

# CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD CO.

**TABLE OF TRAIN SPEEDS**

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
40	90	62	58.1
42.4	85	63	57.1
45	80	64	56.3
46	78.3	65	55.4
47	76.6	66	54.5
48	75	67	53.7
49	73.5	68	52.9
50	72	69	52.2
51	70.6	70	51.4
52	69.2	75	48
53	67.9	80	45
54	66.7	85	42.4
55	65.5	90	40
56	64.3	100	36
57	63.2	120	30
58	62.1	144	25
59	61	180	20
60	60	240	15
61	59	360	10

# IOWA DIVISION TIME TABLE No. 1

Taking effect at 12:01 A. M.  
Central Standard Time

## Sunday, Sept. 25, 1960

LOCATION	WATCH INSPECTORS	INSPECTORS
Savanna.....		Ed. Winkler
Calmar.....		W. W. Hazelton
Cedar Rapids.....		Peiffers
Cedar Rapids.....		Prastka Jewelers
Marion.....		Nordman Jewelers
Davenport.....		C. Jansen
Tama.....		Platt & Rosheim
Perry.....		Milliken & Major
Council Bluffs.....		Chafee Jewelry Co.
Omaha.....		Borshelm & Dorsey
Des Moines.....		Daniels Jewelry
Spencer.....		Barrick Brothers Jewelers
Rockwell City.....		Reed Jewelry
Sioux City.....		Brodkey, Goodsite and Grand



For the government and information  
of employes only

**R. A. MIDDLETON,** Assistant Superintendent.  
**J. W. STUCKEY,** Assistant Superintendent.

**A. C. NOVAK,**  
Superintendent.

**V. P. SOHN,**  
General Superintendent of Transportation.

**W. E. SWINGLE,** Assistant General Manager.  
**L. V. ANDERSON,** General Manager.

## WESTWARD—FIRST SUBDIVISION—EASTWARD

FIRST CLASS			Capacity in cars		Telegraph calls	Distance from Savanna	TIME TABLE No. 1 Sept. 25, 1960 STATIONS	SEE RULE 6-A	Office Hours Also See Page 12 For Other Assigned Hours	FIRST CLASS		
111	103	19	Sidings	Other tracks						20	112	104
Passenger	Passenger	Passenger				Passenger	Passenger	Passenger				
Daily	Daily	Daily				Daily	Daily	Daily				
L P. M. 5.28	L P. M. 8.28	L P. M. 10.40			SA	0.0	SAVANNA (C. B. & Q. Crossing)	BHIJKMOPR TVWXYZ	Continuous	As A. M. 4.40	As A. M. 9.21	As A. M. 9.51
					SB	2.6	SABULA DRAWBRIDGE	IP	Continuous			
L P. M. 5.34	L P. M. 8.34	L P. M. 10.46		51		2.8	SABULA	JPX	No office	A. M. 4.30	A. M. 9.15	A. M. 9.45
			54			3.6	SAMOA	JPXY	No Office			
							GREEN ISLAND (West End of Double Track)	IJPXY	Continuous	f 4.12	8.58	9.28
5.45	8.45	10.58	W-115	31	GE	14.9	SPRAGUEVILLE	P	No Office			
						23.6	BROWNS	JP	No Office			
			182	5		27.9	DELMAR	JP	7:30 am to 4:30 pm Except Sat. & Sun.	s 3.20		
				28		42.3	ELWOOD	P	No Office			
							LOST NATION	P	7:30 am to 4:30 pm Except Sat. & Sun.			
				172	21	46.8	OXFORD JCT.	JPY	No Office	f 3.03		
				203	Yard	54.4	OLIN	P	7:30 am to 4:30 pm Except Sat. & Sun.			
							MORLEY	P	No Office			
				155	40	64.6	MARTELLE	P	7:30 am to 4:30 pm Except Sat. & Sun.			
					17	70.4	PARALTA	JP	No Office			
				155	89	76.2	DOVE	P	No Office	2.29	7.58	8.28
							MARION YARD	PRX	No Office			
					Yard	88.0	MARION	BKPRX	7:30 am to 4:30 pm	s 2.25	s 7.54	s 8.24
							INDIAN CREEK (West End of Two Main Tracks)	JPX	No Office	1.40	7.47	8.17
							LOUISA	P	No Office			
					25	93.0	COVINGTON (East End of Two Main Tracks)	P	No Office	1.34	7.41	8.11
							ATKINS YARD	BPRX	3:00 pm to 7:00 am	L 1.29 A. M.	L 7.36 A. M.	L 8.06 A. M.
					Yard	103.2						

Passenger trains must not exceed a maximum speed of 79 miles per hour; other trains 60 miles per hour.

