Company Surgeons.	Location
T. L. HANSEN, Chief Surgeon, La Salle St. Station	
J. M. L. JENSEN, Ass't. Chief Surgeon, La Salle St. Station	Chicago
W. RUML, District and Hospital Surgeon and Examiner	
DAVID E. BEARDSLEY, Ass't. Dist. and Hospital Surgeon Examiner	
H. L. WALKER, Consulting Oculist and Aurist	
H. M. IVINS, Assistant Oculist and Aurist	Cedar Rapids
T. HANNA	
P. FRANTZ, Examiner and Oculist	Burlington
. MATHIAS	Mediapolis
Y W. TANDY	Morning Sun
J. H. CHITTUM	Wapello
JAS. W. PENCE	Columbus Jct.
J. E. KIMBALL	West Liberty
J. Y. NETOLICKY	Solon
C. C. GRIFFIN, Jr.	Vinton
R. B. FIELDS	LaPorte City
W. H. BICKLEY	Waterloo
S. W. BARNETT	
CECIL C. GRANT, Oculist and Aurist	Cedar Falls
E. C. KEPLER	Greene
EDMOND HENLEY	Nora Springs
S. S. WESTLY, Surgeon and Examiner	
G. S. WESTLY, Surgeon and Examiner	Manly, Iowa
B. A. LEOPARD	
F. G. FOLKEN, Oculist and Aurist	Albert Lea
EDWARD Q. ERTEL	Ellendale
D. E. MOREHEAD	
A. B. STEWART	Owatonna
Wm. H. RUMPF	Faribault
WARREN E. WILSON, Consulting Surgeon	Northfield
J. A. SANFORD	Farmington
C. B. TEISBERG	St. Paul
A. B. WILLIAMS	Minn. Trans.
H. R. TREGILGAS, Surgeon and Examiner	So. St. Paul
W. H. CONDIT	Minneapolis, Minn.
H. J. VON LACKUM, Consulting Surgeon	Dysart, Iowa
A. J. FARNHAM	Traer
H. V. KAHLER	Reinbeck
C. M. WRAY, Surgeon and Examiner	Iowa Falls
J. GEORGE	Dows
R. D. BERNARD	Clarion
F. X. CRESTZMEYER	Emmetsburg
J. P. McMANUS	Graettinger
JAMES P. CLARK, Surgeon and Examiner	Estherville
C. G. NICHOLSON	Spirit Lake
W. E. BULLOCK	Lake Park
F. P. WINKLER	Sibley, Iowa
P. J. CRESS	Ellsworth, Minn.
L. L. CORCORAN	Rock Rapids, Iowa
R. W. MULLEN	
F. C. NILSSON, Oculist, Aurist and Examiner	Sioux Falls, S. D.
CHAS. L. SHERMAN	Luverne
WALT G. BENJAMIN	Pipestone, Minn.
R. T. MAXWELL	Clear Lake, S. D.
H. J. BARTRON	Watertown, S. D.
F. L. SHADE, Ass't. Surgeon	
F. M. MANSON	Worthington, Minn.
GEO. H. STEELE	Belmond
PIERRE SARTOR	Titonka
G. A. BEMIS	Garner
T. J. IRISH	Forest City
R. L. WILLIAMS	Lakota
CHAS. G. YOST	Center Point
A. G. SHELLITO, Consulting Surgeon	Independence
T. A. KING	West Union
L. C. KUHN	Decorah
O. C. HARDWIG	Waverly, Iowa

J. H. JOHNSON,
Superintendent

G. W. RANEY,
General Superintendent

R. RUITER,
Sup't. Motive Power

J. R. PICKERING,
Sup't. Transportation

G. P. TRACHTA,
Ass't Chief Operating Officer
(Mechanical)

J. D. FARRINGTON,
Chief Operating Officer

3000—8-3-41

Chicago, Rock Island & Pacific Railway

TIME TABLE

CEDAR RAPIDS DIVISION

FIRST DISTRICT

No. 3

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

SUNDAY, AUGUST 3, 1941

DESTROY ALL TIME TABLES OF PREVIOUS DATE

PREVENT INJURY

Rock Island

SAFETY FIRST

This Time Table for the exclusive use and guidance of Employes

THE GUNTHORP-WARREN PRINTING COMPANY, CHICAGO

Main Line Westward

SUBDIVISION 15 STATIONS Time Table No. 3 August 3, 1941			M. P. Distance from Burlington	Open Office Hours Week Days *Sundays and Holidays	FIRST CLASS				SECOND CLASS					
					63	61	19		933	23	99	903		
					Passenger Motor	Rocket	Passenger Motor		St. Louis Burlington Twin Cities Red Ball	C. B. & Q. Mixed	Chicago Peoria Minnesota Dakota Red Ball	Tri Cities Twin Cities Red Ball		
	LEAVE			From To	Daily	Daily	Daily		Daily	Daily Except Sunday	Daily	Daily		
BN BURLINGTON (Union Station)	See T. T. Rule 18b	TO	.....	Continuous	A.M. 6·00	P.M. 10·30				A.M. 7·20				
0.5														
MARKET STREET			0.0	.....	6·05	10·35				7·25				
0.4									— A.M. —					
BU BURLINGTON (Freight Station)		TO	0.4	8:00 a.m 5:00 p.m.	6·07	**10·37** 64			1·15	7·30				
8.3														
LATTY			8.7	.....	6·20	10·49			1·40	f 7·55				
2.9														
SPERRY			11.6	.....	s 6·24	10·53			1·50	f **8·05** 932				
3.6														
K. MEDIAPOLIS		TO	15.2	8:00 a.m. 5:00 p.m.	s 6·30	10·57			2·00	8·25 — A.M. —				
7.3														
M&StL Crossing			22.5	.....										
0.3														
MN MORNING SUN		TO	22.8	6:15 a.m. 3:15 p.m.	s 6·42	11·06			2·20					
6.4														
WO WAPELLO		TO	29.2	8:00 a.m. 5:00 p.m.	s **6·51** 932	11·13			2·35					
11.3														
CJ COLUMBUS JCT.		TO	40.5	11:00 p.m. 3:00 p.m. *2:00 p.m. 4:00 p.m. *11:00 p.m. 9:00 a.m.	s 7·14	s11·29			**3.15** 932 **5.15**					
0.0														
CRI&P Crossing		UX	40.5	.....										
6.4														
CMStP&P Crossing			46.9	.....										
0.6														
CO CONE		TO	47.5	7:15 a.m. 4:15 p.m.	s 7·24	11·37			5·35					
7.2														
NC NICHOLS		TO	54.7	7:30 a.m. 4:30 p.m. *7:30 a.m. 9:30 a.m. Holidays only	s 7·35	**11·48** 62			5·50					
6.7														
CRI&P Crossing		UX	61.4	.....										
0.0							— P.M. —				— A.M. —	— P.M. —		
W WEST LIBERTY		TO	61.4	Continuous	s 7·45 8·05 P.M.	s11·59 P.M.	**11·43** 62-20		6·45		9·30	9·30		
5.4														
CENTERDALE			66.8	.....	f 8·15	12·06 — A.M. —	11·50		6·56		9·42	9·40		
2.8														
B. WEST BRANCH		TO	69.6	7:30 a.m. 4:30 p.m.	s 8·20	12·09	f11·53		7·02		9·48	9·44		
3.6														
OASIS			73.2	.....	8·27	12·13	11·57 — P.M. —		7·12		9·57	9·52		
4.2														
MORSE			77.4	.....	f 8·33	12·18	12·02 — A.M. —		7·22		10·05	10·00		
2.5														
DELVIDA			79.9	.....	8·37	12·21	12·05		7·32		10·12	10·06		
2.3														
SOLON		TO	82.2	6:30 a.m. 3:30 p.m.	s 8·43	12·24	f12·08		7·40		10·18	10·10		
6.8														
ELY			89.0	.....	f 8·55	12·32	12·15		7·52		10·33	10·22		
3.3														
PUTLEGE			92.3	.....	9·00	12·35	12·20		7·57		10·41	10·30		
4.7														
C&NW Crossing			97.0	.....										
0.1														
CMStP&P Crossing			97.1	.....										
0.2														
FB. CEDAR RAPIDS (Union Station)	See T. T. Rules 11a, 11b, 11c and 26	TO	97.3	2:45 a.m. 10:45 a.m. 6:45 p.m. 2:45 a.m. *2:45 a.m. 10:45 a.m. *6:45 p.m. 2:45 a.m.	9.15 A.M.	12.47 A.M.	12.40 A.M.							
0.8														
NE. CEDAR RAPIDS YARD. 98.1		TO	98.1	Continuous					8.15 A.M.		11.00 A.M.	10.45 P.M.		
AVERAGE SPEED PER HOUR					33.5	42.9	37.8		19.5	14.0	24.4	29.4		
SCHEDULE TIME					3.15	2.17	0.57		7.00	1.05	1.30	1.15		

AUTOMATIC BLOCK SIGNALS

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

SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF Nos. 61 and 62 IN NON-AUTOMATIC BLOCK TERRITORY NOT LESS THAN 15 MINUTES AND IN AUTOMATIC BLOCK TERRITORY NOT LESS THAN 10 MINUTES.

TIME TABLE RULE No. 14-A IN EFFECT.

Local Extra leaves Burlington Freight Station at 2:30 A. M. daily, except Sunday for Cedar Rapids Yard.

Engines must not be doubleheaded over Bridges 347 and 413.

2300 and heavier engines when doubleheaded between Columbus Junction and West Liberty must be separated by not less than two cars.

3000 and 5000 series engines must not be operated between Burlington and West Liberty.

4000 series engines may be operated between Columbus Jct. and West Liberty on Special Instructions.

Main Line Eastward

SUBDIVISION 15

STATIONS

Time Table No. 3

August 3, 1941

			Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs	FIRST CLASS 64 Passenger Motor	FIRST CLASS 62 Rocket	FIRST CLASS 20 Passenger Motor		SECOND CLASS 904 Minnesota Chicago Red Ball	SECOND CLASS 932 Twin Cities Burlington St. Louis Red Ball	SECOND CLASS 22 C. B. & Q. Mixed	SECOND CLASS 94 Northwest Special	
BN	BURLINGTON (Union Station)	TO	B 0	.....	.....	RYd	P.M. 10.50	A.M. 1.10					P.M. 2.55		
	0.5	See T. T. Rule 18b													
	MARKET STREET		B 0a	.....	.....	.....	10.39	12.55					2.50		
	0.4						61					A.M.			
BU	BURLINGTON (Freight Station)	TO	B 1	Yard	449	RFWTYd	**10.37**	12.53				9.00	2.46		
	8.3														
	LATTY		B 9	20	.....	.....	10.15	12.41				8.15	f 2.26		
	2.9											23			
	SPERRY		B 12	16	17	.....	s10.10	12.38				**8.05**	f 2.20		
K	3.6 MEDIAPOLIS	TO	B 15	19	22	R	s10.05	12.34				7.55	2.10		
	7.3												P.M.		
	M&StL Crossing		.....	.....	.....	.....									
MN	0.3 MORNING SUN	TO	B 23	14	41	W	s 9.50	12.25				7.25			
	6.4											63			
WO	WAPELLO	TO	B 29	27	46	.....	s 9.35	12.18				**6.51**			
	11.3							A.M.				**6.00**			
CJ	COLUMBUS JCT.	TO	231	17	97	WYYd	s 9.10	s12.05				933 **5.15**			
	0.0														
	CRI&P Crossing	UX	.....	.....	.....	.....									
	6.4														
	CMStP&P Crossing		.....	.....	.....	.....									
	0.6							P.M.							
CO	CONE	TO	B 48	28	38	.....	s 8.53	11.56				4.55			
	7.2							61							
NC	NICHOLS	TO	B 55	18	78	Y	s 8.40	**11.48**				4.35			
	6.7														
	CRI&P Crossing	UX	.....	.....	.....	.....									
	0.0							19		P.M. 19	A.M.			P.M.	
W	WEST LIBERTY	TO	A 38	30	147	RFWYYd	s 8.30	s**11.40**		**11.43**	3.50	4.10		6.25	
	5.4														
	CENTERDALE		B 67	75	15	.....	f 8.13	11.28		11.34	3.33	3.43		6.00	
B	2.8 WEST BRANCH	TO	B 70	55	31	.....	s 8.08	11.25		f11.31	3.28	3.38		5.55	
	3.6														
	OASIS		B 73	72	22	.....	f 8.01	11.21		11.27	3.22	3.32		5.48	
	4.2														
	MORSE		B 78	.....	21	.....	f 7.55	11.17		11.22	3.13	3.23		5.41	
	2.5														
	DELVIDA		B 80	84	.....	.....	7.51	11.14		11.19	3.08	3.18		5.37	
MD	2.3 SOLON	TO	B 82	49	21	.....	s 7.47	11.11		g11.16	3.04	3.14		5.33	
	6.8														
	ELY		B 89	87	20	.....	f 7.35	11.04		11.08	2.52	3.02		5.20	
	3.3														
	PUTLEGE		B 93	82	.....	.....	7.29	11.00		11.04	2.45	2.55		5.15	
	4.7														
	C&NW Crossing		.....	.....	.....	.....									
	0.1														
	CMStP&P Crossing		.....	.....	.....	.....									
	0.2														
FB	CEDAR RAPIDS (Union Station)	See T. T. Rules 11a, 11b, 11c and 26 TO	B 97	.....	.....	RYd	7.20 P.M.	20 **10.53** P.M.	62 **10.55** P.M.						
	0.8														
NE	CEDAR RAPIDS YARD		.....	Yard	3042	RFWTY Yd					2.30 A.M.	2.40 A.M.		5.00 P.M.	
	98.1														
		LEAVE					Daily	Daily	Daily		Daily	Daily	Daily Except Sunday	Daily	
	AVERAGE SPEED PER HOUR						27.8	42.9	44.9		27.5	17.5	20.3	25.9	
	SCHEDULE TIME						3.30	2.17	0.48		1.20	6.20	0.45	1.25	

AUTOMATIC BLOCK SIGNALS

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

SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF Nos. 61 AND 62 IN NON-AUTOMATIC BLOCK TERRITORY NOT LESS THAN 15 MINUTES AND IN AUTOMATIC BLOCK TERRITORY NOT LESS THAN 10 MINUTES.

TIME TABLE RULE No. 14-A IN EFFECT.

No. 20 receive for Chicago.

SEE FOOT NOTES ON PAGE 1.

Local Extra leaves Cedar Rapids Yard 6:00 A. M. daily, except Sunday for Burlington Freight Station via Lone Tree.

