES.....	2.0	.TO	Continuous	75.6	357.6	RWYd	A.M. 6:30	P.M. 1:10	A.M. 1:10		
	X WX...SHORT LINE JCT. (CRI&P Crossing)	0.2	.TO	Continuous	73.6	355.6	RFWT YYd	6:11	12:57	12:50	A.M. 4:30	A.M.-911 10:20
	.....DMU Crossing.....	0.5			73.4	355.8						
	.....CB&Q Crossing.....	2.0			72.9	356.3						
	.....GOODWIN.....	6.2	.P		70.9	358.3		6:01	12:52	12:46	4:11	10:12
	CK...CARLISLE.....	5.1	.TO	7:30 a.m. 4:30 p.m.	64.7	364.5		f 5:55	12:46	12:40	4:03	10:04
	.....HARTFORD.....	6.8	.P		59.6	369.6		f 5:44	12:41	12:35	3:56	9:57
	.....BEECH.....	8.8	.P		52.8	376.4	W	f 5:35	12:35	12:28	3:47	9:49
	.....NEPAS.....	4.5	.P		44.0	385.2		5:24	12:27	12:20	3:36	9:38
	R...MELCHER.....	9.6	.TO	7:00 a.m. 4:00 p.m.	39.5	389.7		s 5:16	12:22	12:13	3:29	9:30
	WI...WILLIAMSON.....	6.5	.TO	7:00 a.m. 4:00 p.m.	29.9	399.3	FWY	f 5:01	12:14	12:03	3:17	9:17
	CN...CHARITON.....	5.8	.TO	2:00 a.m. 6:00 p.m. *2:00 a.m. 6:00 p.m.	23.4	405.8		s 4:46	12:08	P.M. 11:56	3:04	9:08
	.....HAIG.....	6.4	.P		17.6	411.6		4:33	P.M. 12:01	11:50	2:56	9:00
	.....MILLERTON.....	6.7	.P		11.2	418.0		f 4:23	A.M.-911 11:55	11:44	2:48	8:45
	CD...CORYDON.....	4.9	.TO	8:00 a.m. 5:00 p.m.	4.5	424.7		s 4:13	11:49	11:38	2:39	8:36
AR...ALLERTON.....	76.0	.TO	8:30 a.m. 4:30 p.m. (11:00 p.m. 7:00 a.m.)		429.6	RFWY	4:05	A.M. 11:44	P.M. 11:33	A.M. 2:30	A.M. 8:30	
LEAVE							Daily	Daily	Daily	Daily	Daily	
.....AVERAGE SPEED PER HOUR.....							31.4	53.0	47.0	37.0	40.3	
.....SCHEDULE TIME.....							2.25	1.26	1.37	2.00	1.50	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 507 AND 508 NOT LESS THAN 10 MINUTES.
TIME TABLE RULE No. 14a IN EFFECT.

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

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

Westward

Indianola Branch

Eastward

Loaded 140,000 capacity coal cars must be separated from the engine and each other by at least one car of lighter capacity.	SECOND CLASS		Capacity of Siding		Capacity of Other Tracks		Station Numbers		SUBDIVISION 31-B STATIONS Time Table No. 2 September 25, 1949			Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays		M. P. from Chicago		Distance from Summerset Jct.		Signs		SECOND CLASS	
	827	Freight							828	Freight											
	Mon. Wed. Fri.	A.M.							Mon. Wed. Fri.	A.M.											
	From	To							LEAVE												
	A.M. 8:55		13		AC 16				.....SUMMERSSET JCT.....	0.6	373.9		RWY	A.M. 10:00							
	9:00				AD 1				.....SUMMERSSET.....	5.6	374.5	0.6		9:55							
	9:20 A.M.			55	AD 6	ND			.....INDIANOLA.....	6.2	380.1	6.2	R	9:35 A.M.							
									LEAVE												
	14.9								AVERAGE SPEED PER HOUR.....					14.9							
	0.25								SCHEDULE TIME.....					0.25							

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

Westward

Sibley Branch

Eastward

SECOND CLASS						SUBDIVISION 23 STATIONS			Office Hours Week Days, except Saturdays						SECOND CLASS		
		431				Time Table No. 2			*Sundays and Holidays						432		
		Mixed				September 25, 1949			**Saturdays						Mixed		
		Daily Except Sunday	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE			From	To	M. P. from Chicago	Distance from Short Line Jct.	Signs				
		A.M. 7.50		1383	A 172	X WX... SHORT LINE JCT. (CRI&P Crossing).....			Continuous.....		355.6		RFWY Yd			A.M. 4.20	
		s 8.05		341	A 174	MS... DES MOINES.....	Time Table Rule 15a, 15b	TWO MAIN TRACKS	Continuous		357.8	2.2	RWYd			s 3.55	
		s 8.20			A 179	DMU Crossing.....			Continuous		358.3	2.7					
		11-10		33	M 62	BR... WEST DES MOINES.....	T. T. Rule 16c		Continuous		362.6	7.0	RYd			3.40	
		f 11.25		25	MA 5	GR... GOWRIE.....			8:00 a.m. 5:00 p.m.		425.0	69.4	RFWY Yd			1.30	
		s 11.35 - A.M. -		28	MA 10	SLIFER.....			8:30 a.m. 5:30 p.m.		431.4	75.8				f 12.50	
						S... SOMERS.....			UX		435.0	79.4				s 12.40	
						CGW Crossing.....					435.2	79.6					
						Illinois Central Crossing.....					446.8	91.2					
		s 12.10 P.M. -		35	MA 22	MA... MANSON.....			8:30 a.m. 5:30 p.m.		447.0	91.4	W			s 12.10 A.M. -	
		f 12.20		25	MA 25	BLANDEN.....					450.4	94.8				f 12.01 P.M. -	
		s 12.30		36	MA 30	J... PALMER.....			8:30 a.m. 5:30 p.m.		454.7	99.1				s 11.50	
		f 12.40		10	MA 34	WEST VIEW.....					459.1	103.5				f 11.28	
		f 12.45		8	MA 37	REA.....					461.7	106.1				f 11.22	
		s 1.00		39	MA 38	PO... POCAHONTAS.....			8:00 a.m. 5:00 p.m.		462.5	106.9				s 11.20	
		s 1.15		31	MA 44	WARE.....					468.7	113.1				s 10.50	
		s 1.30		34	MA 50	U... LAURENS.....			8:30 a.m. 5:30 p.m.		474.7	119.1	FW			s 10.35	
						C&NW Crossing.....					475.2	119.6					
		f 1.47		31	MA 57	LEVERETT.....					482.3	126.7				f 10.05	
						CMST&P Crossing.....					484.3	128.7					
		s 2.25		31	MA 71	BE... ROSSIE.....			8:30 a.m. 5:30 p.m.		495.7	140.1				s 9.25	
		s 2.45		36	MA 77	RO... ROYAL.....			8:30 a.m. 5:30 p.m.		501.8	146.2				s 9.00	
		s 3.05		39	MA 84	MONETA.....					508.6	153.0				f 8.40	
		s 3.25		32	MA 89	HN... HARTLEY.....			8:15 a.m. 5:15 p.m.		514.2	158.6				s 8.25	
						CMST&P Crossing.....					514.4	158.8					
		f 3.40		26	MA 95	PLESSIS.....					519.5	163.9				f 8.05	
		s 3.55		36	MA 99	FN... MELVIN.....			7:45 a.m. 4:45 p.m.		524.5	168.9				s 7.55	
		f 4.10		34	MA 105	CLOVERDALE.....					530.0	174.4				f 7.40	
		4.50 P.M.		33	K 235	SB... SIBLEY.....			*7:00 a.m. 11:00 p.m. **3:00 p.m. 11:00 p.m.		534.9	179.3	RFWY Yd			7.30 P.M.	
						LEAVE										Daily Except Sunday	
		19.9				AVERAGE SPEED PER HOUR.....										20.3	
		9.00				SCHEDULE TIME.....										8.50	