Automatic Block Signal System is in use between Sabula and Atkins Yard. This time-table confers no authority between Sabula and Savanna. D & I Division First District time-table and rules govern.

Rules 251, 251(A), 253 and 254 are in effect on eastward and westward tracks between Sabula and Green Island for movement with the current of traffic. Double track is in use between Sabula and milepost 154, 1.5 miles west of Green Island.

Centralized Traffic Control System is in use between Green Island and Atkins Yard.

Two main tracks are in use between Dove and Indian Creek and between Covington and Atkins Yard. Beginning at the north the main tracks are numbered Number 1 and Number 2 Main Tracks.

No. 19 stops at Lost Nation and Oxford Jct. to let off revenue passengers from Savanna and beyond and to pick up revenue passengers for Marion and beyond.

Conductors and Flagmen of crews that change at Marion must turn over to the relieving Conductor and Flagman all train orders and Clearances affecting their train.

Rule 83(B) does not apply at Sabula if the train order signal at Sabula Drawbridge indicates proceed as per Rule 200-C.

Rule 83(B) does not apply at Samoa, Browns, Oxford Jct., Paralta, and Indian Creek.

At Atkins Yard the train order signal applies only to first class trains operating through the First and Second Subdivisions. When operator is on duty, Rule 83(B) does not apply to such trains if train order signal indicates proceed as per Rule 200-C.

When operator is not on duty at Atkins Yard, first class trains will not require a clearance if train order signal at Atkins displays a proceed indication as per Rule 200-C. Other than first class trains must secure Clearance Form A at Atkins.

Rule 83(B) does not apply at Marion Yard. Trains with initial station at Marion Yard will secure Clearance Form A at Marion.

Trains moving to the Iowa Division, starting from Savanna, must obtain Clearance Form A endorsed with initials of superintendent of D. & I. Division, and another endorsed with initials of superintendent of Iowa Division.

At Green Island there is an additional Westward Siding not shown above, located east of the interlocking and connected into D. & I. Division Second District main track west of the interlocking, capacity 135 cars.

No. 20 stops at Oxford Jct. to pick up revenue passengers for Savanna and beyond and to let off revenue passengers from Madrid and beyond.

No. 20 stops at Green Island to put off express.

## SECOND SUBDIVISION—WESTWARD

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**TIME TABLE**  
**No. 1**  
**Sept. 25, 1960**  
**STATIONS**