Main Line Westward

SUBDIVISION 16
STATIONS
Time Table No. 3
August 3, 1941

LEAVE	M. P. Distance from Burlington	Distance from Cedar Rapids Union Station	Open Office Hours Week Days / *Sundays and Holidays From To	FIRST CLASS 61 Rocket Daily	19 Passenger Motor Daily	63 Passenger Motor Daily	SECOND CLASS 811 Mixed Daily Except Sunday	903 Tri Cities Twin Cities Red Ball Daily	99 Chicago Peoria Twin Cities Red Ball Daily	923 Chicago Sioux Falls Red Ball Daily
FB CEDAR RAPIDS (Union Station) TO — See T. T. Rules 11a, 11b, 11c and 26	97.3	0.0	2:45 a.m. 10:45 a.m. 6:45 p.m. 2:45 a.m. *2:45 a.m. 10:45 a.m. *6:45 p.m. 2:45 a.m.	A.M. 12.50	A.M. 1.35	A.M. 9.45	A.M. 6.30			
0.8								A.M.	P.M.	P.M.
NE CEDAR RAPIDS YD. TO	98.1	0.8	Continuous	12.53	1.40	9.50	6.45	8.30	12.45	1.00
3.6										
LINN P	101.7	4.4		12.58	1.45	9.56	6.55 A.M.	8.38	12.52	1.08
5.6										
PALO P	107.3	10.0		1.05	g 1.53	g10.03		8.48	1.02	1.18
4.1										
SG SHELLSBURG TO	111.4	14.1	7:00 a.m. 4:00 p.m.	1.10	s 1.59	s10.09		8.56	1.10	1.25
4.2										
GREASERS P	115.6	18.3		1.15	2.05	10.15		9.05	1.18	1.32
5.4										
N VINTON TO	121.0	23.7	Continuous	1.22	2.12 A.M.	s10.25		9.15	1.28	1.50 P.M.
7.9										
MOUNT AUBURN P	128.9	31.6		1.32		f10.40		9.30	1.41	
6.4										
PA LA PORTE CITY TO	135.3	38.0	8:30 a.m. 5:30 p.m.	1.40		s10.53		9.44	1.50	
8.0										
WASHBURN P	143.3	46.0		1.50		f11.04		10.00	2.01	
4.9										
EAST YARD P	148.2	50.9		1.56		11.11		10.12	2.08	
2.0										
CGW Crossing	150.2	52.9								
0.0										
WD WATERLOO TO	150.2	52.9	11:00 a.m. 7:00 p.m. 7:00 p.m. 3:00 a.m. *11:00 a.m. 7:00 p.m. *7:00 p.m. 3:00 a.m.	s 2.09		s11.35		10.30	2.25 94	
0.8										
WCF&N Crossing	151.0	.....								
5.2										
CGW Crossing UX	156.2	58.9								
0.3										
FA CEDAR FALLS TO	156.5	59.2	8:30 a.m. 5:30 p.m. *10:00 a.m. 12:00 noon *3:30 p.m. 5:30 p.m.	s 2.18		s11.43		10.45	2.35	
1.0										
Ill. Cent. Crossing	157.5	60.2								
3.8										
NORRIS P	161.3	64.0		2.26		11.55 A.M.		11.00	2.45	
6.4										
WAVERLY JCT. P	167.7	70.4		2.34		12.05 P.M.		11.15	2.57	
4.4										
SH SHELL ROCK TO	172.1	74.8	8:30 a.m. 5:30 p.m.	2.40		s12.12		11.25	3.04	
6.9										
CGW Crossing	179.0	81.7								
0.0										
CU CLARKSVILLE TO	179.0	81.7	8:00 a.m. 5:00 p.m.	2.48		s12.26		11.40	3.14	
6.1										
PACKARD P	185.1	87.8		2.55		12.34		11.52 A.M.	3.24	
4.9										
GN GREENE TO	190.0	92.7	8:00 a.m. 5:00 p.m. *11:45 a.m. 1:45 p.m.	3.01		s12.41		12.01 P.M.	3.32	
5.7										
RA MARBLE ROCK TO	195.7	98.4	8:30 a.m. 5:30 p.m.	3.08		s12.55 94		12.15	3.40	
8.0										
RD ROCKFORD TO	203.7	106.4	8:30 a.m. 5:30 p.m.	3.16		s 1.10		**12.36** 94	**3.57** 64	
7.0										
BN NORA SPRINGS TO	210.7	113.4	7:45 p.m. 4:45 a.m. *7:45 p.m. 4:45 a.m.	s 3.27		s 1.22		12.51	4.15	
0.0										
CMStP&P Crossing	210.7	113.4								
5.7										
ROCK FALLS P	216.4	119.1		3.35		1.30		1.02	4.25	
3.1										
CMStP&P Crossing UX	219.5	122.2								
0.0										
PLYMOUTH JCT. P	219.5	122.2		3.40		1.35		1.10	4.31	
5.3										
CGW Crossing	224.8	127.5								
0.3										
JU MANLY TO	225.1	127.8	Continuous	3.56 A.M.		2.05 P.M.		1.30 P.M.	5.40 P.M.	
127.8										
AVERAGE SPEED PER HOUR	.....	.....		**41.2**	**38.4**	**29.5**	**10.6**	**25.4**	**25.8**	**27.5**
SCHEDULE TIME	.....	.....		**3.06**	**0.37**	**4.20**	**0.25**	**5.00**	**4.55**	**0.50**

AUTOMATIC BLOCK SIGNALS

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

SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF Nos. 61 AND 62 IN NON-AUTOMATIC BLOCK TERRITORY NOT LESS THAN 15 MINUTES AND IN AUTOMATIC BLOCK TERRITORY NOT LESS THAN 10 MINUTES.

TIME TABLE RULE No. 14-A IN EFFECT.

No. 19 Discharge US mail daily, except Sunday.

No. 63 Receive or discharge US mail, including parcel post when necessary.

5000 series engines doubleheaded with any other engine must be separated by not less than two cars.

Local extra leaves Cedar Rapids Yard 6:40 A. M. daily for Manly.

Local extra leaves Cedar Rapids Yard 8:00 A. M. daily except Sunday for Vinton.

Main Line Eastward

SUBDIVISION 16

STATIONS

Time Table No. 3

August 3, 1941

			Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs	FIRST CLASS 64 Passenger Motor	FIRST CLASS 62 Rocket	FIRST CLASS 20 Passenger Motor	SECOND CLASS 94 Northwest Special	SECOND CLASS 810 Mixed	SECOND CLASS 904 Minnesota Chicago Red Ball	SECOND CLASS 924 Esther-ville Chicago Red Ball
							P.M.	P.M.	P.M.		P.M.		
FB	CEDAR RAPIDS (Union Station)	See T.T. Rules 11a, 11b, 11c and 26 TO	B 97	.....	.....	RYd	6.55	10.50	10.30		2.30		
	0.8									— P.M. —		— A.M. —	— P.M. —
NE	CEDAR RAPIDS YARD.	TO	B 97	Yard	3042	RFWTY Yd	6.45	10.37	10.21	4.35	2.20	12.40	11.40
	3.6												
	LINN	P	B 102	69	.....	Yd	6.39	10.32	10.16	3.50	2.00 P.M.	12.15	11.05
	5.6												
	PALO	P	B 108	86	20	.....	f 6.32	10.25	10.09	3.42		12.07 A.M.	10.53
	4.1												
SG	SHELLSBURG	TO	B 112	52	29	.....	s 6.27	10.21	10.03	3.35		12.01 P.M.	10.45
	4.2												
	GREASERS	P	B 116	53	.....	.....	6.21	10.16	9.57	3.28		11.53	10.39
	5.4												
N	VINTON	TO	B 121	N 57 S 65	110	RWYd	s 6.15	10.10	9.50 P.M.	3.20		11.45	10.30 P.M.
	7.9												
	MOUNT AUBURN	P	B 129	53	16	.....	s 6.02	9.59		3.07		11.30	
	6.4												
PA	LA PORTE CITY	TO	B 135	66	65	.....	s 5.52	9.52		2.56		11.18	
	8.0												
	WASHBURN	P	B 143	32	32	.....	s 5.41	9.44		2.42		11.05	
	4.9												
	EAST YARD	P	B 149	95	243	FWTYd	5.35	9.38		2.30		10.50	
	2.0												
	CGW Crossing		.....	.....	.....	.....							
	0.0									.99			
WD	WATERLOO	TO	B 151	N 47 S 7	349	RYd	s 5.30	s 9.35		2.25		10.45	
	0.8												
	WCF&N Crossing		.....	.....	.....	.....							
	5.2												
	CGW Crossing	UX	.....	.....	.....	.....							
	0.3												
FA	CEDAR FALLS	TO	B 156	28	87	Yd	s 5.11	s 9.25		2.12		10.30	
	1.0												
	Ill. Cent. Crossing		.....	.....	.....	.....							
	3.8												
	NORRIS	P	B 160	79	.....	.....	5.01	9.16		2.02		10.20	
	6.4												
	WAVERLY JCT.	P	B 168	.....	22	Y	4.53	9.09		1.49		10.10	
	4.4												
SH	SHELL ROCK	TO	B 172	68	62	.....	s 4.47	9.04		1.40		10.02	
	6.9												
	CGW Crossing		.....	.....	.....	.....							
	0.0												
CU	CLARKSVILLE	TO	B 179	55	40	.....	s 4.36	8.56		1.28		9.50	
	6.1												
	PACKARD	P	B 185	26	.....	.....	4.25	8.50		1.15		9.40	
	4.9												
GN	GREENE	TO	B 190	73	72	WYd	s 4.19	8.45		1.06		9.33	
	5.7									.63			
RA	MARBLE ROCK	TO	B 196	83	46	.....	s 4.09	8.39		12.55		9.21	
	8.0									.903			
RD	ROCKFORD	TO	B 204	67	87	WYd	s 3.57	8.30		12.36		9.06	
	7.0												
BN	NORA SPRINGS	TO	B 211	70	20	.....	s 3.46	s 8.22		12.27		8.56	
	0.0												
	CMStP&P Crossing		.....	.....	.....	.....							
	5.7												
	ROCK FALLS	P	B 217	.....	20	.....	s 3.39	8.15		12.16		8.45	
	3.1												
	CMStP&P Crossing	UX	.....	.....	.....	.....							
	0.0												
	PLYMOUTH JCT.	P	B 220	70	.....	.....	s 3.34	8.12		12.10		8.40	
	5.3												
	CGW Crossing		.....	.....	.....	.....							
	0.3												
	MANLY	TO	B 225	Yard	728	RFWTYd	3.27 P.M.	8.05 P.M.		12.01 P.M.		8.30 P.M.	
	127.8												
	LEAVE						Daily	Daily	Daily	Daily	Daily Ex. Sat. & Sun.	Daily	Daily Except Sunday
	AVERAGE SPEED PER HOUR		.....	.....	.....	.....	36.8	47.1	35.6	27.8	8.8	30.5	19.6
	SCHEDULE TIME		.....	.....	.....	.....	3.28	2.45	0.40	4.34	0.30	4.10	1.10

AUTOMATIC BLOCK SIGNALS

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

SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF Nos. 61 and 62 IN NON-AUTOMATIC BLOCK TERRITORY NOT LESS THAN 15 MINUTES AND IN AUTOMATIC BLOCK TERRITORY NOT LESS THAN 10 MINUTES.

SEE FOOT NOTES ON PAGE 3.

TIME TABLE RULE No. 14-A IN EFFECT.

Local extra leaves Vinton 12:35 P. M. daily, except Sunday for Cedar Rapids Yard.
Local extra leaves Manly 12:30 P. M. daily, except Sunday for Cedar Rapids Yard.