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

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

Westward

Montezuma Branch

Eastward

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 4-A STATIONS		Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays	M. P. from Muscatine	Distance from Iowa City	Signs	SECOND CLASS				
815						Time Table No. 2						September 25, 1949		814		
Freight	Daily Except Sunday	P.M.				LEAVE	From					To	From	To	Freight	Daily Except Sunday	P.M.
		2.15	.....	210	A 63	IC..... IOWA CITY.....	TO	Continuous	.....	.....	RWYd			11.25
		2.40	.....	31	G 7	SG..... HILLS.....	TO	8:00 a.m. 5:00 p.m.	.....	7.1	.....			11.05
		3.00	.....	44	G 14	VR..... RIVERSIDE.....	TO	8:00 a.m. 5:00 p.m.	30.7	13.9	.....			10.50
		3.20	.....	23	G 21	KA..... KALONA.....	TO	8:30 a.m. 5:30 p.m.	37.2	20.4	.....			10.30
		4.10	23	47	G 28	WM..... WELLMAN.....	TO	8:30 a.m. 5:30 p.m.	44.3	27.5	Y			10.15		
		4.25	.....	18	G 33	..... NIRA.....	.....	.....	49.5	32.7	.....			9.39
		4.35	.....	24	G 36	..... KINROSS.....	.....	.....	52.5	35.7	.....			9.32
		4.50	.....	24	G 42	SN..... SOUTH ENGLISH.....	TO	8:30 a.m. 5:30 p.m.	58.1	41.3	.....			9.17
		 CMST&P Crossing.....	UX	.....	62.1	45.3	.....				
		5.05	.....	13	G 46	..... WEBSTER.....	.....	.....	62.4	45.6	.....			9.07
		5.20	.....	27	G 50	KS..... KESWICK.....	TO	8:30 a.m. 5:30 p.m.	66.4	49.6	.....			8.57
		5.35	.....	5	G 55	..... THORNBURG.....	.....	.....	71.5	54.7	RY			8.45
		6.10	.....	18	G 59	..... GIBSON.....	.....	.....	75.2	58.4	.....			8.35
		6.25	.....	17	G 64	..... BARNES CITY.....	.....	.....	79.9	63.1	.....			8.25
		7.10 P.M.	.....	64	G 71	MZ..... MONTEZUMA.....	TO	8:30 a.m. 5:30 p.m.	87.2	70.4	RFWT			8.10 P.M.	
						..... LEAVE								Daily Except Sunday	
		16.1				..... AVERAGE SPEED PER HOUR.....								21.7	
		4.55				..... SCHEDULE TIME.....								3.15	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD EXCEPT NO. 815 IS SUPERIOR TO NO. 814.
TIME TABLE RULE No. 14 IN EFFECT.

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

Westward

What Cheer Branch

Eastward

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 4-B STATIONS		Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays	M. P. from Muscatine	Distance from Iowa City	Signs	SECOND CLASS				
1057						Time Table No. 2						September 25, 1949		1056		
Freight	Daily Except Sunday	P.M.				LEAVE	From					To	From	To	Freight	Daily Except Sunday	P.M.
		5.55	.....	34	GA 5	CH..... WHAT CHEER.....	TO	8:00 a.m. 5:00 p.m.	76.1	59.3	R			P.M. 1057 5.50	
		6.10 P.M.	.....	5	G 55	..... THORNBURG.....	.....	.....	71.5	54.7	RY			5.35 P.M.
						..... LEAVE								Daily Except Sunday	
		18.4				..... AVERAGE SPEED PER HOUR.....								18.4	
		0.15				..... SCHEDULE TIME.....								0.15	