STATIONS	Distances from Atkins Yard	Telegraph calls	Capacity in cars		FIRST CLASS				THIRD CLASS						
			Sidings	Other tracks	19	111	103				91	93			
					Passenger	Passenger	Passenger				Way Freight	Way Freight			
					Daily	Daily	Daily				Tues. & Fri. Only	Wed. & Sat. Only			
<b>ATKINS YARD</b>	0.0	KD		Yard	A. M. L 1.20	P. M. L 7.07	P. M. L 10.09								
<b>ATKINS</b>	0.8	KN		Yard											
<b>NEWHALL</b> (West End of Two Main Tracks)	6.2	D		30	<sup>20</sup> 1.25	7.12	10.14			8.50					
<b>VAN HORNE</b>	12.6	H	138	62						9.01					
<b>KEYSTONE</b>	18.2	K	175	48						9.10					
<b>ELBERON</b>	24.3	HN		56											
(C. & N. W. Crossing)	25.4														
<b>VINING</b>	28.3			22											
(East End of Two Main Tracks)															
<b>MIDWAY</b>	30.6				1.45	7.31	10.33			9.35					
<b>GLADSTONE</b>	35.1			39											
<b>TAMA</b>	39.7			Yard	s 2.05					-A. M. - A 10.00	-A. M. - L 6.50				
(West End of Two Main Tracks)															
<b>TAMA TOWER</b> (C. & N. W. Crossing)	40.0	HD			2.06	7.40	10.42				6.52				
<b>DUNBAR</b>	50.6			26											
<b>PICKERING</b>	52.4		175	42							7.15				
<b>FERGUSON</b>	55.0	FN	82	113							7.20				
<b>HAVERHILL</b>	59.9		115	25							7.30				
<b>MELBOURNE</b>	67.3	BN	175	67							7.40				
<b>RHODES</b>	72.0			52							7.55				
<b>COLLINS</b>	78.6	CS	203	98							8.05				
<b>MAXWELL</b>	83.7	AD		33							8.15				
<b>DUKE</b>	86.7			218											
<b>CAMBRIDGE</b>	90.5			104								8.25			
<b>HUXLEY</b>	94.7	NY	266	133								8.40			
<b>SLATER</b> (C. & N. W. Crossing)	98.8			49								8.50			
(East End of Two Main Tracks)															
<b>EAST MADRID</b>	102.2				2.56	8.29	11.31				8.55				
(West End of Two Main Tracks)															
<b>MADRID</b>	105.6	Z		Yard	s 3.19	8.32	<sup>20</sup> 11.35				9.10				
<b>WOODWARD JCT.</b>	110.1														
<b>WOODWARD</b>	111.1	RC	124	239							9.25				
(East End of Two Main Tracks)															
<b>BOUTON</b>	115.6			36	3.28	8.40	11.44				9.35				
<b>PERRY</b> (M. & St. L. Crossing)	121.7	A		Yard	A 3.35 s A. M.	A 8.48 s P. M.	A 11.52 s P. M.				A 9.45 A. M.				

Passenger trains must not exceed a maximum speed of 79 miles per hour; other trains 60 miles per hour.

Automatic Block Signal System is in use between Atkins Yard and Perry.  
Centralized Traffic Control System is in use between Atkins Yard and Perry.  
Two main tracks are in use between Atkins Yard and Newhall, between Midway and Tama Tower, between East Madrid and Madrid and between Bouton and Perry. Beginning at the north the main tracks are numbered Number 1 and Number 2 Main Tracks.

Rule 83(B) does not apply at Madrid when operator not on duty.

At Atkins Yard the train order signal applies only to first class trains operating through between the First and Second Subdivisions. When operator is on duty, Rule 83(B) does not apply to such trains if train order signal indicates proceed as per Rule 200-C.

When operator is not on duty at Atkins Yard, first class trains will not require a clearance if train order signal at Atkins displays a proceed indication as per Rule 200-C. Other than first class trains must secure Clearance Form A at Atkins.