Main Line Southward

	SUBDIVISION 17 STATIONS — Time Table No. 3, August 3, 1941 — LEAVE		Distance from Minneapolis	M. P. Distance from Burlington	Open Office Hours Week Days (*Sundays and Holidays) From – To	FIRST CLASS 507 Rocket Daily	7 M. & St. L. Passenger Motor Daily	561 Rocket Daily	15 Mid-Continent Special Daily	17 Short Line Express Daily	SECOND CLASS 97 M. & St. L. Time Freight Daily	915 Northwest Special Daily	93 M. & St. L. Time Freight Daily	917 Minnesota Chicago Kans. City Red Ball Daily	911 Twin Cities Kans. City Red Ball Daily
						P.M.		P.M.	P.M.	P.M.					
VD	Minneapolis (11.5)	See T. T. Rules 16 a and 16 b; Two Main Tracks; TO		364.9		*12.20*		*5.00*	*7.40*	*10.20*					
U	St. Paul (7.4)	See T. T. Rules 16 a and 16 b; Two Main Tracks; TO	11.5	353.4		s *12.45* / *12.50*		s *5.25* / *5.30*	s *8.05* / *8.15*	s *10.50* / *11.00*					
RT	NEWPORT (1.9)	Automatic Blocksignals; See T. T. Rule 11f	18.9	346.0		*1.00*		*5.40*	*8.27*	*11.13*					
												A.M.		P.M.	P.M.
Q	Inver Grove (5.2)	Automatic Blocksignals; See T. T. Rule 11f; TO	20.8	344.1	Continuous	1.03		5.44	**8.32** (916)	**11.18** (912)		7.00		**1.50** (16)	11.30
	MADART (5.4)	Automatic Blocksignals; P	26.0	338.9		1.09		5.50	8.41	11.28		**7.22** (18)		2.02	**11.48** (P.M. 98)
RO	ROSEMOUNT (7.0)	Automatic Blocksignals; See T. T. Rule 16; TO	31.4	333.5	Continuous	1.16		5.58	8.49	**11.38** (98)		7.37		2.14	12.01 A.M.
	CMStP&P Crossing (0.2)	See T. T. Rule 16; UX	38.4	326.5											
F	FARMINGTON (6.8)	See T. T. Rule 16; TO	38.6	326.3		*1.24*		*6.06*	*8.57*	s *11.49* P.M.		*7.48*		*2.25*	*12.14*
KS	CASTLE ROCK (6.1)	See T. T. Rule 16; TO	45.4	319.5		*1.31*		*6.13*	*9.05*	*12.01* A.M.		*8.00*		*2.33*	*12.27*
ND	NORTHFIELD (3.1)	See T. T. Rule 16; TO	51.5	313.4		*1.37*		s *6.20*	*9.13*	s *12.12*		*8.15*		*2.45*	*12.42*
DJ	DUNDAS (3.8)	See T. T. Rule 16; TO	54.6	310.3		*1.40*		*6.26*	*9.17*	*12.16*		*8.22*		*2.50*	*12.48*
JO	COMUS (3.5)	See T. T. Rule 16; TO	58.4	306.5	Continuous	1.44		**6.32** (916)	**9.21** (912)	12.20		8.32		3.00	12.58
	CGW Crossing (3.3)	Automatic Block Signals	61.9	303.0											
BO	FARIBAULT (4.2)	Automatic Block Signals; TO	65.2	299.7	Continuous	g 1.52		s 6.42	g 9.32	s12.40		8.50		3.20	1.18
	KASPER (5.2)	Automatic Block Signals; P	69.4	295.5		1.56		6.47	9.37	12.46		9.00		3.27	1.28
MU	MEDFORD (6.0)	Automatic Block Signals; TO	74.6	290.3	7:00 a.m. 4:00 p.m.	2.01		6.53	9.43	12.54		9.10		3.36	1.38
OT	OWATONNA (6.2)	Automatic Block Signals; TO	80.6	284.3	12:30 a.m. 10:00 p.m. / *12:30 a.m. 10:00 p.m.	g 2.07		s 7.00	g **9.53** (98)	s 1.05		9.20		3.45	1.48
	SACO (3.1)	Automatic Block Signals; P	86.8	278.1		2.13		7.06	10.00	1.13		9.30		4.00	1.58
HO	HOPE (6.3)	Automatic Block Signals; TO	89.9	275.0	8:30 a.m. 5:30 p.m.	2.16		7.09	10.04	1.17		9.35		4.10	2.03
LN	ELLENDALE (7.8)	Automatic Block Signals; TO	96.2	268.7	8:30 a.m. 5:30 p.m.	2.22		7.16	10.11	s 1.25		9.45		**4.30** (916)	2.13
SA	CLARKS GROVE (8.2)	Automatic Block Signals; TO	104.0	260.3	8:00 a.m. 5:00 p.m.	2.29		7.24	10.20	s 1.34		9.56		4.45	2.26
WB	ALBERT LEA—CRI&P (0.8)	Centralized Traffic Control MP 245-253-17; See T. T. Rule 11e; TO	112.2	252.7	Continuous	s 2.37		s **7.34** (912)	s10.35	s 1.50		10.10		**5.29** (508) **6.30**	2.55
	CMStP&P Crossing (0.7)	Centralized Traffic Control; See T. T. Rule 11e	112.5	252.4											
							P.M.				A.M.		P.M.		
AB	ALBERT LEA—M&StL (0.3)	Centralized Traffic Control; TO		252.7	Continuous		4.25				5.40		12.15		
	CMStP&P Crossing (0.5)	Centralized Traffic Control; UX		252.4											
	CRI&P Crossing (0.2)	Centralized Traffic Control; UX		251.9											
	CURTIS (3.4)	Centralized Traffic Control; See T. T. Rule 11e	113.2	251.7		2.39	4.30	7.36	10.38	1.53	5.45	10.15	12.20	6.35	3.00
	MURTAGH (2.7)	Centralized Traffic Control; See T. T. Rule 11e; P	116.6	248.3		2.43	4.35	7.40	10.43	1.58	5.52	10.20	12.27	**6.45** (912)	3.06
GV	GLENVILLE (4.7)	Centralized Traffic Control; See T. T. Rule 11e; TO	119.3	245.6	8:00 a.m. 5:00 p.m.	**2.45** (916)	s 4.40	7.43	10.46	g 2.01	5.58	10.24	12.32	6.50	3.11
	GORDON, MINN. (5.0)	Centralized Traffic Control; P	124.0	240.9		2.49	f 4.46	7.47	10.51	2.06	6.06	10.31	**12.44** (96)	6.56	3.19
KD	NORTHWOOD, IA. (6.4)	Automatic Block Signals; TO	129.0	235.9	8:00 a.m. 12.00 md. / *8:00 a.m. 12:00 md.	2.53	s 4.54	7.51	10.56	g 2.11	6.17	**10.45** (8)	12.53	7.03	3.30
KN	KENSETT (3.0)	Automatic Block Signals; TO	135.4	229.5	8:30 a.m. 5:30 p.m.	2.59	s **5.05** (508)	**7.57** (92)	11.03	2.18	6.30	**11.11** (16)	1.06	7.11	**4.04** (562)
	WEST YARD (1.4)	Automatic Block Signals	138.4	226.5		3.02	5.10	**8.00** (912)	11.07	2.22	6.35	11.40 A.M.	1.11	**7.33** P.M. (92)	4.4[illegible] A.M.
JU	MANLY (139.8)	Automatic Block Signals; TO	139.8	225.1	Continuous	s 3.05 P.M.	5.15 P.M.	8.03 P.M.	11.20 P.M.	2.50 A.M.	6.40 A.M.		1.15 P.M.		
	AVERAGE SPEED PER HOUR					58.5	33.1	51.4	42.5	33.7	27.6	25.5	27.6	25.3	22.5
	SCHEDULE TIME					2.45	0.50	3.03	3.40	4.30	1.00	4.40	1.00	5.43	5.17

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

SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF Nos. 507, 508, 561 AND 562 NOT LESS THAN 10 MINUTES.

TIME TABLE RULE No. 14-A IN EFFECT.

No. 507 Faribault receive for Des Moines and beyond. Owatonna receive for and discharge from Schedule stops.
No. 15 Receive for Kansas City and beyond.
No. 15 Receive any station for Tucumcari and beyond.

No. 17 Receive for Des Moines and beyond.
Local extra leaves Inver Grove 7:25 A. M., Tuesdays, Thursdays and Saturdays for Albert Lea.

Main Line Northward

SUBDIVISION 17

STATIONS

Time Table No. 3

August 3, 1941

				Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs	FIRST CLASS 562 Rocket	18 Mid-Continent Special	8 M. & St. L. Passenger Motor	16 Short Line Express	508 Rocket	SECOND CLASS 96 M. & St. L. Time Freight	916 Tri Cities Twin Cities Red Ball	912 Kans. City Twin Cities Red Ball	92 M. & St. L. Time Freight	98 Chicago Peoria Kans. City Twin Cities Red Ball
VD	Minneapolis	See T. T. Rules 16a and 16b	Two Main Tracks .TO	B 364	.....	.....	FWTY	A.M. 7.30	A.M. 8.30		P.M. 3.00	P.M. 7.50					
11.5																	
U	St. Paul		.TO	B 354	.....	.....	.....	s 7.05 / 7.00	s 8.05 / 8.00		s 2.30 / 2.15	s 7.25 / 7.20					
7.4																	
RT	NEWPORT	See T. T. Rule 11f	....	B 346	.....	.....	.....	6.34	7.35		1.55	7.06		P.M. 15	P.M. 17		A.M.
1.9											917						
Q	Inver Grove		.TO	B 344	56	333	RFWTY Yd	6.29	7.30		1.50	7.00		8.30	11.18		12.45
5.2									915								P.M. 911
	MADART		.P	B 339	63	.....	.....	6.23	7.22		1.42	6.54		8.00	10.25		11.48
5.4																	17
RO	ROSEMOUNT	See T. T. Rule 16	.TO	B 333	36	44	RYd	6.16	7.14		1.34	6.49		7.45	10.15		11.38
7.0																	
	CMStP&P Crossing		.UX	.....	.....	.....	.....										
0.2																	
F	FARMINGTON		.TO	B 326	64	144	WTY	6.07	7.05		1.24	6.41		7.30	10.02		11.12
6.8																	
KS	CASTLE ROCK		.TO	B 319	54	50	.....	5.59	6.57		1.14	6.35		7.13	9.50		11.02
6.1																	
ND	NORTHFIELD		.TO	B 313	65	108	.....	s 5.52	6.49		s 1.06	6.29		6.50	9.40		10.50
3.1																	
DJ	DUNDAS		.TO	B 310	30	73	.....	5.48	6.45		1.00	6.26		6.40	9.30		10.44
3.8																	
JO	COMUS		.TO	B 306	47	.....	R	5.44	6.41		12.55	916 6.22		6.32 508-561 6.10	15 9.21		10.38
3.5																	
	CGW Crossing																
BO	FARIBAULT		.TO	B 300	50	103	FWYd	s 5.36	g 6.31		s12.45	g 6.14		5.50	8.55		10.25
3.3																	
	KASPER		.P	B 296	62	.....	.....	5.29	6.20		12.35	6.10		5.35	8.43		10.09
4.2																	
MU	MEDFORD		.TO	B 291	83	40	.....	5.22	6.14		12.29	6.06		5.25	8.37		10.01
5.2																	15
OT	OWATONNA		.TO	B 284	62	82	Yd	s 5.15	g 6.07		s12.21	g 6.00		5.15	8.29		9.53
6.0																	
	SACO		.P	B 278	80	.....	.....	5.07	5.57		12.12	5.53		5.00	8.20		9.38
6.2																	
HO	HOPE		.TO	B 275	.....	16	.....	5.03	5.53		12.09 P.M.	5.50		4.50 917	8.15		9.33
3.1																	
LN	ELLENDALE		.TO	B 269	80	34	.....	4.55	5.46		g12.03 A.M.	5.44		4.30	8.05		9.25
6.3																	
SA	CLARKS GROVE		.TO	B 261	75	39	.....	4.46	5.37		11.53	5.37 917		4.00	7.50 561		9.14
7.8																	
WB	ALBERT LEA—CRI&P	See T. T. Rule 11e	.TO	B 253	103	443	RFWTYd	s 4.36	s 5.27		s11.43	s 5.29		3.30	7.34		8.58
0.8																	
	CMStP&P Crossing																
0.7																	
AB	ALBERT LEA—M&StL		.TO	.....	.....	.....	RFWTY Yd			A.M. 11.15			P.M. 1.30			P.M. 8.40	
0.3																	
	CMStP&P Crossing		.UX	.....	.....	.....	.....										
0.5																	
	CRI&P Crossing		.UX	.....	.....	.....	.....										
0.2																	
	CURTIS	See T. T. Rule 11e	....	B 252	.....	.....	.....	4.28	5.15	11.05	11.37	5.24	1.15	3.00	6.50 917	8.31	8.43
3.4																	
	MURTAGH		.P	B 249	55	.....	.....	4.24	5.11	11.01	11.33	5.20	1.07	2.55 507	6.45	8.26	8.38
2.7																	
GV	GLENVILLE		.TO	B 246	70	31	.....	4.21	5.08	s10.57	11.30	5.18	1.00 93	2.45	6.38	8.22	8.33
4.7																	
	GORDON, MINN.		.P	B 241	57	15	.....	4.16	5.03	f10.51	11.25	5.14	12.44	2.24	6.30	8.15	8.23
5.0										915							
KD	NORTHWOOD, IA		.TO	B 236	80	57	.....	4.11	4.58	s10.45	f11.19	5.10	12.31	2.18	6.20	8.07	8.14
6.4								911			915	7				561	
KN	KENSETT		.TO	B 230	65	35	.....	4.04	4.51	s10.31	11.11	5.05	12.20	2.10	6.08	7.57	8.05
3.0									911							917	561
	WEST YARD			.....	.....	.....	Yd	4.00	4.47	10.27	11.07	5.02	12.13	2.00 P.M.	6.00 P.M.	7.33	8.00
1.4																	P.M.
	MANLY		.TO	B 225	Yard	788	RFWTYd	3.58 A.M.	4.45 A.M.	10.25 A.M.	11.05 A.M.	5.00 P.M.	12.10 P.M.			7.30 P.M.	
139.8																	
	LEAVE							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	AVERAGE SPEED PER HOUR							46.1	43.0	33.1	43.0	59.5	20.7	19.5	22.2	23.6	24.8
	SCHEDULE TIME							3.32	3.45	0.50	3.55	2.50	1.20	6.30	5.18	1.10	4.45

AUTOMATIC BLOCK SIGNALS — CENTRALIZED TRAFFIC CONTROL MP 245-253-17

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF Nos. 507, 508, 561 and 562 NOT LESS THAN 10 MINUTES.
TIME TABLE RULE No. 14-A IN EFFECT.

No. 18 Discharge from Kansas City and beyond.
No. 16 Receive for and discharge from schedule stops and for Express or Parcel Post Shipments baby chickens.
No. 508 Owatonna receive for and discharge from schedule stops. Faribault discharge from Des Moines and beyond.

Local extra leaves Albert Lea 7:15 A. M. Mondays, Wednesdays and Fridays for Inver Grove.

Westward — Main Line — Eastward

SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 19 STATIONS Time Table No. 3 August 3, 1941	Open Office Hours Week Days *Sundays and Holidays	M. P. Distance from Cedar Rapids	Distance from Vinton	Signs	FIRST CLASS		SECOND CLASS	
923	89		19									20		88	924
Chicago Silvis Sioux Falls Red Ball	Mixed		Passenger Motor									Passenger Motor		Mixed	Estherville Chicago Red Ball
Daily	Daily Except Sunday		Daily				LEAVE	From To							
P.M. 1.50	A.M. 10.40		A.M. 2.12	N 57 S 65	110	B 121	N.....VINTON.....TO	Continuous	23.7	.....	RWYd	P.M. 9.45		A.M. 11.35	P.M. 10.30
							6.5							89	
2.06	s10.55		s 2.22	33	58	K 7	GA.....GARRISON.....TO	8:00 a.m. 5:00 p.m.	30.2	6.5	.....	s 9.29		s10.55	10.10
	88						8.6								
2.20	s11.20		s 2.38	44	60	K 16	DT.....DYSART.....TO	7:00 a.m. 4:00 p.m.	38.8	15.1	.....	s 9.13		s10.35	9.50
							8.8								
2.40	s11.45		s 2.55	37	88	K 24	HF.....TRAER.....TO	8:30 a.m. 5:30 p.m.	47.6	23.7	FWYd	s 8.58		s 9.45	9.30
	A.M.						6.6								
2.53	s12.10		s 3.05	25	25	K 31	NS.....DINSDALE.....TO	8:15 a.m. 5:15 p.m.	53.8	30.5	.....	s 8.45		s 9.15	9.15
	P.M.						5.6								
3.06	s12.30		s 3.15	53	47	K 36	KI.....REINBECK.....TO	8:30 a.m. 5:30 p.m.	59.8	36.1	.....	s 8.34		s 9.00	9.04
							0.2								
				.....	.....	.....	.....CGW Crossing.....UX	.....	60.0	36.3	.....				
							3.8								
3.15	s12.40		s 3.25	54	32	K 40	MO.....MORRISON.....TO	8:00 a.m. 5:00 p.m.	63.8	40.1	.....	f 8.23		s 8.45	8.53
							5.4								
3.25	s 1.00		s 3.35	30	58	K 46	GY.....GRUNDY CENTER.....TO	8:00 a.m. 5:00 p.m.	69.2	45.5	W	s 8.14		s 8.25	8.42
							2.6								
3.30	s 1.10		s 3.40	.....	57	K 48	HD.....HOLLAND.....TO	8:00 a.m. 5:00 p.m.	71.8	48.1	.....	s 8.05		s 8.10	8.37
							7.2								
3.43	s 1.30		s 3.52	37	47	K 56	WS.....WELLSBURG.....TO	7:15 a.m. 4:15 p.m.	79.0	55.3	.....	s 7.54		s 7.50	8.23
							6.6								
3.55	s 1.45		f 4.02	.....	29	K 62	.....CLEVES.....	.....	85.6	61.9	.....	f 7.44		s 7.30	8.10
							1.8								
4.00	s 1.50		f 4.05	.....	13	K 64	.....ABBOTT CROSSING.....	.....	87.4	63.7	.....	f 7.41		s 7.25	8.06
							0.0								
				.....	.....	.....	.....M&StL Crossing.....	.....	87.4	63.7	.....				
							3.1								
4.10	f 2.00		f 4.10	33	.....	K 67	.....ROBERTSON.....	.....	90.5	66.8	.....	f 7.37		f 7.15	8.00
							6.2								
				.....	.....	.....	.....CRI&P Crossing.....	.....	96.7	73.0	.....				
							0.1								
				.....	.....	.....	.....IllCent Crossing.....	.....	96.8	73.1	.....				
							0.2								
			4.30 A.M.	30	112	K 74	AO.....IOWA FALLS.....TO	Continuous	97.0	73.3	RFWYd	7.25 P.M.			
							0.4								
4.40 P.M.	2.30 P.M.			Yard	619	K 74	.....IOWA FALLS YARD.....	.....	97.4	73.7	RFWTYd			7.00 A.M.	7.45 P.M.
							73.7								
							LEAVE					Daily		Daily Except Sunday	Daily Except Sunday
26.0	19.2		32.0				....AVERAGE SPEED PER HOUR....					31.6		16.1	26.8
2.50	3.50		2.18				.....SCHEDULE TIME.....					2.20		4.35	2.45