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

Westward

Keokuk and Des Moines Valley Branch

Eastward

SECOND CLASS		SUBDIVISION 4-C STATIONS										SECOND CLASS			
1039		1077				STATIONS		Office Hours				1038		1076	
Freight		Mixed		Capacity of Sidings		Capacity of Other Tracks		Station Numbers		Week Days, except Saturdays		Freight		Mixed	
Dolly Except Monday		Daily						LEAVE		From To					
		P.M. 5.30						DO..... KEOKUK..... TO		Continuous				P.M. 5.15	
		6.00		197 N 151				..... CB&Q Crossing..... UX				0.7			
		6.15		18 N 137				..... SAND PRAIRIE.....				14.8		3.05	
		f 6.30		N 131				..... BELFAST.....				20.0		2.50	
		f 6.40		N 126				..... CROTON.....				25.5		f 2.35	
		f 6.55		20 N 122				..... CB&Q Crossing..... UX				30.0			
		f 7.10		16 N 116				..... FARMINGTON.....				30.1		f 2.20	
		s 7.25		N 112				BN..... BONAPARTE..... TO		7:30 a.m. 4:30 p.m.		35.5		f 2.12	
		8.00		30 N 106				..... BENTONSPORT.....				39.1		f 2.03	
		s 8.20		28 N 97				..... MT. ZION.....				46.6		s 1.50	
		f 8.30		N 93				DU..... DOUDS..... TO		7:45 a.m. 4:45 p.m.		54.8		s 1.30	
		9.40 P.M.		46		231		..... SELMA.....				58.9		f 1.19	
		A.M. 12.01		14 N 81				..... ELDON.....				63.8		1.10 P.M.	
		12.05		169 N 77				..... CLIFFLAND.....				70.3			
		12.20		N..... OTTUMWA YARD.....				..... OTTUMWA U.D..... TO		9:00 a.m. 6:00 p.m.		75.8		-A.M.- 11.55	
		12.35		N 76				..... CMStP&P Crossing.....		Continuous		76.4		11.40	
		12.50		30 N 67				..... KIRKVILLE.....				77.2			
		1.05		19 N 60				VI..... EDDYVILLE..... TO		8:30 a.m. 5:30 p.m.		84.6		11.25	
		1.15		N 55				..... M&StL Crossing..... UX				91.6		11.10	
		1.25		24		13		..... GIVIN.....				96.6		10.35	
		1.40		32 N 51				..... BEACON.....				100.3		10.05	
		2.20						..... EVANS JCT.....				102.2		9.45 8.50	
		2.50		24		31		..... EVANS.....				305.9		8.35	
		3.10		21 N 44				..... LEIGHTON.....				309.8		8.20	
		3.40		23		106		PA..... PELLA..... TO		8:00 a.m. 5:00 p.m.		318.0		8.00	
		4.00		27 N 28				LY..... OTLEY..... TO		8:30 a.m. 5:30 p.m.		326.0		7.00	
		4.15		49 N 22				G..... MONROE..... TO		8:30 a.m. 5:30 p.m.		331.5		6.40	
		4.45 A.M.		45 N 13				PC..... PRAIRIE CITY..... TO		8:30 a.m. 5:30 p.m.		340.7		6.10	
		76 57		21 N 6				..... NOBLETON.....				348.3		5.45	
		18.4		41 A 163				AN..... ALTOONA..... TO		Continuous		353.9		5.25	
		4.44		1383 A 172				X..... SHORT LINE JCT..... TO		Continuous		160.2		5.00 A.M.	
		4.10		341 A 174				WX..... (RI Crossing)..... TO		Continuous		162.4		Daily Except Sunday	
								D..... DES MOINES..... TO		Continuous				Daily	
								MS							
								162.4							
								LEAVE							
								..... AVERAGE SPEED PER HOUR.....						14.1 15.4	
								..... SCHEDULE TIME.....						6.55 4.05	

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

Local extra leaves Eldon Yard about 5:00 A.M. daily, except Sunday, for Ottumwa U.D. Local extra leaves Ottumwa U.D. 10:30 A. M. daily, except Sunday, for Eldon Yard.
Local extra leaves Eldon Yard about 8:00 P.M. daily, except Sunday, for Ottumwa U.D. Local Extra leaves Ottumwa U.D. 6:00 P. M. daily, except Sunday, for Eldon Yard.
Doubleheaded Engines must be separated by three or more cars.

Westward

Oskaloosa Branch

Eastward

SECOND CLASS		SUBDIVISION 4-D STATIONS Time Table No. 2 September 25, 1949			Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays	Station Numbers	Distance from Washington	Signs	SECOND CLASS		
	1041	Capacity of Other Tracks	Capacity of Sidings	M. P. from Chicago	LEAVE	From	To	M. P. from Mt. Zion	Signs	1040	
	Freight										
	Daily Ex. Sunday										
	A.M. 9.35	123	22	301.3	GH.....OSKALOOSA.....TO	8:30 a.m.	5:30 p.m.	153	53.1	RWYYd	A.M. 9.05
				301.4	.....M&StL Crossing.....UX				53.2		
	9.45 A.M.			304.6	.....EVANS JCT.....TO				56.4	RYd	8.50
					LEAVE						A.M. Daily Ex. Sunday
	19.8				.....AVERAGE SPEED PER HOUR.....						13.2
	0.10				.....SCHEDULE TIME.....						0.15

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

Westward

Keosauqua Branch

Eastward

Loaded 140,000 capacity coal cars must be separated from the engine and each other by at least one car of lighter capacity.	SECOND CLASS		SUBDIVISION 4-E STATIONS Time Table No. 2 September 25, 1949			Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays	Station Numbers	Distance from Washington	Signs	SECOND CLASS	
		1075	Capacity of Other Tracks	Capacity of Sidings	Station Numbers	LEAVE	From	To	M. P. from Mt. Zion	Signs	1074
		Mixed									
		Daily									
	P.M. 7.25			30	N 106	.....MOUNT ZION.....					P.M. 8.00
	7.40 1074 P. M.			25	NA 4	.....KEOSAUQUA.....TO	8:00 a.m.	5:00 p.m.	4.5		7.45
						LEAVE					P.M. Daily
	18.0					.....AVERAGE SPEED PER HOUR.....					18.0
	0.15					.....SCHEDULE TIME.....					0.15

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 1075 IS SUPERIOR TO No. 1074.
TIME TABLE RULE No. 14 IN EFFECT.

Westward

Guthrie Center Branch

Eastward

Loaded 100,000 capacity grain cars and 140,000 capacity coal cars must be separated from the engine and each other by at least one car of lighter capacity.	SECOND CLASS		SUBDIVISION 5-A STATIONS Time Table No. 2 September 25, 1949			Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays	Station Numbers	Distance from Washington	Signs	SECOND CLASS		
		1015	Capacity of Other Tracks	Capacity of Sidings	Station Numbers	LEAVE	From	To	M. P. from Chicago	Distance from Guthrie Center	Signs	1014
		Freight										
		Daily Except Sunday										
	A.M. 11.05	80	30	A 219	GH.....MENLO.....TO	8:30 a.m.	5:30 p.m.	403.1	14.6	R	P.M. 12.55	
	11.37			AE 9	.....MONTEITH.....			412.6	5.1		12.23
	11.55 A.M.			AE 15	.....GUTHRIE CENTER.....TO	8:30 a.m.	5:30 p.m.	417.7		RWT	12.05 P.M.
					LEAVE						Daily Except Sunday	
	17.5				.....AVERAGE SPEED PER HOUR.....						17.5
	0.50				.....SCHEDULE TIME.....						0.50

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 1015 IS SUPERIOR TO No. 1014.
TIME TABLE RULE No. 14 IN EFFECT.