## SECOND SUBDIVISION—EASTWARD

TIME TABLE No. 1 Sept. 25, 1960 STATIONS	Distance from Perry	Office Hours Also See Page 12 For Other Assigned Hours	SEE RULE 6-A	FIRST CLASS				THIRD CLASS					
				112	104	20		94	92				
				Passenger	Passenger	Passenger		Way Freight	Way Freight				
				Daily	Daily	Daily		Mon. and Thurs. Only	Tues. and Fri. Only				
<b>ATKINS YARD</b> 0.8	121.7	3:00 pm to 7:00 am	BPRX	A. M. A 7.36	A. M. A 8.06	A. M. A 1.29							
<b>ATKINS</b> 5.4	120.9	7:00 am to 3:00 pm	PX										
<b>NEWHALL</b> (West End of Two Main Tracks) 6.4	115.5	7:00 am to 4:00 pm Except Sat. & Sun.	P	7.31	8.01	19 1.24						7.45	
<b>VAN HORNE</b> 5.6	109.1	7:00 am to 4:00 pm Except Sat. & Sun.	P									7.35	
<b>KEYSTONE</b> 6.1	103.5	7:00 am to 4:00 pm Except Sat. & Sun.	P									7.25	
<b>ELBERON</b> 1.1	97.4	7:00 am to 4:00 pm Except Sat. & Sun.	P									7.16	
(C. & N. W. Crossing) <b>VINING</b> 2.9	96.3	No Office	IP										
(East End of Two Main Tracks) <b>MIDWAY</b> 4.5	93.4	No Office	P										
<b>GLADSTONE</b> 4.6	91.1	No Office	P	7.11	7.41	12.54							7.05
<b>TAMA</b> (West End of Two Main Tracks) 0.3	86.6	No Office	P										
<b>TAMA TOWER</b> (C. & N. W. Crossing) 10.6	82.0	No Office	PV			s12.44							
<b>DUNBAR</b> 1.8	81.7	Continuous	IP	7.01	7.31	12.35							
<b>PICKERING</b> 2.6	71.1	No Office	P										
<b>FERGUSON</b> 4.9	69.3	No Office	PV										9.35
<b>HAVERHILL</b> 7.4	66.7	7:00 am to 4:00 pm Except Sat. & Sun.	P										9.25
<b>MELBOURNE</b> 4.7	61.8	No Office	P										9.15
<b>RHODES</b> 6.6	54.4	7:00 am to 4:00 pm Except Sat. & Sun.	PV										9.00
<b>COLLINS</b> 5.1	49.7	No Office	P										8.50
<b>MAXWELL</b> 3.0	43.1	7:00 am to 4:00 pm Except Sat. & Sun.	P										8.35
<b>DUKE</b> 3.8	38.0	7:00 am to 4:00 pm Except Sat. & Sun.	P			s11.56							8.15
<b>CAMBRIDGE</b> 4.2	35.0	No Office	P										
<b>HUXLEY</b> 4.1	31.2	No Office	PV										7.50
<b>SLATER</b> (C. & N. W. Crossing) 3.4	27.0	7:00 am to 4:00 pm Except Sat. & Sun.	PV										7.35
(East End of Two Main Tracks) <b>EAST MADRID</b> 3.4	22.9	No Office	IPV										7.20
<b>MADRID</b> (West End of Two Main Tracks) 4.5	19.5	No Office	P	6.11	6.41	11.38							7.10
<b>WOODWARD JCT.</b> 1.0	16.1	7:00 am to 4:00 pm Except Sat. & Sun.	JP	6.08	6.38	<sup>103</sup> s11.35							7.00
<b>WOODWARD</b> (East End of Two Main Tracks) 6.1	11.6	No Office	JP										
<b>BOUTON</b> 6.1	10.6	7:00 am to 4:00 pm Except Sat. & Sun.	P										6.30
<b>PERRY</b> (M. & St. L. Crossing)	6.1	No Office	P	5.59	6.29	10.56							6.05
	0.0	Continuous	BHIKOPR TVWXZ	L 5.53 A. M.	L 6.23 A. M.	L 10.50 P. M.							L 5.45 A. M.

Passenger trains must not exceed a maximum speed of 79 miles per hour; other trains 60 miles per hour.

Rule 83(B) does not apply at Woodward Jct.