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

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
33	110.0	66	54.5	85	42.4	140	25.7
34	106.0	67	53.7	86	41.9	145	24.8
36	100.0	68	52.9	87	41.4	150	24.0
38	94.7	69	52.1	88	40.9	155	23.2
40	90.0	70	51.4	89	40.4	160	22.5
42	85.7	71	50.7	90	40.0	170	21.2
45	80.0	72	50.0	91	39.6	180	20.0
48	75.0	73	49.3	92	39.1	190	18.9
50	72.0	74	48.6	93	38.7	200	18.0
52	69.2	75	48.0	94	38.2	210	17.1
54	66.6	76	47.4	95	37.9	220	16.4
56	64.2	77	46.7	100	36.0	230	15.6
58	62.0	78	46.1	105	34.3	240	15.0
60	60.0	79	45.6	110	32.7	250	14.4
61	59.0	80	45.0	115	31.3	260	13.8
62	58.0	81	44.4	120	30.0	270	13.3
63	57.1	82	43.9	125	28.8	280	12.8
64	56.2	83	43.4	130	27.7	290	12.4
65	55.3	84	42.9	135	26.7		

Westward — Main Line — Eastward

SUBDIVISION 20

STATIONS

Time Table No. 3
August 3, 1941

SECOND CLASS 923	SECOND CLASS 435	FIRST CLASS	FIRST CLASS 19	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE	Open Office Hours Week Days / *Sundays and Holidays From	Open Office Hours Week Days / *Sundays and Holidays To	M. P. Distance from Cedar Rapids	Distance from Iowa Falls Passenger Station	Signs	FIRST CLASS 20	SECOND CLASS 924	SECOND CLASS 436
Chicago Silvis Sioux Falls Red Ball	Mixed		Passenger Motor										Passenger Motor	Estherville Chicago Red Ball	Mixed
Daily Except Saturday	Daily Except Sunday		Daily												
			A.M. 4.45	30	112	K 74	AO.....IOWA FALLS.....TO	Continuous		97.0	0.0	RFWYd	P.M. 7.20		
							0.4								
P.M. 5.40	A.M. 6.40		4.50	Yard	619	K 74	.....IOWA FALLS YARD.....			97.4	0.4	RFWTYd	7.06	P.M. 7.00	P.M. 4.40
							6.0								
5.52	s 7.00		4.58	24	18	K 81	.....BURDETTE.....			103.4	6.4	.....	f 6.56	6.40	f 4.25
							4.0								
6.00	s 7.15		f 5.04	26	21	K 84	CY.....POPEJOY.....TO	6:00 a.m.	3:00 p.m.	107.4	10.4	.....	f 6.50	6.30	s 4.15
							5.8								
6.15 / 924.20 / 6.40	s 7.35 A.M.		s 5.12	63	54	K 90	DO.....DOWS.....TO	5:00 a.m. 2:30 p.m. *5:00 a.m. *6:00 p.m.	1:00 p.m. 10:30 p.m. 7:00 a.m. 8:00 p.m.	113.2	16.2	RWYd	923 s 6.40	923 6.15	4.00 P.M.
							6.1								
6.55			s 5.21	26	20	K 96	GT.....GALT.....TO	8:15 a.m.	5:15 p.m.	119.3	22.3	.....	s 6.28	6.00	
							7.1								
7.10			s 5.34	34	55	K 104	CN.....CLARION.....TO	7:30 a.m.	4:30 p.m.	126.4	29.4	.....	s 6.16	5.45	
							0.4								
				.....	.....	.....	.....CGW Crossing.....			126.8	29.8	.....			
							4.9								
7.20			s 5.42	.....	25	K 109	.....HOLMES.....			131.7	34.7	.....	f 6.04	5.33	
							4.1								
				.....	.....	.....	.....C&NW Crossing.....			135.8	38.8	.....			
							0.2								
7.29			s 5.50	27	33	K 114	GD.....GOLDFIELD.....TO	7:30 a.m.	4:30 p.m.	136.0	39.0	W	s 5.57	5.24	
							8.3								
7.45			s 6.03	26	43	K 121	HY.....HARDY.....TO	8:00 a.m.	5:00 p.m.	144.3	47.3	.....	s 5.44	5.09	
							8.4								
8.03			s 6.16	33	65	K 130	VR.....LIVERMORE.....TO	8:30 a.m.	5:30 p.m.	152.7	55.7	FWYYd	s 5.31	4.53	
							0.3								
				.....	.....	.....	.....M&StL Crossing.....UX			153.0	56.0	.....			
							5.1								
8.15			s 6.26	26	51	K 135	BD.....BODE.....TO	6:15 a.m.	3:15 p.m.	158.1	61.1	.....	s 5.20	4.38	
							5.1								
8.25			s 6.34	30	26	K 140	SU.....OTTOSEN.....TO	8:30 a.m.	5:30 p.m.	163.2	66.2	.....	s 5.11	4.28	
							5.5								
8.36			s 6.44	27	52	K 146	WN.....WEST BEND.....TO	8:30 a.m.	5:30 p.m.	168.7	71.7	W	s 5.02	4.17	
							6.2								
8.50			s 6.53	.....	40	K 152	DA.....RODMAN.....TO	8:30 a.m.	5:30 p.m.	174.9	77.9	.....	s 4.52	4.05	
							9.4								
				.....	.....	.....	.....CMStP&P Crossing.....UX			184.3	87.3	.....			
							0.3								
9.15			s 7.10	32	55	K 162	MR.....EMMETSBURG.....TO	6:30 a.m. *6:30 a.m. *4:00 p.m.	10:00 p.m. 8:30 a.m. 6:00 p.m.	184.6	87.6	W	s 4.39	3.46	
							5.9								
9.27			s 7.19	.....	20	K 167	.....OSGOOD.....			190.5	93.5	.....	f 4.27	3.35	
							3.9								
9.35			s 7.25	40	57	K 172	GR.....GRAETTINGER.....TO	7:10 a.m.	4:10 p.m.	194.4	97.4	Yd.	s 4.21	3.27	
							6.2								
9.47			s 7.34	24	80	K 179	WG.....WALLINGFORD.....TO	6:45 a.m.	3:45 p.m.	200.6	103.6	.....	f 4.10	3.15	
							4.9								
				.....	.....	.....	.....M&StL Crossing.....			205.6	108.5	.....			
							1.4								
10.00 P.M.			8.00 A.M.	Yard	767	K 184	SR.....ESTHERVILLE.....TO	Continuous		206.9	109.9	RFWTYd	4.00 P.M.	3.00 P.M.	
							109.9								
							LEAVE						Daily	Daily Except Sunday	Daily Except Sunday
28.0	17.2		33.8				...AVERAGE SPEED PER HOUR...						33.0	27.5	23.7
4.20	0.55		3.15				.....SCHEDULE TIME.....						3.20	4.00	0.40

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

TIME TABLE RULE No. 14-A IN EFFECT.

Local extra leaves Iowa Falls Yard 6:00 A. M. daily, except Sunday, for Estherville.
Local extra leaves Estherville 6:00 A. M. daily, except Saturday and Sunday, for Iowa Falls Yard.

Westward — Main Line — Eastward

SUBDIVISION 21
STATIONS
Time Table No. 3
August 3, 1941

SECOND CLASS	FIRST CLASS	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE	Open Office Hours Week Days *Sundays and Holidays From To	M. P. Distance from Cedar Rapids	Distance from Sioux Falls	Signs	FIRST CLASS	SECOND CLASS
923	19									20	922
Chicago Silvis Sioux Falls Red Ball	Passenger Motor									Passenger Motor	Sioux Falls Chicago Red Ball
Daily Except Sunday	Daily										
A.M. 12·01	A.M. 8·05	Yard	767	K 184	SR.....ESTHERVILLE.....TO	Continuous	206.9	109.5	RFWTYd	P.M. 3·50	P.M. 11·00
					6.9						
12·25	s 8·20	30	27	K 191	SI.....SUPERIOR.....TO	7:30 a.m. 4:30 p.m.	213.8	102.6	.....	s 3·30	10·18
					3.7						
12·35	8·25	30	.....	K 195	.....DIVIDE.....	.....	217.5	98.9	.....	3·25	10·10
					4.0						
12·45	f 8·31	.....	.....	K 199	.....ORLEANS.....	.....	221.5	94.9	.....	f 3·18	9·58
					2.1						
12·50	s 8·36	34	60	K 201	SK.....SPIRIT LAKE.....TO	8:00 a.m. 5:00 p.m. *2:30 p.m. 4:30 p.m. Sundays Only	223.6	92.8	.....	s 3·14	9·53
					4.8						
1·00	s 8·43	.....	30	K 205	MG.....MONTGOMERY.....TO	8:00 a.m. 5:00 p.m.	228.4	88.0	.....	s 3·04	9·43
					6.3						
s 1·20	s 8·53	38	102	K 212	AK.....LAKE PARK.....TO	8:30 a.m. 5:30 p.m. *8:00 a.m. 10:00 a.m.	234.7	81.7	RFWTYd	s 2·55	f 9·30
					5.9						
1·35	s 9·02	.....	59	K 218	HA.....HARRIS.....TO	8:30 a.m. 5:30 p.m.	240.6	75.8	.....	s 2·44	9·10
					5.4						
1·50	s 9·11	42	75	K 223	CD.....OCHEYEDAN.....TO	8:30 a.m. 5:30 p.m.	246.0	70.4	.....	s 2·35	9·00
					5.8						
2·02	f 9·19	.....	39	K 230	.....ALLENDORF.....	.....	251.8	64.6	.....	f 2·25	8·45
					5.6						
s 2·25	s 9·30	33	156	K 235	SB.....SIBLEY.....TO	7:00 a.m. 10:00 p.m. *8:30 a.m. 10:30 a.m. *1:00 p.m. 3:00 p.m.	257.4	59.0	RFWTYd	s 2·15	s 8·30
					0.2						
		.....	.....	.....	.....CStPM&O Crossing.....	.....	257.6	58.8	.....		
					7.4						
2·45	s 9·40	28	33	K 242	LR...LITTLE ROCK, IOWA....TO	8:00 a.m. 5:00 p.m.	265.0	51.4	.....	s 2·00	8·05
					8.7						
s 3·25	s 9·55	25	189	K 251	TH.....ELLSWORTH, MINN.....TO	7:30 a.m. 4:30 p.m. *9:00 a.m. 11:00 a.m. *1:00 p.m. 3:00 p.m.	273.7	42.7	RWTYd	s 1·46	s 7·45
					5.4						
3·37	10·02	.....	41	KB 5	.....MIDLAND, IOWA.....	.....	279.1	37.3	.....	f 1·36	7·20
					4.4						
3·52	s10·09	27	57	KB10	RD.....ROCK RAPIDS.....TO	7:15 a.m. 4:15 p.m.	283.5	32.9	.....	s 1·28	7·10
					0.2						
		.....	.....	.....	.....Illinois Central Crossing....UX	.....	283.7	32.7	.....		
					8.5						
		.....	.....	.....	.....Great Northern Crossing.....	.....	292.2	24.2	.....		
					0.1						
4·15	s10·23	.....	60	KB19	W.....LESTER.....TO	6:45 a.m. 3:45 p.m.	292.3	24.1	.....	s 1·13	6·50
					5.4						
4·30	s10·31	.....	30	KB24	CH.....LARCHWOOD.....TO	7:00 a.m. 4:00 p.m.	297.7	18.7	.....	s 1·02	6·39
					6.8						
4·50	10·40	.....	29	KB31	.....GRANITE, IOWA.....	.....	304.5	11.9	.....	f12·52	6·26
					5.0						
5·15	f10·47	.....	18	KB36	.....SHINDLAR, S. DAK.....	.....	309.5	6.9	.....	f12·44	6·17
					5.0						
		.....	.....	.....	.....CMStP&P Crossing.....UX	.....	314.5	1.9	.....		
					1.4						
		.....	.....	.....	.....Great Northern Crossing....UX	.....	315.9	0.5	.....		
					0.1						
		.....	.....	.....	.....CStPM&O Crossing.....UX	.....	316.0	0.4	.....		
					0.4						
6·00 A.M.	11·15 A.M.	Yard	180	KB43	F.....SIOUX FALLS.....TO	8:30 a.m. 5:30 p.m. *11:00 a.m. 1:00 p.m.	316.4	0.0	RFWTYd	12·30 P.M.	6·00 P.M.
					109.5						
					LEAVE					Daily	Daily Except Sunday
18·3	34·6				...AVERAGE SPEED PER HOUR.....					32·8	21·9
5·59	3·10				.....SCHEDULE TIME.....					3·20	5·00

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

Local extra leaves Estherville 6:00 A. M. Mondays, Wednesdays and Fridays for Sioux Falls.

Local extra leaves Sioux Falls 6:30 A. M. Tuesdays, Thursdays and Saturdays for Estherville.