Westward

Audubon Branch

Eastward

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

SECOND CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-B STATIONS Time Table No. 2 September 25, 1949		Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays		M. P. from Chicago	Distance from Audubon	Signs	SECOND CLASS	
1019					LEAVE		From	To				1018	
Freight												Freight	
Tuesday Thursday Saturday												Tuesday Thursday Saturday	
A.M.		N 130 8 50			WN.....	ATLANTIC.....	TO	Continuous	439.9	28.2	RFWYYd	A.M.	
7:00			453	A 256	6 8	.....						11:15	
7:20			17	AF 7	5 3	.....			446.7	18.4		10:45	
7:35			31	AF 12	3 7	.....		8:30 a.m. 5:30 p.m.	452.0	13.1		10:25	
8:00			47	AF 16	5 3	.....		7:00 a.m. 4:00 p.m.	455.7	9.4		10:10	
8:20			25	AF 21	4 1	.....			461.0	4.1		9:45	
9:00 A.M.			110	AF 25	25.2	.....	DU.....	8:00 a.m. 5:00 p.m.	465.1		RWT	9:30 A.M.	
12.6					..... AVERAGE SPEED PER HOUR.....							14.4	
2.00					..... SCHEDULE TIME.....							1.45	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 1019 IS SUPERIOR TO No. 1018.
TIME TABLE RULE No. 14 IN EFFECT.

CRI&P AND C&NW TRAINS AND ENGINES WILL USE SAME TRACKS AT AUDUBON JOINTLY, ALL MOVEMENTS MUST BE MADE AT RESTRICTED SPEED.

Westward

Harlan Branch

Eastward

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

SECOND CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-C STATIONS Time Table No. 2 September 25, 1949		Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays		M. P. from Chicago	Distance from Harlan	Signs	SECOND CLASS	
1025					LEAVE		From	To				1024	
Freight												Freight	
Monday Wednesday Friday												Monday Wednesday Friday	
A.M.												A.M.	
8:00					HARLAN JCT.....			460.2	11.8		10:30	
8:20			31	AM 7	6 5	.....			466.7	5.3		9:45	
9:00 A.M.			62	AM 12	5 3	.....	HN.....	8:30 a.m. 5:30 p.m.	472.0		T	9:30 A.M.	
11.8					..... AVERAGE SPEED PER HOUR.....							11.8	
1.00					..... SCHEDULE TIME.....							1.00	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 1025 IS SUPERIOR TO No. 1024.
TIME TABLE RULE No. 14 IN EFFECT.

Westward

Carson Branch

Eastward

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

SECOND CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-D STATIONS Time Table No. 2 September 25, 1949		Office Hours Week Days, except Saturdays *Sundays and Holidays **Saturdays		M. P. from Chicago	Distance from Carson	Signs	SECOND CLASS	
1029					LEAVE		From	To				1028	
Freight												Freight	
Monday Wednesday Friday												Monday Wednesday Friday	
A.M.												P.M.	
8:00		61	91	A 275	HR.....	AVOCA.....	TO	Continuous	458.7	17.7	RFWYYd	12:30	
8:25			23	AH 6	6 4	.....		8:30 a.m. 5:30 p.m.	465.1	11.3		11:20	
9:00			46	AH 12	5 9	.....		8:30 a.m. 5:30 p.m.	471.0	5.4		10:50	
10:00 A.M.			56	AH 18	5 4	.....		8:30 a.m. 5:30 p.m.	476.4		RWT	10:30 A.M.	
8.8					..... AVERAGE SPEED PER HOUR.....							8.8	
2.00					..... SCHEDULE TIME.....							2.00	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 1029 IS SUPERIOR TO No. 1028.
TIME TABLE RULE No. 14 IN EFFECT.

CB&Q AND CRI&P TRAINS AND ENGINES WILL USE ALL TRACKS AT CARSON JOINTLY, ALL MOVEMENTS MUST BE MADE AT RESTRICTED SPEED.

SPEED RESTRICTIONS

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

Within the limits of municipalities, engine-men will operate their trains at a reasonable rate of speed, considering the conditions existing and to be expected, and with due regard to the safety of their trains and of the public generally.

Steam trains operating on Rocket train schedules will not exceed speed authorized for other passenger trains.

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

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

LOCATION	Rockets	Steam	
		Psg.	Frt.
No. 20	40	35	20
No. 15	30	25	15
No. 10	15	15	10
Less than No. 10	10	10	10

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
Through Switch Leads of Turnouts		15		10
Tangent track movement through spring switches	35		35	
Trains and engines making movement against current of traffic on two main tracks over facing point switches	30		30	
Railroad crossing not protected by interlocking, except where higher speed authorized in this rule (engine only)	10	10	10	10
Trains hauling dead engines with main rods removed and side rods in place			25	20
With all rods down			10	10
Switch engines without engine trucks			18	18
Engines with drivers blocked up	30	30	30	30
Steam engines or diesel freight engines running forward without cars, or with caboose only, not to exceed 10 MPH below the authorized freight train speed				
Engines running backwards in road movement, with or without cars, Subdivisions 4, 5, 18 and 31	25	25	25	25
Other Subdivisions	15	15	15	15
Limit of Locomotive or Car Speeds in operation or when handled dead-in-train:				
260 HP Diesel Electric Switchers, D-B-C-W.	25	25	25	25
360 HP Diesel Electric Switchers, D-B-C-W.	25	25	25	25
600 HP Diesel-Electric Switchers, in 500 Series	35	35	35	35
900 HP Diesel-Electric Switchers, in 700 Series	35	35	35	35
275 HP Gas-Electric Motor Cars Nos. 9045, 9050 and 9057 with Freight Gears	35	35	35	35
Motor Car No. 9012 towed or handled dead-in-train	40	40	40	40
Other motor cars towed or handled in train	60	60	60	60
Gas-electric motor cars without trailers or Diesel engines without cars, approaching home signal and between home signal limits	10	10	10	10
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal hoists, ditcher spreaders, and any similar machines, when moving on their own car or trucks:				
With boom supported			25	15
With boom removed or not supported			15	15

NOTE:

These instructions will not apply to wrecking derricks with boom supported when trained behind engine in wreck train service, in such cases following speed will govern:

SUBDIVISIONS 4, 5, 18 and 31..... 40
All other Subdivisions..... 20

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

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

NOTE:

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

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

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 4	70	60	50	50
(Except as shown below).				
MP 211 to MP 211-20		45		30
MP 221-3 CRI&P crossing	25		25	
MP 222-8 to MP 222-4 on Eastward track		35		25
Eastward over switch at end of Two Main Tracks Iowa City		25		15
When doubleheading, directly coupled, over Bridge 2686	20		20	
MP 282.5 C&NW crossing	60		50	
MP 302.7 M&StL crossing	30		30	
MP 305-12 to MP 305-29		45		30
Turner—Through spring switch East end of siding		15		10
MP 316-37 to MP 317-13		50		40
MP 325-5 to MP 325-10		45		35
MP 325-23 to MP 325-30		45		30
MP 327-20 to MP 327-30		50		
Eastward over switch at end of Two Main Tracks Altoona		25		15
MP 345-34 to MP 348-39		45		30
MP 352-10 to MP 353-10		35		25
5100 series engines must not exceed speed of 30 MPH over the following bridges:				
Bridge 1866, MP 186-25				
Bridge 2371, MP 237-6				
West Liberty—Engines larger than C43 class must not use east End CR Div. No. 8.				
Multiple Unit Diesels must not use milk track.				
5000 and 5100 series engines must not be operated upon the following auxiliary tracks:				
Wilton—Stock track.				
West Liberty—Milk track.				
Brooklyn—S and M track.				
Grinnell—Egg track, DeKalb track, Swift track west of east end of plant.				
Iowa City—Transfer track not safe for engines larger than 1500 series. Stock track west of viaduct not safe for engines heavier than 1800 series. Engines heavier than 2000 series must not head in on west end No. 1 track but may back in on west end this track.				
Grinnell—I. S. U. track must not be used by engines.				
Newton—Roundhouse track must not be used by engines heavier than 1500 series.				
SUBDIVISION 5	70	60	50	45
(Except as shown below).				
5000 series engines	60	60		
Except MP 360.0 to MP 362.09		50		
MP 359 to MP 362-25			30	30
Through spring switches at MStL Jct. and end of Two Main Tracks West Des Moines.		35		20
Trains handling rock cars between Earlham Quarry and West Des Moines			30	30
MP 365-26 to MP 366-11		45		30
When doubleheading over Bridge 3730	15		15	
MP 377-11 to MP 378-12		35		25
MP 378-20 to MP 378-40		45		30
MP 380-6 to MP 380-32		30		20
MP 381-2 to MP 381-30		45		30
MP 383-23 to MP 384-25		40		30
MP 406-33 to MP 409-20		45		30
MP 414 to MP 414-13		35		25
MP 414-22 to MP 420-10		45		30
MP 423-20 to MP 423-30		45		30
MP 435-35 to MP 436-10		45		30
MP 436-38 to MP 437-21		45		30
MP 440 to MP 499	60	50	45	45
(Except as shown below.)				
MP 444-1 to MP 444-18		45		30
Over Bridge 4463	40		30	
MP 448-23 to MP 450-3		45		30
MP 454-35 to MP 479		45		30
MP 478.5 CMS&P&P crossing		40		40
MP 493-20 to MP 495-10		45		30
MP 497-8 to MP 497-33		40		30
MP 499.1—Wabash, CB&Q, CMS&P&P Crossings	20		20	