WESTWARD—THIRD SUBDIVISION—EASTWARD

FIRST CLASS			Distance from Perry	Telegraph calls	Capacity in cars		TIME TABLE No. 1 Sept. 25, 1960 STATIONS	SEE RULE 6-A	Office Hours Also See Page 12 For Other Assigned Hours	FIRST CLASS		
19	111	103			Sidings	Other tracks				112	104	20
Passenger	Passenger	Passenger								Passenger	Passenger	Passenger
Daily	Daily	Daily								Daily	Daily	Daily
A. M.	P. M.	P. M.				A. M.	A. M.	P. M.				
L 3.45	L 8.53	L 11.57	0.0	A		Yard	<b>PERRY</b> 5.0	BHIKOP RTVWXX	Continuous	A s 5.48	A s 6.18	A s 10.35
			5.0			25	<b>DAWSON</b> 4.5	P	No Office			
			9.5			27	<b>JAMAICA</b> 2.2	P	No Office			
3.57	9.06	12.10	11.7			Yard	<b>HERNDON</b> (West End of Two Main Tracks) 4.1	JPY	No Office	5.34	6.04	10.09
			15.8	GR		158	<b>BAGLEY</b> 6.6	P	7:30 am to 4:30 pm Except Sat. & Sun.			
			22.4	ND	193	32	<b>BAYARD</b> 6.5	P	7:30 am to 4:30 pm Except Sat. & Sun.			
f 4.11			28.9	CB	134	120	<b>COON RAPIDS</b> 8.1	P	7:30 am to 4:30 pm Except Sat. & Sun.			f 9.50
			37.0			40	<b>DEDHAM</b> 6.6	P	No Office			
4.25	<sup>20</sup> 9.31	12.35	43.6			164	(East End of Two Main Tracks) <b>TEMPLETON</b> 6.1	P	No Office	5.07	5.37	<sup>111</sup> 9.34
f 4.31			49.7	G		117	<b>MANNING</b> 4.1	P	7:30 am to 4:30 pm Except Sat. & Sun.			f 9.28
			53.8			56	<b>ASPINWALL</b> 6.5	P	No Office			
<sup>112-104</sup> s 4.40 s 5.30	9.45	12.49	60.3	MJ	E-147 W-66	Yard	<b>MANILLA</b> (West End of Two Main Tracks) 7.6	JKPWY	7:30 am to 3:30 pm 8:30 pm to 4:30 am Except Sat. & Sun.	<sup>19</sup> 4.52	<sup>19</sup> 5.22	s 9.15
s 5.45			67.9			54	<b>DEFIANCE</b> 5.5	P	No Office			f 8.35
s 5.55			73.4	RN	107	30	<b>EARLING</b> 5.1	P	7:30 am to 4:30 pm Except Sat. & Sun.			f 8.30
s 6.05			78.5			107	<b>PANAMA</b> 6.2	P	No Office			f 8.25
s 6.15			84.7	SY	195	31	<b>PORTSMOUTH</b> 5.6	P	6:00 am to 3:00 pm Except Sat. & Sun.			f 8.20
s 6.25			90.3			107	<b>PERSIA</b> 4.0	P	No Office			f 8.15
			94.3		61		<b>YORKSHIRE</b> 5.8	P	No Office			
s 6.40			100.1	NA	192	35	<b>NEOLA</b> 4.9	P	6:15 am to 3:15 pm Except Sat. & Sun.			f 8.07
			105.0			15	<b>UNDERWOOD</b> 5.0	P	No Office			
6.50			110.0		94	8	<b>WESTON</b> 9.4	P	No Office			
7.00	10.40	1.45	119.4	RD		Yard	(East End of Double Track) <b>COUNCIL BLUFFS YARD</b> 1.3	BKOPR TWXYZ	5:00 am to 1:00 pm 3:00 pm to 11:00 pm Except Sunday	3.58	4.28	7.48
s 7.05			120.7			Yard	(Wab. and C. B. & Q. Crossings) <b>COUNCIL BLUFFS</b> 0.7	IVX	No Office			s 7.45
			121.4				(West End of Double Track) <b>JAY</b> (I. C., C. & N. W. and C. R. I. & P. Crossings) 0.3	UX	No Office	3.49	4.19	7.37
			121.7				<b>C. R. I. &amp; P. JCT.</b> (C. B. & Q. and C. & N. W. Crossings) 0.3	UX	No Office	3.47	4.17	7.36
A 7.30 s A. M.	A 10.50 P. M.	A 1.55 A. M.	122.0				<b>U. P. TRANSFER</b> 2.8	VX	No Office	L 3.46 A. M.	L 4.16 A. M.	L 7.35 P. M.
A 8.10 A. M.	A 11.15 P. M.	A 2.20 A. M.	124.8	US			<b>OMAHA</b> 4.3	BKOPRVW	Continuous	L 3.40 A. M.	L 4.10 A. M.	L 7.30 P. M.
							<b>SOUTH OMAHA</b>					

Passenger trains must not exceed a maximum speed of 79 miles per hour; other trains 60 miles per hour.

This time-table confers no authority between U.P. Transfer and South Omaha; U.P.R.R. Co. Bridge subdivision time-table and rules govern. Double Track is in use between Council Bluffs Yard and Jay. Centralized Traffic Control System is in use between Perry and Council Bluffs Yard.

Automatic Block Signal System is in use between Perry and a point 200 feet west of the C.B. & Q. R. R. crossing east of the passenger station at Council Bluffs.

Two main tracks are in use between Perry and Herndon and between Templeton and Manilla. Beginning at the north, the main tracks are numbered Number 1 and Number 2 Main Tracks.

No. 19 stops at Coon Rapids to let off passengers from Marion or beyond and to pick up passengers for Manilla or beyond.

Between Jay and U. P. Transfer there is no superiority of trains. All trains and engines must move at restricted speed between these points.

Eastward trains originating at Omaha will obtain Clearance Form A at Omaha instead of U.P. Transfer.

Rule 83(B) does not apply at Herndon for trains moving from the Eleventh Subdivision to the Third Subdivision.