Westward — Watertown Branch — Eastward

SUBDIVISION 22
STATIONS
Time Table No. 3
August 3, 1941

SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE	Open Office Hours Week Days / *Sundays and Holidays — From / To	M. P. Distance from Cedar Rapids	Distance from Watertown	Signs	SECOND CLASS			
			821									820			
			Mixed									Mixed			
			Monday Wednesday Friday												
			A.M. 7.45	Yard	189	K 251	TH ELLSWORTH TO	7:30 a.m. 4:30 p.m. / *9:00 a.m. 11:00 a.m. / *1:00 p.m. 3:00 p.m.	273.7	125.8	RWT	P.M. 4.15			
							5.5								
			s 8.05	.....	38	K 256	KANARANZI	.....	279.2	120.3	.....	f 3.30			
							7.7								
				.....	.....	.....	CStPM&O Crossing	.....	286.9	112.6	.....				
							0.3								
			s 8.30	31	91	K 264	VN LUVERNE TO	8:15 a.m. 5:15 p.m.	287.2	112.3	.....	s 3.10			
							9.1								
			s 9.00	33	26	K 273	K HARDWICK TO	8:30 a.m. 5:30 p.m.	296.3	103.2	TYd	f 2.40			
							8.8								
			f 9.30	.....	29	K 282	KY TROSKY TO	8:30 a.m. 5:30 p.m.	305.1	94.4	.....	s 2.10			
							8.3								
				.....	.....	.....	CMStP&P Crossing UX	.....	313.4	86.1	.....				
							0.2								
				.....	.....	.....	CStPM&O Crossing UX	.....	313.6	85.9	.....				
							0.1								
				.....	.....	.....	Great Northern Crossing UX	.....	313.7	85.8	.....				
							0.4								
			s10.25	32	129	K 291	PI PIPESTONE TO	8:30 a.m. 5:30 p.m.	314.1	85.4	FWT	s 1.40			
							1.4								
				.....	8	.....	INDIAN SCHOOL SPUR	.....	315.5	84.0	.....				
							4.0					P.M.			
			f10.45	.....	29	K 297	CAZENOVIA	.....	319.5	80.0	.....	f12.25			
							5.5					A.M.			
			f11.00	.....	19	K 302	CRESSON, MINN.	.....	325.0	74.5	.....	f11.59			
							2.8								
			f11.10	.....	30	K 305	WARD, S. DAK.	.....	327.8	71.7	.....	f11.50			
							5.8								
			s11.35	39	33	K 311	KO ELKTON TO	8:30 a.m. 5:30 p.m.	333.6	65.9	.....	s11.35			
			A.M.				0.3								
				.....	.....	.....	C&NW Crossing	.....	333.9	65.6	.....				
							9.8								
			f12.15	.....	31	K 321	BUSHNELL	.....	343.7	55.8	.....	f11.00			
			P.M.				7.6								
			s12.40	.....	71	K 328	WI WHITE TO	8:30 a.m. 5:30 p.m.	351.3	48.2	.....	s10.40			
							9.9								
			s 1.10	.....	32	K 338	RN TORONTO TO	8:30 a.m. 5:30 p.m.	361.2	38.3	T	s10.10			
							6.4								
			s 1.30	.....	29	K 345	BA BRANDT TO	8:30 a.m. 5:30 p.m.	367.6	31.9	.....	s 9.40			
							7.8								
			s 2.00	33	36	K 352	AU CLEAR LAKE TO	8:30 a.m. 5:30 p.m.	375.4	24.1	.....	s 9.10			
							10.1								
			f 2.25	.....	29	K 363	BEMIS	.....	385.5	14.0	.....	f 8.35			
							4.5								
			f 2.45	.....	32	K 367	HANTON	.....	390.0	9.5	.....	f 8.25			
							8.4								
				.....	.....	.....	C&NW Crossing UX	.....	398.4	1.1	.....				
							0.2								
			3.10	.....	.....	.....	M&StL Junction	.....	398.6	0.9	.....	8.05			
			P.M.				0.6					A.M.			
				.....	.....	.....	C&NW Crossing UX	5:00 a.m. 1:00 p.m. / 3:59 p.m. 11:59 p.m.	399.2	0.3	.....				
							0.3								
			3 20 P.M.	Yard	150	K 377	WO Watertown TO (See T. T. Rules 18-H and 16-C)	*6:00 a.m. 8:00 a.m. / *9:30 p.m. 11:30 p.m.	399.5	0.0	RWTYd	8.00 A.M.			
							125.8								
							LEAVE					Tuesday Thursday Saturday			
			16.6				AVERAGE SPEED PER HOUR					15.2			
			7.35				SCHEDULE TIME					8.15			

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

TIME TABLE RULE No. 14 IN EFFECT.

Westward — Lone Tree Branch — Eastward

Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 15-A STATIONS Time Table No. 3 August 3, 1941 — LEAVE	Open Office Hours Week Days *Sundays and Holidays From To	Distance from Burlington	Signs
18	100	B 55	NC.....NICHOLS.....TO	7:30 a.m. 4:30 p.m. *7:30 a.m. 9:30 a.m.	54.7	Y
			6.2	Holidays only		
14	29	BD 6	NA.....LONE TREE.....TO	7:30 a.m. 4:30 p.m.	60.9	T
			6.2			
			LEAVE			
			.....AVERAGE SPEED PER HOUR.....			
			.....SCHEDULE TIME.....			

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

Local Extra leaves Nichols 9:30 A. M. daily except Sunday for Lone Tree and return to Nichols.

Westward — Decorah Branch — Eastward

SECOND CLASS 811 Mixed Daily Except Sunday	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 16-A STATIONS Time Table No. 3 August 3, 1941 — LEAVE	Open Office Hours Week Days *Sundays and Holidays From To	M. P. Distance from Cedar Rapids	Signs	SECOND CLASS 810 Mixed
A.M. 6.55	.....	.....	B 102	.....LINN.....P	.....	4.4	.....	P.M. 2.00
				5.6				
f 7.15	.....	20	J 6	.....TODDVILLE.....	.....	10.0	.....	f 1.30
				7.6				
	.....	.....	.....	.....WCF&N Crossing.....UX	.....	17.6	.....	
				0.3				
s 7.45	.....	43	J 14	RN.....CENTER POINT.....TO	7:00 a.m. 4:00 p.m.	17.9	W	s 1.00
				6.8				
s 8.10	.....	18	J 21	KR.....WALKER.....TO	7:30a.m. 4:30 p.m.	24.7	.....	s12.35 P.M.
				6.6				
s 8.35	.....	21	J 27	RG.....ROWLEY.....TO	8:00 a.m. 5:00 p.m.	31.3	.....	s12.10 A.M.
				7.6				
s 9.15	22	250	J 35	DK.....INDEPENDENCE.....TO	8:00 a.m. 5:00 p.m.	38.9	W	s11.45
				0.7				
	.....	.....	.....	.....Ill Cent Crossing.....	.....	39.6	.....	
				9.7				
s 9.45	.....	21	J 45	HA.....HAZLETON.....TO	8:30a.m. 5:30 p.m.	49.3	.....	s11.02
				3.6				
	.....	.....	.....	.....CGW Crossing.....	.....	52.9	.....	
				0.5				
s10.10 810 10.50	29	55	J 49	OW.....OELWEIN.....TO	8:00 a.m. 5:00p.m.	53.4	.....	10.50 811 s10.10
				6.9				
s11.20	.....	27	J 56	ND.....MAYNARD.....TO	7:30a.m. 4:30 p.m.	60.3	FW	s 9.35
				6.1				
s11.40	.....	35	J 62	.....RANDALIA.....	.....	66.4	.....	s 9.05
				2.3				
s11.48 A.M.	.....	10	J 65	.....DONNAN.....	.....	68.7	.....	s 8.55
				0.0				
	.....	.....	.....	.....CMStP&P Crossing.....UX	.....	68.7	.....	
				5.9				
s12.25 P.M.	.....	95	J 70	WU.....WEST UNION.....TO	7:30a.m. 5:30 p.m.	74.6	Y	s 8.35
				6.5				
f12.50	.....	14	J 77	.....BRAINARD.....	.....	81.1	.....	f 8.10
				4.1				
s 1.10	.....	33	J 81	LN.....ELGIN.....TO	7:30 a.m. 4:30p.m.	85.2	.....	s 7.55
				3.3				
s 1.30	.....	36	J 84	CT.....CLERMONT.....TO	7:30 a.m. 4:30 p.m.	88.5	W	s 7.40
				6.4				
1.55	.....	11	J 90	.....JUNCTION.....	.....	94.9	.....	7.15 s 6.30
				3.7				
s 2.10	.....	14	J 95	.....CASTALIA.....	.....	98.6	.....	s 6.15
				4.8				
	.....	.....	.....	.....CMStP&P Crossing.....UX	.....	103.4	.....	
				0.3				
s 2.35	.....	23	J 101	JA.....OSSIAN.....TO	8:00 a.m. 5:00 p.m.	103.7	.....	s 6.00
				7.4				
f 3.10	.....	5	J 108	.....NORDNESS.....	.....	111.1	.....	f 5.37
				7.2				
3.45 P.M.	Yard	68	J 115	DC.....DECORAH.....TO	7:30a.m. 5:30 p.m.	118.3	RFWT	5.15 A.M.
				113 9				
				LEAVE				Daily Ex. Sat.—Sun.
12.9				.....AVERAGE SPEED PER HOUR.....				13.0
8.50				.....SCHEDULE TIME.....				8.45

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

Doubleheaded engines must be separated by two or more cars.

Westward — Postville Branch — Eastward

SECOND CLASS	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 16-B STATIONS Time Table No. 3 August 3, 1941	Open Office Hours Week Days *Sundays and Holidays	M. P. Distance from Cedar Rapids	Signs	SECOND CLASS
1049								1048
Mixed								Mixed
Daily Except Sat.—Sun.				LEAVE	From To			
A.M. 7.00	.....	26	JA 4	Q.....POSTVILLE.....TO	6:30 a.m. 3:30 p.m.	98.3	R	A.M. 6.50
				3.4				
7.15 A.M.	.....	11	J 90	.....JUNCTION.....	.....	94.9	R	6.30 A.M.
				3.4				
				LEAVE				Daily Except Sat.—Sun.
13.6				.....AVERAGE SPEED PER HOUR.....				10.2
0.15				.....SCHEDULE TIME.....				0.20

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

Westward — Waverly Branch — Eastward

Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 16-C STATIONS Time Table No. 3 August 3, 1941	Open Office Hours Week Days *Sundays and Holidays	M. P. Distance from Burlington	Signs
			LEAVE	From To		
.....	25	B 168	.....WAVERLY JCT.....	.....	167.7	Y
			5.7			
.....	56	BA 6	VY.....WAVERLY.....TO	8:30 a.m. 5:30 p.m.	173.4	
			5.7			
			LEAVE			
			.....AVERAGE SPEED PER HOUR.....			
			.....SCHEDULE TIME.....			

Wrecking cranes and loaded cars of 100,000 pounds or greater capacity must be separated from engines, and from each other, by one or more lightly loaded or empty cars.

Loaded cars weighing more than 240,000 pounds may only be moved on special instructions and must be separated from engine or other heavy loads by two or more lightly loaded or empty cars.

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

Local extra leaves Waverly Jct. 10:35 A. M. Mondays, Wednesdays and Fridays for Waverly.

Local extra leaves Waverly 11:35 A. M. Mondays, Wednesdays and Fridays for Waverly Jct.

Southward — Hollandale Branch — Northward

Capacity of Siding	Capacity of Other Tracks	Station Numbers	SUBDIVISION 17-A STATIONS Time Table No. 3 August 3, 1941	M. P. Distance from Burlington	Signs
			LEAVE		
78	39	B 261	SA.....CLARKS GROVE.....TO	260.9	.....
			6.7		
.....	144	BB 7	.....HOLLANDALE.....	267.6	Y
			2.0		
.....	17	BB 9	.....MAPLE ISLAND.....	269.6	.....
			8.7		
			LEAVE		
			.....AVERAGE SPEED PER HOUR.....		
			.....SCHEDULE TIME.....		

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

Local extra leaves Hollandale 5:00 P. M. daily except Sunday for Manly.

Local extra leaves Clarks Grove 2:00 P. M. daily except Sunday for Hollandale.

Westward — Albert Lea Branch — Eastward

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 20-A STATIONS Time Table No. 3 August 3, 1941	Open Office Hours Week Days *Sundays and Holidays From To	M. P. Distance from Cedar Rapids	M. P. Distance from Estherville	Distance from Albert Lea	Signs	SECOND CLASS			
		433										434			
		Mixed										Mixed			
		Daily Except Sunday				LEAVE									
		A.M. 7.00	Yard	443	B 253	WB ALBERT LEA TO	Continuous	.....	83.2	0.0	RFWTYd	A.M. 5.15			
						0.3									
			.....	....	.....	CMStP&P Crossing	.....	.....	82.9	0.3	.....				
						0.6									
			.....	....	.....	CRI&P Crossing UX	.....	.....	82.3	0.9	.....				
						8.9									
		s 7.25	.....	38	BC 10	CG CONGER TO	7:00 a.m. 4:00 p.m.	.....	73.4	9.8	.....	s 4.45			
						7.4									
		s 7.45	.....	38	BC 17	FW WALTERS TO	7:00 a.m. 4:00 p.m.	.....	66.0	17.2	.....	s 4.25			
						8.3									
			.....	....	.....	C&NW Crossing	.....	.....	57.7	25.5	.....				
						0.5									
		s 8.20	.....	40	BC 26	BY BRICELYN, MINN TO	7:00 a.m. 4:00 p.m.	.....	57.2	26.0	W	s 4.00			
						7.2									
		s 8.55	.....	56	BC 33	RH RAKE, IOWA TO	8:30 a.m. 5:30 p.m.	.....	50.0	33.2	.....	s 3.30			
						5.6									
		f 9.10	.....	17	BC 39	STEVENS	.....	.....	44.4	38.8	.....	f 3.10			
						6.0									
		s10.00	35	150	L 72	GM LAKOTA TO	8:00 a.m. 5:00 p.m.	184.6	38.4	44.8	RFWTYd	s 2.55			
						11.0									
		s10.45	27	25	L 83	ND SWEA CITY TO	8:00 a.m. 5:00 p.m.	195.6	.....	55.8	.....	s 2.15			
						8.8									
		s11.20	28	27	L 92	NG ARMSTRONG TO	8:00 a.m. 5:00 p.m.	204.4	.....	64.6	.....	s 1.50			
						4.7									
			.....	....	.....	C&NW Crossing	.....	209.1	.....	69.3	.....				
						1.4									
		s11.35	.....	32	L 98	Q MAPLE HILL TO	8:00 a.m. 5:00 p.m.	210.5	.....	70.7	.....	s 1.25			
						5.5									
		s11.50	.....	31	L 103	Z GRUVER TO	8:00 a.m. 5:00 p.m.	216.0	.....	76.2	.....	s 1.10			
		A.M.				6.1									
			.....	....	.....	M&StL Crossing UX	.....	222.1	.....	82.3	.....				
						0.9									
		12.25 P.M.	Yard	767	K 184	SR ESTHERVILLE TO	Continuous	223.0	.....	83.2	RFWTYd	12.45 A.M.			
						83.2									
						LEAVE						Daily Except Monday			
		15.3				AVERAGE SPEED PER HOUR						18.5			
		5.25				SCHEDULE TIME						4.30			

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

Westward — Garner Branch — Eastward

SECOND CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 20-C STATIONS Time Table No. 3 August 3, 1941	Open Office Hours Week Days *Sundays and Holidays From To	M. P. Distance from Cedar Rapids	Distance from Titonka	Signs	SECOND CLASS	
	1069									1068	
	Mixed									Mixed	
	Daily Except Sunday				LEAVE						
	P.M. 2.10	.....	.....	L 35	HAYFIELD JCT.	.....	148.1	24.7	.....	P.M. 12.05	
					5.8					A.M.	
	s 2.30	.....	38	LA 6	HA HAYFIELD TO	8:30 a.m. 5:30 p.m.	153.9	18.9	.....	s11.40	
					0.5						
		.....	.....	.....	M&StL Crossing	.....	154.4	18.4	.....		
					5.5						
	s 3.00	.....	22	LA 12	SY CRYSTAL LAKE TO	8:30 a.m. 5:30 p.m.	159.9	12.9	.....	s11.10	
					6.3						
	s 3.35	.....	26	LA 18	UD WODEN TO	8:30 a.m. 5:30 p.m.	166.2	6.6	.....	s10.40	
					6.6						
	4.00 P.M.	22	31	LA 25	KA TITONKA TO	8:30 a.m. 5:30 p.m.	172.8	0.0	RWT	10.15 A.M.	
					24.7						
					LEAVE					Daily Except Sunday	
	13.5				AVERAGE SPEED PER HOUR					13.5	
	1.50				SCHEDULE TIME					1.50	

Wrecking Cranes and Loaded Cars of 100,000 or greater capacity must be separated from engine, and from each other, by one or more lightly loaded cars when moved between Hayfield Jct. and Titonka.