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains		Freight Trains		LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve		Tangent	Curve	Curve	Tangent
SUBDIVISION 5—Continued.					SUBDIVISION 4C—Continued.				
5100 series engines must not exceed speed of 30 MPH over the following bridges:					Monroe—Over two street crossings just west of depot.....	5	5	5	5
Bridge 3639, MP 363-37					Trains 474 and 475, when handled by motor car will not exceed speed of 20 MPH over highway crossings between MP 322-7 and MP 322-21, MP 331-6 and MP 331-22 and MP 346-29 and MP 348-16, account these crossings protected by highway automatic crossing signals.				
Bridge 4088, MP 408-33					SUBDIVISION 4D (Except as shown below.)	25	20	25	20
Bridge 4891, MP 489-5					Oskaloosa—All street crossings.....	5	5	5	5
Bridge 4902, MP 490-9					Loaded high side hopper bottom coal cars....			20	15
Bridge 4931, MP 493-5					SUBDIVISION 4E.....	25	25	25	25
Council Bluffs—Between CB&Q crossing and UP Transfer.....		Low	Speed		SUBDIVISION 5A (Except as shown below.)	30	20	30	20
Following tracks are not safe for 3000, 4000 5000 and 5100 series engines:					MP 403-1 to MP 411-0.....	20	20	20	20
Hawkeye Portland Cement Co., spur beyond south switch; also east storage track south of bridge, Earlham Quarry.					MP 413-2 to MP 413-9.....		20		20
Atlantic—Water works spur and tracks south of south siding except Swift track and east and west lead to freight house.					MP 415-14 to MP 415-26.....		20		20
Atlantic—Through spring switch East end of north siding.....		15		10	Over Bridges 4093 and 4145.....	10		10	
Walnut—Engines must not use oil spur.					SUBDIVISIONS 5B and 5C.....	25	25	25	25
SUBDIVISION 18.....	70	70	50	50	SUBDIVISION 5D (Except as shown below.)	15	15	15	15
(Except as shown below.)					Over Bridge 4613.....	10		10	
MP 76-34 to MP 77-9.....		50		40	SUBDIVISIONS 31A AND 31B.....	20	20	20	20
MP 106-19 to MP 107-2.....		50		40	SPECIAL INSTRUCTIONS GOVERNING ROCKET PASSENGER TRAINS				
MP 109-30 to MP 110-15.....		50		40	Distinctive roadway signs indicate maximum speeds of Rocket trains.				
MP 119.9 M&StL crossing, Engine Only.....	60		40	40	A sign with crystal reflex letter "Z" indicates zone territory, and the maximum speed is indicated by numerals thereon, which will govern until the next zone sign is reached.				
Iowa Falls—Between coal chute and IC Crossing.....		10		10	Where the movement is from a lower to a higher speed zone, the zone sign is located at point where speed may be increased. Where movement is from a higher to a lower speed zone, the zone sign is located approximately 4000 feet from the point where the lower speed becomes effective.				
MP 163 to MP 163-20.....		50		40	Where speed restrictions are required on curves within a zone, a sign with amber reflex diagonal bar and numerals thereon, located approximately 4000 feet from point of curve, will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.				
MP 164.1 CGW crossing, Engine Only.....	60		40	40	Other restrictions for Rocket trains are as follows:				
MP 164.2 M&StL crossing, Engine Only.....	60		40	40	When using any turnout, crossover, drawbridge, railroad crossing, or moving through towns or cities will not exceed speed designated for other passenger trains unless otherwise specified.				
MP 190 to MP 190-20.....		50		40	Rocket trains approaching train order signal displaying stop indication will sound four blasts of the whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received.				
Clear Lake Jct., CRI&P and CGW connection		25		15	Headlight on Rocket trains must be burning dimly during daylight hours.				
All engines thru connecting track between CGW and M&StL Manly.....	15	15	15	15	Mars Signal Lights on Rocket engines shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains.				
5000 and 5100 series engines must not be operated upon the following auxiliary tracks:					Rocket engines arriving Des Moines will turn out the Mars Signal light when stop is made for the CGW crossing East 16th Street.				
Cambridge—Canning Factory track.					Passenger trains consisting of Rocket equipment handled by steam passenger engines and passenger trains with conventional equipment handled by Diesel engines must not exceed speed authorized for steam passenger trains.				
Nevada—Spur track.					When for any reason HSC (electric) brake equipment is operated with automatic brake control, a maximum speed of 79 MPH must not be exceeded.				
Iowa Falls—Engines larger than C-43 class must not use CR Div. receiving track west of crossover at tool house.					Diesel passenger locomotives operating light without cars must not exceed maximum speed of 55 MPH, and where rule specifies a lower speed for steam passenger trains on curves, will be governed by such lower speed.				
McCallsburg—Engines larger than 43 class must not be moved over M&StL track. When handling cars to and from M&StL Transfer, engines larger than P32 class will hold on to sufficient number of cars to keep engine on straight track.					Rocket trains must not exceed speed of 30 miles per hour through turnouts, end of two main tracks at Iowa City, Altoona and CRI&P and CGW connection at Clear Lake Jct., and 40 miles per hour through turnout, end of two main tracks West Des Moines.				
SUBDIVISION 23.....	25	25	25	25	The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of 3 MPH must not be exceeded.				
(Except as shown below.)					Maximum Height of Water Above Rail				
MP 425-7 to MP 434-12.....	30	30	30	30	Rocket Diesel power units and Diesel Switchers.....	4 1/2	Inches		
MP 446.8 IC crossing, Engine Only.....	20		20	20	Rocket train cars only.....	7	Inches		
MP 475.2 C&NW crossing, Engine Only.....	20		20	20	Gas-Electric motor cars.....	3	Inches		
MP 484.3 CMStP&P crossing.....	20		20	20	Conventional passenger cars.....	12	Inches		
MP 484-15 to MP 514-12.....	30	30	30	30	When operating under own power, controller should be in Series position.				
MP 514.4 CMStP&P crossing, Engine Only.....	20		20	20	SPECIAL INSTRUCTIONS				
MP 514-13 to MP 518-15.....	30	30	30	30	1. USE OF RED HEADLIGHT				
MP 531-22 to MP 534-15.....	30	30	30	30	ON TWO OR MORE TRACKS:				
SUBDIVISION 31.....	70	60	50	50	When a train is disabled or stopped suddenly by an emergency application of air brakes or when engineman finds it necessary to stop train due to some defect or under circumstances which might cause derailments, resulting in fouling adjacent tracks, or when necessary to provide protection when doing station work, enginemen will immediately display Red Headlight. Enginemen on approaching train on adjacent tracks will immediately stop and proceed only after knowing track is clear.				
(Except as shown below.)					The operation and use of Red Headlight will not relieve enginemen or trainmen from complying with Rule 102.				
MP 42-38 to MP 43-20.....	50	50	30	30	ON SINGLE TRACK:				
MP 72-4 to MP 72-10.....		40		30	When head-end protection is required as provided by Rule 99, enginemen will immediately display Red Headlight. This will not relieve forward trainmen or firemen from complying with fourth paragraph of Rule 99.				
MP 72.9 CB&Q crossing, Engine Only.....	25		25	25	When occupying main track meeting an opposing train, Red Headlight will be displayed approaching and while standing on main track awaiting arrival of opposing train.				
MP 73.4 DMU crossing.....	25		25	25					
Williamson—Trains and engines must not exceed speed of 20 miles per hour over Mine No. 3 track.									
SUBDIVISION 4A.....	30	30	30	30					
(Except as shown below.)									
Bridge 397.....	5		5						
SUBDIVISION 4B.....	25	25	25	25					
SUBDIVISION 4C.....	35	30	30	25					
(Except as shown below.)									
Ottumwa—CB&Q overhead crossing.....		10		10					
Over CMStP&P crossing.....		20		20					
All street crossings May Street to Wapello Street, inclusive.....	5	5	5	5					
All trains and engines stop and flag over Iowa Ave. Crossing.									
Packing House lead must not be used west of switch on old main track except to spot stock or fresh meat, when engine must hold on to sufficient cars to avoid putting engine around curve through gateway.									
Engines double heading over Bridges 583, 3493 and 3502.....	10		10						
MP 64-0 to MP 349-0.....	40	35	35	30					
Pella—Clark Street crossing.....	5	5	5	5					

SPECIAL INSTRUCTIONS—Continued

1a. On trains equipped with red oscillating rear-end light, trainmen and enginemen will be governed by the following instructions:

When a train stops or is moving under circumstances in which it may be overtaken by another train, the trainman, acting as flagman, will immediately display the red oscillating light, and it will not be extinguished until normal speed of train is resumed.

When signal is displayed, engineman on approaching train will immediately proceed at restricted speed.

The operation and use of rear-end oscillating light will not in any way relieve trainmen from complying with Rules 99 and 885.

1b. Headlight on freight Diesel engines must be burning dimly during daylight hours, except will be concealed or extinguished when train turns out to meet another and has stopped clear of main track.

2. Silvis is the initial and terminal station for Second Class and Extra trains.
- 2a. Rock Island is the initial and terminal station for First Class trains.
- 2b. Short Line Junction is the initial station for trains originating there.
- 2c. Des Moines is the initial station for trains originating there.
- 2d. Council Bluffs is the initial station for eastward trains.
- 2e. Clear Lake Junction is the initial station for southward trains.
- 2f. Gowrie is the initial station for westward trains.
3. When provided with clearance at initial stations, westward trains may leave Mo. Div. Jct. without additional clearance.

3a. A train must not leave Ottumwa Union Depot without clearance.
3b. Trains may leave Harlan Jct., Thornburg, Ottumwa Yard, Evans Jct., Mt. Zion and Summerset Jct. without clearance.

3c. Trains may leave Montezuma, What Cheer, Oskaloosa, Keosauqua, Audubon, Harlan, Guthrie Center, Carson and Winterset without clearance, when train order office is closed and train order signal indicates proceed.

3d. At Indianola, Winterset, Guthrie Center, Audubon, Carson, Harlan and Keosauqua, the dispatcher's OK time and initials will not be required on clearances except when orders are delivered at these stations.

3e. At Council Bluffs Lower Train Order Signal governs Eastward CMS&P&P trains.

4. Restricted use of Register Books, as follows:
Omaha for First Class trains.
Short Line Jct., Des Moines, Iowa Falls and Summerset Jct. for trains originating and terminating.
Evans Jct. for regular trains.

4a. All trains may register by Form 1339 at Mo. Div. Jct. when not necessary to check against superior schedules.

4b. All trains will register by Form 1339 at West Liberty, Iowa City, Altoona, West Des Moines and Clear Lake Jct.

4c. Eastward trains will not be required to check register or obtain clearance by train order at West Des Moines.

4d. No. 14 will register by Form 1339 at Council Bluffs.

4e. Nos. 607 and 608 will register by Form 1339 at Allerton.

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

5. Bulletin Boards and General Order Books are located at:
Silvis—Yard Office. Atlantic.
Silvis—Round House. Council Bluffs—Passenger Station.
Rock Island—Round House. Council Bluffs—Round House.
Rock Island—Passenger Station. Council Bluffs—Yard Office.
Cedar Rapids—Union Station. Manly—Passenger Station.
Cedar Rapids—Yard Office. Manly—Round House.
Cedar Rapids—Round House. Iowa Falls.
Iowa City—Yard Office. Ottumwa Yard.
Iowa City—Round House. Keokuk.
Marango. Eldon Yard.
Newton. Sibley.
Short Line Jct.—Yard Office. Montezuma.
Short Line Jct.—Round House.
Des Moines—Passenger Station.
Des Moines—9th Street Yard.
Des Moines—M&StL Round House.

5a. Conductors and Enginemen are not required to consult Bulletin Boards and General Order Books at intermediate points on a Subdivision.

5b. Conductors and Enginemen running over more than one Division must consult Bulletin Board and General Order Book at the initial point on each Division, except where they have consulted the Bulletin Board and General Order Book of such Division at the initial point of run.

6. Standard Clocks are located at:
West Liberty—Telegraph Office. Council Bluffs—Passenger Station.
Iowa City. Council Bluffs—Yard Office.
Marango. Manly.
Short Line Jct.—Yard Office. Iowa Falls.
Short Line Jct.—Round House. Allerton.
Des Moines—Telegraph Office. Keokuk.
Des Moines—9th Street Yard. Ottumwa Union Depot
Des Moines—M&StL Round House. Eldon Yard.
Atlantic. Sibley.
Montezuma.

7. Official Hospitals:

Name	Place	Telephone
Mercy.....	Des Moines, Fourth and Ascension Sts.	4-6231
Jennie Edmundson.....	Co. Bluffs, Oak and Pierce Sts.	2769
St. Luke's.....	Davenport, 1228 East High St.	Davenport 516

7a. Emergency Hospitals:

Name	Place	Telephone
Iowa Methodist.....	Des Moines, 1200 Pleasant St.	3-5121
Grinnell Community.....	Grinnell, 102½ Nassau St.	98
Iowa Lutheran.....	Des Moines, 712 Parnell.....	6-6141
Atlantic.....	Atlantic, Fifth and Oak Sts.	236
Graham.....	Keokuk, 1508 Fulton St.	231
Ottumwa.....	Ottumwa, 508 E. Second St.	1408
St. Joseph.....	Ottumwa, 1600 N. Ash St.	893
Iowa Sanitorium.....	Nevada.....	362
Lutheran.....	Hampton, West Reeve St.	417
Park.....	Mason City, 102 N. Washington Ave.	2700

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

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

Sub-Div.	MP	Crossing	Remarks	Operated by	Normal Position Gates Against	Light Arrangement for	
						Stop	Proceed
4	221.3	CRDiv.....	Electric Lock Gate..	Trainmen	CRDiv.....	Red..	.....
4	356.2	DMU-CGW.. F&DDM&S..	Gate...	Gateman.	CRI&P.....	Red..	.....
4	357.2	C&NW.....	Gate...	Gateman.	DMU.....	Red..	.....
5	358.3	DMU.....	Gate...	Gateman.	DMU.....	Red..	.....
5	499.9	IC & C&NW	Gate...	Gateman.	DMU.....	Red..	.....
5	500.2	C&NW- CB&Q.....	Gate...	Trainmen	CRI&P.....	Red..	.....
4a	62.1	CMStP&P...	Gate...	Trainmen	CRI&P.....	Red..	.....
4c	0.7	CB&Q.....	Gate...	Trainmen	CRI&P.....	Red..	.....
4c	30.0	CB&Q.....	Gate...	Trainmen	CRI&P.....	Red..	.....
4c	96.5	M&StL.....	Gate...	Trainmen	CRI&P.....	Red..	Yellow
4d	301.4	M&StL.....	Gate...	Trainmen	CRI&P.....	Red..	.....
2d	435.2	CGW.....	Gate...	Trainmen	CRI&P.....	Red..	.....
31a	385.1	CB&Q.....	Gate...	Trainmen	CRI&P.....	Red..	.....

11a. Des Moines, West 11th St. MP 358.3 Subdivision 5. Dwarf signals are located 200 feet from crossing and govern movement in normal direction of traffic, and have no automatic block signal function. When they indicate "Stop" trains and engines must be preceded by a flagman to the crossing. See Rule 98a.

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

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

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

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

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

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

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

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

14a. Following rule in effect on subdivisions where so specified in foot notes of schedule pages of time table:

When train order is received, reading eastward-northward (or westward-southward) extra trains or eastward-northward (or westward-southward) extra trains except extra wait at (a station in rear) until the train addressed is relieved from protecting its rear against such following extra trains, or extra train, until the time named in the order.

SPECIAL INSTRUCTIONS—Continued

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

It must be understood, except as to authority given to occupy main tracks on the time of first class trains, Operating Rules 93, 99 and 505 to 518 must be complied with. Between E. 4th St. and W. 11th St. Des Moines, all trains and engines will move at LOW SPEED, expecting to find main tracks occupied.

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

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

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

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

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

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

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

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

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

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

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

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

Signal No. 3587 will govern train and engine movement from M&StL tracks to Westward main track. Normal indication of Signal 3587 is "Stop", and will indicate proceed only when switches are properly lined.

"Push Button" type light indicators are located at junction switch and east end of crossover switch. Before lining switches for movements toward either main track, trainmen must know that indicators are indicating a white light. In case of failure of indicator lights, train movement must be protected per Rule 99.

If Signal 3587 does not indicate proceed after junction switch and both crossover switches have been lined, be governed by Rule 509 (a).