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

Westward — Forest City Branch — Eastward

SECOND CLASS

		1069	435	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 20-B STATIONS Time Table No. 3 August 3, 1941 LEAVE	Open Office Hours Week Days *Sundays and Holidays From To	M. P. Distance from Cedar Rapids	Distance from Dows	Signs	436	1068		
		Mixed	Mixed									Mixed	Mixed		
		Daily Except Sunday	Daily Except Sunday												
			A.M. 7.35	63	54	K 90	DO.....DOWS.....TO	5:00 a.m. 1:00 p.m.; 2:30 p.m. 10:30 p.m.; *5:00 a.m. 7:00 a.m.; *6:00 p.m. 8:00 p.m.	113.2	0.0	RWYd	P.M. 4.00			
							6.4								
			.....	.....	.....	.....	.....CGW Crossing.....	.....	119.6	6.4	.....				
							0.3								
			s 7.55	29	24	L 7	ON.....ROWAN.....TO	7:50 a.m. 4:50 p.m.	119.9	6.7	.....	s 3.40			
							7.9								
			.....	.....	.....	.....	.....M&StL Crossing.....UX	.....	127.8	14.6	.....				
							0.2								
			s 8.20	27	21	L 15	BN.....BELMOND.....TO	8:00 a.m. 5:00 p.m.	128.0	14.8	.....	s 3.15			
							0.8								
			.....	.....	.....	.....	.....CGW Crossing.....UX	.....	128.8	15.6	.....				
							4.7								
			s 8.35	26	27	L 20	DM.....GOODELL.....TO	8:30 a.m. 5:30 p.m.	133.5	20.3	.....	s 2.50			
							5.8								
			s 8.55	39	48	L 26	KM.....KLEMME.....TO	8:30 a.m. 5:30 p.m.	139.3	26.1	.....	s 2.30			
		P.M.										1069	P.M.		
		2.00	s 9.25	32	69	L 33	AR.....GARNER.....TO	8:00 a.m. 5:00 p.m.	145.8	32.6	RFWTYd	s 2.00	12.15		
		436					0.3								
			.....	.....	.....	.....	.....CMStP&P Crossing.....UX	.....	146.1	32.9	.....				
							2.0								
		2.10 P.M.	9.35	.....	.....	L 35	.....HAYFIELD JCT.....	.....	148.1	34.9	.....	1.20	12.05 P.M.		
							3.6								
			f 9.45	.....	25	L 39	.....MILLER.....	.....	151.7	38.5	.....	f 1.10			
							5.8								
			s10.10	22	78	L 45	FC.....FOREST CITY.....TO	8:30 a.m. 5:30 p.m.	157.5	44.3	Yd	s 1.00			
							5.8								
			f10.25	.....	33	L 50	.....NEILS.....	.....	163.3	50.1	.....	f12.30 P.M.			
							4.8								
			s10.55	.....	35	L 55	MN.....THOMPSON.....TO	8:30 a.m. 5:30 p.m.	168.1	54.9	.....	s12.15 A.M. 435			
							9.0								
			s11.30 A.M. 436	20	53	L 64	BC....BUFFALO CENTER.....TO	8:30 a.m. 5:30 p.m.	177.1	63.9	.....	s11.30			
							7.5								
			12.05 P.M.	35	150	L 72	GM.....LAKOTA.....TO	8:00 a.m. 5:00 p.m.	184.6	71.4	RFWTYd	11.00 A.M.			
							71.4								
							LEAVE					Daily Except Sunday	Daily Except Sunday		
		13.8	15.8				....AVERAGE SPEED PER HOUR....					14.3	13.8		
		0.10	4.30				.....SCHEDULE TIME.....					5.00	0.10		

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

Westward — Worthington Branch — Eastward

SECOND CLASS

	1065	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 21-A STATIONS Time Table No. 3 August 3, 1941 LEAVE	Open Office Hours Week Days *Sundays and Holidays From To	M. P. Distance from Cedar Rapids	Distance from Lake Park	Signs	1064	
	Mixed									Mixed	
	Daily Except Sunday										
	A.M. 9.50	34	86	K 212	AK.....LAKE PARK, IOWA.....TO	8:30 a.m. 5:30 p.m.; *8:00 a.m. 10:00 a.m.	234.7	0.0	RFWT	P.M. 4.45	
					9.6						
	s10.20	26	22	KA 10	RU.....ROUND LAKE, MINN.....TO	8:30 a.m. 5:30 p.m.	244.3	9.6	.....	s 4.10	
					9.7						
	s11.00	.....	142	KA 20	WR.....WORTHINGTON.....TO	8:30 a.m. 5:30 p.m.	254.0	19.3	WYd	s 3.30	
					7.9						
	s11.20	.....	29	KA 27	RA.....READING.....TO	8:30 a.m. 5:30 p.m.	261.9	27.2	.....	s 2.55	
					7.2						
	s11.45 A.M.	36	26	KA 34	WM.....WILMONT.....TO	8:30 a.m. 5:30 p.m.	269.1	34.4	.....	s 2.30	
					6.2						
	s12.10 P.M.	.....	29	KA 41	SM.....LISMORE.....TO	8:30 a.m. 5:30 p.m.	275.3	40.6	.....	s 2.05	
					6.5						
	s12.35	.....	31	KA 47	KH.....KENNETH.....TO	8:30 a.m. 5:30 p.m.	281.8	47.1	.....	s 1.40	
					7.3						
	1.00 P.M.	27	26	K 273	K.....HARDWICK.....TO	8:30 a.m. 5:30 p.m.	289.1	54.4	RT	1.15 P.M.	
					54.4						
					LEAVE					Daily Except Sunday	
	17.1				....AVERAGE SPEED PER HOUR.....					15.5	
	3.10				.....SCHEDULE TIME.....					3.30	

Loaded cars weighing more than 182,000 pounds may only be moved on special instructions and must be separated from engine or other heavy loads by two or more lightly loaded or empty cars.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD. EXCEPT No. 1065 IS SUPERIOR TO No. 1064.
TIME TABLE RULE No. 14 IN EFFECT.

SPEED RESTRICTIONS

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

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

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

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
ALL SUBDIVISIONS				
Class C-39, C-41, C-43 and Mikado engines handling passenger trains	45	35	.....	.....
3000 class engines with Scullin driver	45	45	45	45
Without Scullin driver	30	30	30	30
Gas-electric motor cars without trailers, or Diesel engines without cars, approaching home signal and between home signal limits	10	10	10	10
Through Switch Leads of Turnouts	.....	10	.....	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, side rods up	.....	.....	25	15
Trains hauling dead engines, side rods down	.....	.....	15	15
Switch engines without engine trucks	.....	.....	18	18
Engines running forward without cars not to exceed freight train speed	.....	.....	.....	.....
Engines with drivers blocked up	30	30	30	30
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. 9050-9051 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	50	45
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 case speed restrictions will be as follows (except as shown below):	.....	.....	35	35
SUBDIVISION 15 (Except as shown below)	.....	.....	35	35
MP 16 to 32	.....	.....	30	30
" 16	.....	.....	35	35
" 17	.....	.....	35	35
" 19	.....	.....	30	30
" 20	.....	.....	30	30
" 21	.....	.....	30	30
" 22	.....	.....	20	20
" 15 A	.....	.....	15	15
" 16 A (Except as shown below)	.....	.....	25	25
" MP 75 to MP 118-9	.....	.....	15	15
" 16 B	.....	.....	15	15
" 16 C	.....	.....	15	15
" 17 A	.....	.....	20	20
" 20 A	.....	.....	25	25
" 20 B	.....	.....	20	20
" 20 C	.....	.....	15	15
" 21 A	.....	.....	20	20

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

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
NOTE: Ditchers, or other types of spreaders, handled in trains in through movements, must have wings in trailing position when practical, while movement being made.				
NOTE: 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.				
SUBDIVISION 15 (except as shown below)	60	50	45	40
5000 Engines with 74 inch drivers, except as shown below	60	50	.....	.....
Other 5000 Engines:	50	45	.....	.....
MP 3 to 16	50	45	40	35
MP 16 to 32	45	40	30	30
MP 22.5 M&StL Crossing	.....	20	.....	20
MP 32 to 62	55	50	35	35
MP 36-13 to 36-19	.....	45	.....	35
Bridge 413: 2300 and heavier engines	10	.....	10	.....
MP 46.9 CMStP&P Crossing	20	.....	20	.....
Facing point spring switch West Liberty	30	.....	30	.....
MP 75-13 to 75-25	.....	45	.....	35
MP 77-24 to 77-34	.....	45	.....	35
MP 79-28 to 79-36	.....	45	.....	35
MP 82-28 to 83-23	.....	40	.....	30
Over First, Second, Third and Fifth Avenues, Cedar Rapids	.....	Restricted Speed.		
SUBDIVISION 16 (except as shown below)	60	50	45	40
5000 Engines with 74 inch drivers, except as shown below	60	50	.....	.....
Other 5000 Engines	50	45	.....	.....
Over First, Second, Third and Fifth Avenues, Cedar Rapids	.....	Restricted Speed		
Facing point spring switch Epley (Cedar Rapids) North lead	30	.....	30	.....
MP 100-35 to 101-33	.....	30	.....	20
MP 101.7 to 179.7—All 5000 Series engines	50	45	45	40
MP 102-27 to 103-19	.....	30	.....	20
MP 111-32 to 111-38	.....	45	.....	35
MP 138-26 to 138-28	.....	50	.....	40
MP 148-37 to 149-6	.....	40	.....	25
MP 150.2 CGW Crossing	.....	10	.....	10
MP 151.0 WCF&N Crossing	.....	30	.....	30
MP 155 to 155-25	.....	30	.....	30
MP 156.2 CGW Crossing	10	.....	10	.....
MP 156-18 to 156-40	20	20	20	20
MP 157-3 to 157-9	.....	25	.....	25
MP 157.5 IllCent Crossing	20	.....	20	.....
MP 157-40 to 159-21	.....	45	.....	30
Bridge 1650—5000 engines	.....	15	.....	15
Bridge 1650—Doubleheaders	.....	15	.....	15
MP 165 to 166-17	.....	45	.....	30
MP 179.0 CGW Crossing	.....	20	.....	20
MP 202-25 to 203-29	.....	35	.....	30
MP 209-31 to 210-6	.....	50	.....	35
MP 210.7 CMStP&P Crossing	.....	20	.....	20
MP 219.5 CMStP&P Crossing	10	.....	10	.....
MP 224.8 CGW Crossing	.....	15	.....	15

3000 and 5000 series engines must not be operated on following tracks:
Palo—House.
Shellburg—House, Canning Spur.
Vinton—House, Stock.
LaPorte City—Stock.
Washburn—House.
East Yard—3, 4, 5, Coal Chute, Turntable.
Waterloo—Coal Spur 150 feet beyond frog, Stock, Grain to Mullan Ave., Repair, Levee Lead, Hawkeye Mfg. Co., Soy Bean.
Cedar Falls—IC Transfer, nor beyond derail on any track.
Shell Rock—House, Industry Spur.
Clarksville—Stock, Oil Spur, CGW Transfer, beyond nearest corner Canning Factory.
Rockford—Industry (opposite depot), Brick and Tile Spur.

SUBDIVISION 17 (except as shown below)	60	50	45	40
5000 Engines with 74 inch drivers (except as shown below)	60	50	.....	.....
5000 Engines with less than 74 inch drivers (except as shown below)	50	45	.....	.....
No. 7 Slip Switch M&StL Crossing Manly	.....	5	.....	5
5000 Engines	70	60	50	45
MP 225.0 to 249.12	60	50	.....	.....
5000 Engines with 74 inch drivers	50	45	.....	.....
5000 Engines with less than 74 inch drivers	.....	45	.....	40
MP 250.2	.....	20	.....	15
Curtis MP 251.7 Jct. Switch	.....	Restricted Speed.		
Curtis and M&StL Albert Lea Station	20	.....	20	.....
MP 252.4 CMStP&P Crossing	50	45	40	35
MP252.4 to 253.4 all 5000 Engines	.....	45	.....	40
MP 253.6	70	60	50	45
MP 253.72 to 260.77 (Except as shown below)	60	50	50	45
5000 Engines with 74 inch drivers	50	45	50	45
Other 5000 Engines				

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 17—Concluded				
MP 261.6 to 346.8—All 5000 Engines	50	45	45	40
MP 283.7	.....	45	.....	40
MP 284.6	.....	45	.....	40
MP 287.8	.....	45	.....	40
MP 300.2	.....	45	.....	40
MP 303.0 CGW Crossing	30	.....	30	.....
MP 303.2	.....	45	.....	40
MP 306.4	.....	30	.....	30
MP 342.3	.....	45	.....	40
MP 344.3	.....	20	.....	20
Bridge 3450 Mississippi River	20	.....	20	.....
Bridge 3450 Mississippi River—5000 Series Engines	10	.....	10	.....
MP 345.9	.....	45	.....	40

3000 and 5000 Series engines must not be operated on following tracks:
Kensett—House track inside of derails.
Northwood—Both east and west house back of derails.
Gordon—House track back of derails.
Glenville—House track back of derails.
Albert Lea—Tracks 5, 6, 7, 8, 9. (Use siding and crossover at restricted speed.)
Clarks Grove—House track and team track back of derails.
Ellendale—House track back of derails.
Owatonna—House track back of derails.
Medford—House track back of derails.
Faribault—No. 2 and No. 3 back of derail. Farm track. Freight house spur.
Inver Grove—Tracks 5, 6, 7, 8 train yard.