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

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

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

Trains or engines stopped by Home Interlocking signal if no reason is seen for signal indicating stop, trainman must be sent ahead and after complying with Rule 535, will go to box marked "Release" and operate release per instructions posted in box, if signal does not then clear the switch to be trailed through must be hand thrown, for passage of train. After train movement has been completed, switch must be returned to position found.

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

21. At interlockings following whistle signals designate route desired:

Short Line Jct. for trains and engines:

To Subdiv. 18—One long and one short.

To Subdiv. 31—One long and four shorts.

To Westward Main Track—Two long and two short.

To Eastward Main Track—Two long.

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

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

Iowa Falls:

To or from Main Track—One long.

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

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

To or from IC Transfer—Four short.

Manly:

CRI&P Main Track—One long.

To M&StL Main Track—Four short.

To CGW Main Track—One long, one short.

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

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

26. Automatic block signal rules, except 509 (b), are in effect as follows:

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

Between Allerton and Northward Home Signal, Clear Lake Jct.

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

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

26c. Rules 525-533, 535-537, inclusive, are in effect as follows:

Westward Signal MP 354-37, Subdivision 4.

Southward Signal MP 74-23, Subdivision 18.

Telephones are located adjacent to these signals.

28. Minimum clearance of bridges, tunnels, etc.:

Main Line—Height 17 feet 6 inches, width 12 feet.

Branches—Height 17 feet 6 inches, width 13 feet.

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

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

SPECIAL INSTRUCTIONS—Concluded

28a—Continued.

Sub-Div.	Mile Post	Kind of Structure
4-A	32.0	Viaduct
	32.4	Viaduct
	33.6	Truss Span
	40.1	Truss Span
	39.7	Truss Span
4-C	7.0	Truss Span
	17.8	Viaduct
	36.0	Truss Span
	45.3	Viaduct
	47.7	Truss Span
	74.5	Viaduct
100.6	Viaduct	
4-D	301.8	Viaduct
	301.9	Viaduct
	302.0	Viaduct
5-A	409.3	Truss Span
	414.5	Truss Span
5-D	461.3	Truss Span
31-A	385.4	Viaduct

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

Sub. Div.	Mile Post	Name	Car Capacity
4	186.0	Farnam	32
4	238.0	Stadium	76
4c	36.5	Midwest Rendering Works	10
4c	94.9	Atlas Coal Co.	12
4c	306.7	Carbon Hill Coal Co.	7
5	384.5	Concrete Matl. & Construction Co.	40
5	385.6	Quarry	125
5-B	463.3	Nishna	12
18	76.8	IU Transfer	30
18	105.8	Wilson Spur	4
18	159.8	Federated Power Plant	20
23	464.2	PAM	12
31	72.0	Goodwin Brick and Tile Co.	62
31-A	397.0	Sargent's Spur	19

32. Lights on train order signals will not be displayed when train order offices are closed.

32a. At interlocking stations where Train Order signal is operated by Signalman, Train Order signal will not be displayed in proceed indication for a train or engine until the route is set and Interlocking Signals cleared to permit its movement, when no train orders are held for delivery.

DISPATCHERS

34. When heavy rains are reported dispatchers will give train and engine notification of same by train order in following form:
 "Heavy rains between and All trains run carefully, watching out for places likely to be affected."

TRAINMEN AND ENGINEERS

34a. All trains must run carefully during and after heavy storms, particularly when track is liable to be affected. When fogs, storms or other conditions obscure track or signals, speed of train must be reduced to permit strict observance of signals and INSURE ABSOLUTE SAFETY REGARDLESS OF TIME

The following letters shown in "Station" and "Signs" columns indicate:

- F—Fuel station.
- P—Train dispatcher's telephone.
- R—Train register station.
- T—Turntable.
- W—Water station.
- Y—Wye.
- UX—Railroad crossing not protected by interlocking.
- TO—Train order station.
- Yd—Station where yard limit signs are maintained.

LOCATION No. 15 AND No. 20 TURNOUTS

- No. 15 Turnouts:
 Subdivision 4 MP 236 pole 36 End of two main tracks
 MP 346 pole 32 End of two main tracks
 Subdivision 18 Clear Lake Jct., MP 191-3 CRI&P main line to CGW main line
- No. 20 Turnouts:
 Subdivision 5 MP 362 pole 24 end of two main tracks
 MP 362 pole 28 M&StL connection.

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
33	110.0	72	50.0	105	34.3
34	106.0	73	49.3	110	32.7
36	100.0	74	48.6	115	31.3
38	94.7	75	48.0	120	30.0
40	90.0	76	47.4	125	28.8
42	85.7	77	46.7	130	27.7
45	80.0	78	46.1	135	26.7
48	75.0	79	45.6	140	25.7
50	72.0	80	45.0	145	24.8
52	69.2	81	44.4	150	24.0
54	66.6	82	43.9	155	23.2
56	64.2	83	43.4	160	22.5
58	62.0	84	42.9	170	21.2
60	60.0	85	42.4	180	20.0
61	59.0	86	41.9	190	18.9
62	58.0	87	41.4	200	18.0
63	57.1	88	40.9	210	17.1
64	56.2	89	40.4	220	16.4
65	55.3	90	40.0	230	15.6
66	54.5	91	39.6	240	15.0
67	53.7	92	39.1	250	14.4
68	52.9	93	38.7	260	13.8
69	52.1	94	38.2	270	13.3
70	51.4	95	37.9	280	12.3
71	50.7	100	36.0	290	12.4

OPERATORS HOURS OF SERVICE—SUBDIVISION 4

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

H. V. BROWN, Trainmaster
 Subdivisions 4, 4a, 4b, 5, 5a, 5b, 5c, 5d.

R. E. LAKE, Trainmaster
 Subdivisions 4c, 4d, 4e, 18, 23, 31, 31a, 31b.

J. W. DETRICK, Terminal Trainmaster.

F. J. SCHLEIHS, Master Mechanic.

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

All Subdivisions, except Subdivision 31.

L. B. KILPATRICK, Road Foreman Equipment, Trenton, Mo.
 Subdivision 31.

H. M. GOODIN, Chief Dispatcher.

R. C. CREGER, Night Chief Dispatcher.

C. Z. POLLOCK,

E. BYLANDER,

H. W. SMITH,

G. L. HUTCHISON,

W. E. MURPHY,

B. HULL,

H. M. ROZENBERG,

C. L. LOVE,

O. W. CRAIG,

} Train Dispatchers, Des Moines, Iowa.