SUBDIVISION 19 (except as shown below)	50	50	35	35
MP 66-21 to 67-21	40	.....	25	.....
MP 87.4 M&StL Crossing	20	.....	20	.....
MP 96.7 CRI&P Crossing	20	.....	20	.....
MP 96.8 IllCent Crossing	20	.....	20	.....
SUBDIVISION 20 (except as shown below)	50	50	35	35
MP 126.8 CGW Crossing	20	.....	20	.....
MP 135.8 C&NW Crossing	20	.....	20	.....
Bridge 1364: 1900, 2000, 2100 Engines	15	.....	15	.....
MP 136-13 to 136-30	.....	35	.....	25
MP 151-2 to 151-12	.....	30	.....	25
Emmettsburg (Highway 18 West of Depot)	10	.....	10	.....
MP 185 to 185-10	.....	35	.....	25
MP 198-27 to 199-8	.....	30	.....	25
MP 205.5 M&StL Crossing	20	.....	20	.....
SUBDIVISION 21 (except as shown below)	50	50	35	35
MP 208-19 to 209-3	.....	25	.....	15
MP 221-29 to 222-14	.....	30	.....	25
Bridge 2477: Engines 1612 to 1783 and 1901 to 1930, inclusive	25	.....	25	.....
Consolidation Engines 1931 or above	20	.....	20	.....
Bridge 2477 Doubleheaders	15	.....	15	.....
MP 248-5 to 250-3	.....	40	.....	25
MP 257.6 CStPM&O Crossing	20	.....	20	.....
MP 263-15 to 265-10 MP 266-13 to 268-10 MP 282-22 to 283-22 MP 288-25 to 289-10	.....	40	.....	25
MP 292.2 GN Crossing	30	.....	30	.....
MP 292-25 to 293-14 MP 299-36 to 300-25 MP 301-35 to 302-15 MP 306 to 308-35	.....	40	.....	25
Bridge 3065	25	.....	25	.....
Bridge 3147 Doubleheaders	15	.....	15	.....
SUBDIVISION 22 (except as shown below)	30	30	25	25
MP 281.67 to MP 286.78	35	30	35	30
MP 287.04 to MP 294.57	35	30	35	30
MP 284-36 to 286-16	.....	25	.....	15
MP 286.9 CStPM&O Crossing	20	.....	20	.....
MP 290-39 to 291-18 MP 292 to 293	.....	25	.....	15
Indian School Spur Switch (Westward Trains)	10	.....	10	.....
MP 322-10 to 323-35	.....	25	.....	15
MP 333.9 CNW Crossing	20	.....	20	.....
MP 345-12 to 345-25	.....	25	.....	15
Bridge 3523	10	.....	10	.....
MP 372-16 to 373-21 MP 391-8 to 393-8	.....	25	.....	15
SUBDIVISION 15-A	25	25	25	25
SUBDIVISION 16-A (except as shown below)	45	40	35	30
Independence: Main Street	5	.....	5	.....
MP 39.6 IllCent Crossing	20	.....	20	.....
Bridge 398: 1900 to 1930 Engines	10	.....	10	.....
MP 52.9 CGW Crossing	20	.....	20	.....
MP 75 to 118-9	30	25	25	20

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 16-B	30	30	25	25
SUBDIVISION 16-C (except as shown below)	25	25	20	20
Back-up movement over highway crossing one mile east of Waverly	5	5	5	5
SUBDIVISION 17-A	20	20	20	20
SUBDIVISION 20-A (except as shown below)	45	40	35	30
MP 57.7 CNW Crossing	20	.....	20	.....
MP 82.9 CMStP&P Crossing	10	.....	10	.....
Bridge 819, Consolidation Engines	15	15	15	15
MP 80 to 81-15	.....	35	.....	25
MP 189 to 189-9	.....	20	.....	20
MP 209.1 C&NW Crossing	20	.....	20	.....
SUBDIVISION 20-B (except as shown below)	30	30	25	25
MP 113 to 150	35	35	30	30
MP 119.6 CGW Crossing	20	.....	20	.....
MP 126-3 to 126-18 MP 158-10 to 159 MP 159-20 to 162-4 MP 169 to 169-12	.....	20	.....	20
SUBDIVISION 20-C (except as shown below)	20	20	20	20
MP 154.4 M&StL Crossing	.....	20	.....	20
MP 151-20 to 152-10 MP 157-25 to 158-25 MP 160 to 161-8	.....	15	.....	15
SUBDIVISION 21-A (except as shown below)	30	20	25	20
MP 253.15 to MP 263.30	35	30	35	30
Worthington: Under viaduct	.....	5	.....	5

SPECIAL INSTRUCTIONS GOVERNING THE MAXIMUM SPEED OF ROCKET TRAINS.

Distinctive roadway signs indicate maximum speeds of Rocket trains.

A sign with crystal reflex letter "Z" indicates zone territory and the maximum speed is indicated by numerals thereon, which will govern until next zone sign is reached.

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

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

Other restrictions for Rocket trains are as follows:

MP 251.7 Curtis Junction switch, 30 MPH.
MP 306.5 Comus, Junction switch, 20 MPH.
Mississippi River Bridge No. 3450, 30 MPH.

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

Rocket trains approaching train order signal displaying stop indication will sound four blasts of the whistle and must not exceee 60 MPH passing stations at which train orders or clearances are to be received. The delivery of train orders or clearances will be made on right hand side, except at regular stops delivery will be made on station side.

Headlight on Rocket trains must be burning dimly during daylight hours.

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.

Mars Signal Lights must be turned out while operating over the CMStP&P between east yard limits South Minneapolis and passenger depot Minneapolis, also between Division Street and Chestnut Street, St. Paul.

Passenger trains consisting of Rocket equipment hauled by steam locomotives of P-31, P-32, P-33, P-40 or M-50 class, and passenger trains consisting of standard equipment hauled by Diesel passenger engines may operate at speed of Ten (10) miles per hour less than speed authorized for Rocket trains, except will not be required to operate at a lower speed than authorized for steam passenger trains.

Such passenger trains will observe same speed restrictions shown in time table applicable to Rocket trains.

Diesel passenger engines operating light without cars must not exceed maximum speed of fifty-five (55) miles per hour and where rule specifies a lower speed for steam passenger trains on curves, will be governed by such lower speed.

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 three miles per hour must not be exceeded.

	Maximum Height of Water Above Rail
Rocket Diesel power units and Diesel Switchers	4½ inches
Rocket train cars only	7 inches
Gas-Electric motor cars	3 inches

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

2. Burlington Union Station is the initial station for westward first class trains and No. 23.

2a. Inver Grove is the initial station for southward second class and extra trains.

2b. Newport is the initial station for southward first class trains subdiv. 17.

2c. Watertown is the initial station for eastward trains subdiv. 22.

3. When no operator on duty at Burlington Freight Station, trains will obtain Clearance at Burlington Union Station.

3a. Eighth paragraph Rule 83(a) is not effective at Linn, Waverly Jct., Hayfield Jct. or Junction; or at the initial station on a subdivision during the closed hours of train order office.

Rule S-83 is not in effect for Northward IC Trains at Glenville.

Rule 83 will not apply to southward trains at Comus nor to northward trains at Rosemount.

3b. A train must not leave West Liberty, Comus or Rosemount without Clearance.

3c. IC northward trains may leave Glenville without Clearance.

3d. Northward trains originating at Inver Grove need not obtain Clearance.

3e. Southward first class trains will obtain Clearance Inver Grove instead of Newport.

3f. Eastward trains must not leave Center Point without Clearance.

3g. Hollandale branch trains will leave Clarks Grove and Maple Island without Clearance.

4. Restricted use of Register Book, as follows:

Burlington Union Station,
Cedar Rapids Union Station,
Iowa Falls passenger station—first class and extra passenger trains.
Waterloo—first class trains.
Burlington Freight Station,
Mediapolis, Cedar Rapids Yd., Vinton, Albert Lea, Iowa Falls Yd., Dows, Lake Park, Hardwick and Junction for trains originating or terminating.
Burlington Union Station—CB&Q No. 22 and No. 23.

4a. At West Liberty No. 19, No. 61, No. 20, No. 62, No. 94, No. 99 and No. 904 will register by Form 1339.

4b. No. 62 and No. 64 will not be required to check or obtain a clearance of register by train order at West Liberty.

4c. First class trains register by Form 1339 at Waterloo when operator on duty.

4d. No. 62 and No. 64 will not be required to check or obtain a clearance of register by train order at Waterloo.

4e. First Class trains will register by Form 1339 at Comus, Rosemount, Inver Grove and Lake Park.

4f. At Manly No. 507, No. 561, No. 508 and No. 562 will register by Form 1339.

4g. At Manly M&StL Southward trains may register by Form 1339.

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

Burlington	Union Station Freight Station Round House	Albert Lea	M&StL Yard Office CRI&P Passenger Station
Silvis	Yard Office Round House	Inver Grove	Yard Office Round House
Rock Island	Passenger Station Round House	Minneapolis	Passenger Station
Cedar Rapids	Union Station Round House Yard Office	Iowa Falls	Yard Office
Waterloo	Passenger Station	Estherville	Passenger Station Round House
Manly	Passenger Station Round House	Ellsworth	
Glenville	IC Station	Sioux Falls	
		Watertown	
		Lake Park	
		Garner	

5a. Conductors and Enginemen are not required to consult 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:

Burlington	Union Station Freight Station	Iowa Falls	Passenger Station Yard Office
West Liberty		Estherville	
Cedar Rapids	Union Station Yard	Lake Park	
Waterloo		Sibley	
Manly		Ellsworth	
Albert Lea	M&StL Yard Office CRI&P Passenger Station	Sioux Falls	
Inver Grove	Yard Office	Watertown	
Minneapolis	Passenger Station	Lakota	
		Garner	
		Decorah	

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

11. CEDAR RAPIDS.

Movement of trains and engines over C&NW crossing at Ninth Avenue, and CMStP&P junction switch east of Seventh Avenue are governed by color light dwarf home signals. Rules 605 to 672, inclusive govern, except that signals do not supersede superiority of trains.

The eastward signal at Seventh Avenue governs movements over CMStP&P junction switch; indications: yellow over red for CRI&P main track; yellow under red for CMStP&P line to west side.

Switch connecting the CMStP&P line to the west side is operated by Signalman.

Movements from Cherry track and Pinney track over C&NW crossing will be governed by main track signals. Switches must not be lined for main track until ascertained that no trains or engines are approaching on CRI&P main track.

The color light signal for Westward trains below the arm on mast of automatic block signal 965 is a two aspect signal, red for "Stop" and yellow for "Proceed." Westward trains must not pass this signal while it indicates "Stop" except by permission of Signalman. When this signal indicates yellow or Proceed" it does not supersede the indication given by Automatic block signal 965.

Speed of ten miles per hour must not be exceeded for a distance of not less than 600 feet before reaching home signal limits, and until engine passes out of home signal limits.

When a westward freight train of thirty or more cars is held at home signal 6-LB near Tenth Ave., head brakeman will go immediately to Ninth Ave. tower if Signalman is unable, communicate with city yard office, train should proceed on westward CMStP&P main track from Seventh Ave. to yard.

Color light signal on "A" Avenue viaduct is not a block signal, but is an indicator only, controlled from the city yard office near "C" Avenue. Normally no light is displayed. When yellow light is displayed it indicates that a CRI&P westward freight train movement is being made from 7th Avenue against the current of traffic.

11a. All trains and engines will approach the crossovers at east and west end Cedar Rapids Union Station and move on station tracks at restricted speed. Trains will proceed only on signal from Switch Tender, (when on duty) and in absence of such signal, will stop and flag over the switches leading into or from the station. Switch Tenders are located at Third Ave. 10:20 P. M. to 6:20 A. M. and at Seventh Ave. 9:30 P. M. to 5:30 A. M. and will use white flag by day and white light by night to signal C&NW trains; and yellow flag by day and yellow light by night to signal CRI&P trains.

11b. Between Cedar Rapids Yard and Cedar Rapids Union Station Subdiv. 15 Eastward trains must clear Subdiv. 16 first class trains.

11c. The two main tracks between A Ave. and 7th Ave. are used jointly by CRI&P, CMStP&P and IC railroads. Trains and engines must keep to the right except:

Westward CRI&P trains of 30 cars or more will use eastward main track from 7th Ave. unless otherwise directed by Signalman at 9th Ave.

Eastward first class trains Subdivision 16 must approach heading in switch near water crane Cedar Rapids at restricted speed expecting to find westward freight trains heading in and must move at restricted speed between water crane and Union Station.

11d. MANLY.

Between MP 224-38 and 225-10, all trains will operate per Rules 261 to 518, incl. Block is controlled by Operator MANLY Station. Authority to pass absolute signals indicating STOP may only be given by operator. Within these limits trains or engines must not enter or foul main track, or re-enter main track after having cleared it, except by authority of the operator.

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

11e. Between MP 245-00, Glenville, and MP 253-17, Albert Lea, Rules 525 to 534, inclusive, are in effect.

Movements within this Section are controlled by operator at RI train order office, Albert Lea. Authority to pass absolute signals indicating Stop may be given by operator without train orders.

Southward movements from Glenville and northward movements from Albert Lea are not controlled by operator at Albert Lea.

Movements within the home signal limits of the interlocking plant at CMStP&P crossing, Albert Lea, are controlled by the Signalman. The southward home interlocking signal is also an absolute block signal.

Following are dual control switches: north siding switch, Glenville; junction switch, Glenville; south siding switch, Murtaugh; north siding switch, Murtaugh; junction switch, Curtis.

Movement into Glenville siding at south switch is controlled by absolute signal; movement into Albert Lea siding at both south and north switches is controlled by absolute signals. These are hand operated switches. An illuminated "S" authorizes lining switch to enter siding. See Rule 532-b.

In event an Illinois Central train is delayed at 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 controlled section.

Trains moving from the M&StL, Albert Lea, will operate the proper push button on the mast located near stop sign just north of Rock Island crossing to indicate they are ready to enter the controlled section, unless information has previously been given control operator by telephone.

11f. Between MP 344-6 Inver Grove, and MP 345-26 Newport Rules 525 to 535 inclusive, are in effect.

Movements within this Section are controlled by operator at Inver Grove train order office. Authority to pass absolute signals indicating Stop located at entrance to controlled section may be given by operator without train orders. Authority to pass absolute signals indicating Stop located at Draw Bridge, may be given by bridge tender. The southward absolute block signal located at north end of Draw Bridge also protects the Spring Switch at Wye Track.

11g. Faribault Automatic Interlocking CGW Crossing MP 303.0, and Inver Grove Draw Bridge 3450.

Smash Boards on Home Signals extend across the track except when cleared for passage of train. A clear Smash Board does not confer authority to proceed unless Signal indicates proceed.

11h. At the following interlockings, the normal position of derails and signals is against CRI&P trains.

Trains stopped at Home Signals will send trainmen to operate plant in accordance with instructions posted in Interlocking Station.

Sub-Div.	MP	Crossing	Operated by	Normal Position Against
20a	57.7	C&NW	Trainmen	CRI&P
20c	154.4	M&StL	Trainmen	CRI&P

11i. ELKTON—SIGNALS C&NW CROSSING—Derails and Signals operated by ground levers at crossing and are normally set for movement of C&NW trains.

CRI&P trains must stop at Home Signal. C&NW home signals must be placed at "Stop" by trainman before CRI&P derails and signals can be cleared. Signals must not be placed at "Stop" in front of a closely approaching train.

After CRI&P train has passed out of home signal limits, derails and signals must be restored to normal position.

11j. Hours of service at interlockings not continuously operated.

Station	Week Day Hours	Sunday Hours
Oelwein	9:15 a.m. to 5:15 p.m.	None
Luverne	8:30 a.m. to 5:30 p.m.	None
Rowan	7:45 a.m. to 4:45 p.m.	None

When signalman not on duty route will be set against CRI&P trains and signals and derails left to indicate proceed for foreign line. It will be necessary to call signalman to operate plant.

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

Sub-Div.	MP Location	Crossing	Sub-Div.	MP Location	Crossing
15	22.5	M&STL	20	135.8	C&NW
16	157.5	IllCent	20	205.5	M&StL
16	210.7	CMStP&P	16a	39.6	IllCent
17	303.0	CGW	20a	209.1	C&NW
19	87.4	M&StL	21	292.2	GN

11l. All railroad crossings at grade are protected by Interlocking except as follows:

Sub-Div.	MP	Crossing	Remarks	Operated by	Normal Position Gate Against	Light Arrangement for Stop	Light Arrangement for Proceed
15	40.5	RI Div.	Gate	Trainmen	CR Div.	Red	
15	61.4	Des Moines Div.	Gate	Trainmen	CR Div.	Red	
16	156.2	CGW	Gate	Trainmen	CGW	Red	Yellow
16	219.5	CMStP&P	Gate	Trainmen	CMStP&P	Red	Yellow
17	251.9	Subdiv. 20a					
17	252.4	CMStP&P					
19	60.0	CGW					
20	153.0	M&StL					
20	184.3	CMStP&P					
21	283.7	IC					
21	314.5	CMStP&P					
21	315.9	GN					
21	316.0	CStPM&O					
22	313.4	CMStP&P					
22	313.6	CStPM&O					
22	313.7	GN					
22	398.4	C&NW					
22	399.2	C&NW	Gate	Trainmen	C&NW	Red	Yellow
16a	17.6	WCF&N					
16a	68.7	CMStP&P					
16a	103.4	CMStP&P	Gate	Trainmen	CRI&P	Red	
20a	222.1	M&StL	Gate	Trainmen	CRI&P	Red	
20a	82.3	Subdiv. 17					
20b	127.8	M&StL					
20b	128.8	CGW					
20b	146.1	CMStP&P	Gate	Trainmen	CRI&P	Red	

13. Passengers may be carried on Nos. 922, 923 and 924 west of Iowa Falls to and from schedule stop points also on local freight trains except between Cedar Rapids and Manly.

14. Following rule in effect on subdivisions where so specified in footnotes 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 SIGNS, and thereafter proceed as the way is seen or known to be clear.

14a. Following rule in effect on subdivisions where so specified in footnotes 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.

15. Trains meeting at Burlington (Union Station) will use CB&Q siding between High and Market Streets. Trains and engines using this siding must restrict speed to 10 miles per hour.

Locomotives of 800-900-1900 and 2000 Series MUST NOT HEAD IN OR OUT at east Switch of this siding (located near Market Street) account of sharp curvature of turnout.

15a. Trains meeting at Nichols will use that portion of Subdiv. 15a from junction switch when required to clear main track Subdiv. 15.

15b. Unless otherwise instructed the meeting point for passenger trains at Waterloo will be the South siding.

15c. Trains meeting at Waverly Jct. will use that portion of Subdivision 16c from junction switch to Bridge 1688 when required to clear main track subdivision 16.

15d. Forest City Branch main line Dows from junction switch MP 112.8 to crossover switch MP 113.5 is used as siding by trains on Subdivision 20.

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

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

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

16c. Trains between M&StL Jct. and Watertown will be governed by M&StL operating rules.

17. All trains must stop at points designated by Stop Board before crossing the following intersections:

Comus — Rosemount.

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

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

18b. Between Burlington Union Station and Market Street connection trains and engines must move at restricted speed. Trains and engines entering or leaving Burlington Union Station are governed by hand signal of CB&Q switch tender.

18c. At Iowa Falls eastward first class trains from Sundivision 20 must move at restricted speed between eastward Home Signal and westward Approach Signal of Interlocking, expecting to find westward freight trains from Subdivision 19 approaching interlocking Home Signal.

18d. Passenger trains moving to and from passenger station Iowa Falls will occupy track at rear of passenger station.

18e. Trains or engines using Des Moines Division main track Sibley must expect to find track obstructed.

18f. At Pipestone, trains of GN Railway use CRI&P main track between switch to Transfer and CRI&P coal chute.

18g. CRI&P terminal and yard limits at Watertown extend to and include switch to the Great Northern connection with M&StL.

18h. At Watertown, all trains and engines must move at restricted speed between M&StL Jct. and Great Northern Crossing expecting to find other trains, engines or cars occupying main track and connecting tracks, without markers, lights or flag protection.

18i. At Mediapolis the switch connecting CB&Q main track to CRI&P siding will be left set for CB&Q track. Eastward CB&Q trains must approach this switch at restricted speed expecting to find siding occupied.

21. At Interlockings following whistle signals designate route desired:

Cedar Rapids—Eastward Trains:
CRI&P Main track—One short.
CMStP&P track to West Side—Two short.

Clarksville:
Main track—One long.
To or from siding—Four short.
To or from house track—One long, one short.

Manly:
CRI&P Main track—One long.
To M&StL Main track—Four short.
To CGW Main track—One long, one short.

Albert Lea:
Main track—One long.
Albert Lea Branch—Two long.

Iowa Falls:
To or from Main track—One long.
To or from "Old Main"—One long, four short.
To or from "SL" Transfer—Two long, one short.
To or from IC Transfer—Four short.

26. Automatic Block Signal Rules in effect as follows:

Subdivision 15, between West Liberty and Cedar Rapids yard, except between 10th Avenue and "A" Avenue Cedar Rapids.
Subdivision 16, between Cedar Rapids yard and Vinton.
Subdivision 17, between Manly and Comus, Rosemount and Newport.

26a. Westward Automatic Block Signal 977, Cedar Rapids, is located to left of main track which it governs.

26b. Dwarf signal between siding and main track near south siding switch, Glenville, is an automatic block Stop signal. It cannot indicate proceed until south siding switch is lined for southward movement from siding.

SPECIAL INSTRUCTIONS—Concluded

26c. Signal No. 1020, 400 feet west of Junction at Linn, governs Eastward movement from Decorah Branch. Normal position Stop.

26d. Signal No. 2611—400 feet from Junction switch Subdivision 17a, Clarksgrove, governs southward movement from Hollendale Branch. Normal position Stop.

27. Draw Bridges are located as follows:
Inver Grove and Newport—Mississippi River Bridge.
2300 and heavier engines must not be double headed over the Mississippi River Bridge between Inver Grove and Newport unless separated so that no two of them occupy the Draw Span or Truss Span at the same time.

28. Minimum clearance bridges, tunnels, etc.
Height 16 ft. 9 in., width 9 ft.

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

Subdivision	MP	Kind of structure	Clearance	
			Height above top of rail	Width of load at height shown
15	34.7	Bridge	20 ft.	13 ft. 8 in.
	41.3	Bridge	20 ft. 1 in.	14 ft.
	75.6	Viaduct	20 ft. 11 in.	
	91.2	Viaduct	22 ft. 6 in.	17 ft. 4 in.
16	102.4	Viaduct	19 ft. 6 in.	
	117.2	Viaduct	22 ft.	18 ft.
	120.2	Viaduct	21 ft. 3 in.	19 ft. 4 in.
	135.6	Bridge	21 ft. 10 in.	14 ft. 4 in.
	152.2	Viaduct	22 ft.	21 ft.
	165.0	Bridge	20 ft.	14 ft. 4 in.
	190.7	Viaduct	23 ft.	19 ft. 6 in.
17	253.1	Viaduct	22 ft. 6 in.	13 ft.
	284.6	Viaduct	19 ft. 10 in.	15 ft. 6 in.
	284.9	Viaduct	23 ft. 2 in.	18 ft. 6 in.
	297.1	Viaduct	22 ft. 3 in.	18 ft.
	299.6	Viaduct	22 ft. 6 in.	17 ft.
	339.7	Viaduct	22 ft. 11 in.	16 ft. 2 in.
	340.0	Viaduct	22 ft. 10 in.	17 ft.
19	49.2	Viaduct	22 ft. 9 in.	18 ft. 6 in.
21	314.8	Bridge	20 ft. 7 in.	14 ft. 1 in.
15b	31.2	Bridge	21 ft. 10 in.	14 ft.
	77.3	Bridge	21 ft. 4 in.	14 ft.
16a	39.8	Bridge	19 ft. 4 in.	14 ft.
	79.6	Bridge	21 ft. 11 in.	14 ft.
	85.9	Bridge	21 ft. 6 in.	14 ft.
	111.9	Viaduct	20 ft. 2 in.	19 ft. 2 in.
	114.9	Bridge	22 ft.	14 ft.
16c	168.9	Bridge	21 ft.	14 ft. 4 in.
	172.4	Viaduct	18 ft.	14 ft.
21a	253.3	Viaduct	16 ft. 9 in.	11 ft. 6 in.

28b. Aprons on coal chute East Yard clear top of rail 19 feet 6 inches.

30. Water tanks between stations are located at:
Subdiv. 15, MP 75.4 — Subdiv. 22, MP 352
Subdiv. 22, MP 331 — Subdiv. 21a, MP 280.8

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

Subdiv.	MP	NAME	Car Cap.
15	45.3	Melon Spur	5
16	164.7	Winslow Spur	15
16a	5	Doubling Spur	12
17	291.3	Gravel Spur	25
20	196.3	Graettinger Gravel Pit	90
21	284.9	Champlin	30
22	315.5	Indian School Spur	5
22	346.6	Bushnell Gravel Pit	25
20b	125.8	Tyrells Spur	8
20c	157.6	Crystal Spur	27

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 enginemen 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 ENGINEMEN

34a. All trains must run carefully during and after heavy storms, particularly when the 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.

35. Emergency telephones connected with the office of Chief Dispatcher and with stations named:
Morse — Delvida — Solon — Ely — Putledge
Emergency telephones connected with stations:
Cedar Falls siding with Cedar Falls station.
Emergency telephones connected with train dispatcher circuit:
Waterloo yard, Northfield (MN&S yard office) Farmington.

36. A telephone is located at West Yard connected with operator, Manly. Conductors of trains entering yard will, immediately after clearing, notify operator time cleared.

37. First crossover switch east of Vinton passenger station MP 120-27 is the junction with subdivisions 16 and 19.

37a. The East Switch MP 112.8 at Dows is the junction with subdiv. 20b.

37b. At Watertown the normal position of junction switches is for M&StL.

37c. At Junction the junction switch will be left set for the track last used.

37d. At Lakota the normal position of the Junction switch is for Albert Lea Branch.

40. At WCF&N Interlocking, Waterloo, if home signal indicates Stop a trainman must flag crossing, after which train may proceed as per General Rule 509(A).

41. Other than regular trains will display white signals between Glenville and Albert Lea.
Sections of scheduled trains displaying signals to limits of CTC territory will continue display of signals through such limits unless otherwise instructed by train dispatcher.
This display of signals in CTC territory will be for identification only and implies no schedule authority or train order rights.

The following letters indicate—
F—Fuel Station.
P—Train Dispatchers Telephone.
R—Train Register Station.
T—Turn Table.
W—Water Station.
Y—Wye.
UX—Railroad Crossing not protected by Interlocking.
TO—Train Order Station.
Yd—Station where yard limit signs are maintained.

Official Hospitals are located as follows:

Name	Place	Telephone
St. Lukes	Cedar Rapids, Iowa, 1110 A Avenue	6141
Mercy	Burlington, Iowa, 610 N. 4th St.	138
Ellsworth	Iowa Falls, Iowa, 110 Rocksylvania Ave.	110
University	Estherville, Iowa, 826 N. 8th	115
Ellsworth	Ellsworth, Minn., Main Street	46
Luverne	Luverne, Minn., McKinzie Street	77-W
Sioux Valley	Sioux Falls, S. D., 19th and Minnesota Ave.	3051
Manson	Worthington, Minn., 1102 Fourth Ave.	337
Postville	Postville, Iowa, Williams St.	218

Emergency Hospitals:

Name	Place	Telephone
Owatonna City	Owatonna, Minn., 828 So. Cedar St.	214
St. Joseph	St. Paul, Minn., 9th and Exchange St.	Cedar 5090
Eitel	Minneapolis, Minn., 1407 Willow	Atlantic 0506
Barton	Watertown, S. D., 201 So. Maple	2155
St. Joseph's Mercy	Waverly, Iowa, 312 So. Orange St.	152

Claim Agent: C. E. MEKOTA, General Claim Agent, Chicago.

R. L. JONES, Train Master, Cedar Rapids, Iowa.
Subdivisions 15, 15a, 16, 16a, 16b, 16c, 19, including Cedar Rapids Terminal.

C. T. KENNEY, Ass't Supt., Minneapolis, Minn.
Subdivisions 17 and 17a, including Manly-Inver Grove-Minneapolis Terminals.

F. L. CAMPION, Ass't Supt., Estherville, Iowa.
Subdivisions 20, 20a, 20b, 20c, 21, 21a, and 22, including Iowa Falls Terminal.

S. E. MUELLER, Master Mechanic, Cedar Rapids, Iowa.

A. N. PEIFFER, Road Foreman Equipment, Cedar Rapids, Iowa.

E. B. CALLENDER, Chief Dispatcher.

E. BROMS,
C. R. HICKS,
S. C. HANSEN,
C. W. KIDD,
A. J. ODEGAARD,
H. M. SULLIVAN,
K. V. TURNER,
C. H. BELL,
G. L. HUTCHISON,
} Train Dispatchers, Cedar Rapids, Iowa