No. 20 stops at Coon Rapids Mondays, Wednesdays and Fridays to put off express.

No. 20 stops at Coon Rapids to let off passengers from Manilla or beyond and to pick up passengers for Marion or beyond.

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## WESTWARD—FOURTH SUBDIVISION—EASTWARD

THIRD CLASS		SECOND CLASS	Capacity in cars		Telegraph calls	Distance from Maquoketa	TIME TABLE No. 1 Sept. 25, 1960 STATIONS	Distance from De Witt	SEE RULE 6-A	Office Hours Also See Page 12 For Other Assigned Hours	SECOND CLASS	THIRD CLASS
261	265	Sidings	Other tracks	272							274	
Way Freight	Way Freight				Way Freight	Way Freight						
Daily Ex. Sunday	Tuesday Thurs. and Sat. only	Daily Ex. Sunday	Tuesday Thurs. and Sat. only									
A. M. L11.00			Yard	Q	0.0	<b>MAQUOKETA</b> 6.0	19.6	R	7:45 am to 4:45 pm Except Sat. & Sun.	A. M. A10.20		
A11.25 A. M.	A. M. 9.55		Yard	W	6.0	<b>DELMAR</b> 6.4	13.6	JPR	7:30 am to 4:30 pm Except Sat. & Sun.	A. M. L10.00 A. M.	A11.45	
	10.10		20		12.4	<b>WELTON</b> 7.2	7.2		No Office		11.25	
	274 A10.40 A. M.		42	DW	19.6	<b>DE WITT</b>	0.0	R	8:00 am to 5:00 pm Except Sat. & Sun.		265 L11.00 A. M.	

Trains must not exceed maximum speed of 20 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83(B) does not apply at De Witt, Delmar and Maquoketa when operator not on duty.

## WESTWARD—FIFTH SUBDIVISION—EASTWARD

		Capacity in cars		Telegraph calls	Distance from Miles	TIME TABLE No. 1 Sept. 25, 1960 STATIONS	Distance from Browns	SEE RULE 6-A	Office Hours Also See Page 12 For Other Assigned Hours		
		Sidings	Other tracks							A	L
	L		41	MZ	0.0	<b>MILES</b> 4.3	7.8	P	8:00 am to 5:00 pm Except Sat. & Sun.		A
			79	WS	4.3	<b>PRESTON</b> 3.5	3.5	P	8:00 am to 5:00 pm Except Sat. & Sun.		
	A	182			7.8	<b>BROWNS</b>	0.0	JP	No Office		L

Trains must not exceed maximum speed of 20 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83(B) does not apply at Browns and does not apply at Miles if train order signal indicates proceed as per Rule 200-C.

## WESTWARD—SIXTH SUBDIVISION—EASTWARD

		Capacity in cars		Telegraph calls	Distance from Center Jct.	TIME TABLE No. 1 Sept. 25, 1960 STATIONS	Distance from Oxford Jct.	SEE RULE 6-A	Office Hours Also See Page 12 For Other Assigned Hours		
		Sidings	Other tracks							A	L
	L		14		0.0	<b>CENTER JCT.</b> 6.4	12.5		No Office		A
			35	WY	6.4	<b>WYOMING</b> 6.1	6.1		7:45 am to 4:45 pm Except Sat. & Sun.		
	A		Yard		12.5	<b>OXFORD JCT.</b>	0.0	JPRXY	No Office		L

Trains must not exceed maximum speed of 15 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83(B) does not apply at Oxford Jct. and Center Jct.

## WESTWARD—SEVENTH SUBDIVISION—EASTWARD

THIRD CLASS		Capacity in cars		Telegraph calls	Distance from Worthington	TIME TABLE No. 1 Sept. 25, 1960 STATIONS	Distance from Junction Switch	SEE RULE 6-A	Office Hours Also See Page 12 For Other Assigned Hours	THIRD CLASS	
95		Sidings	Other tracks							96	Way Freight
Way Freight										Daily Ex. Sunday	
Daily Ex. Sunday										A. M.	
	A. M. L10.05		17		0.0	<b>WORTHINGTON</b> 6.8	9.7	R	No Office	A. M. A 9.55	
	10.25		9		6.8	<b>SAND SPRINGS</b> 2.9	2.9		No Office	9.35	
	A10.35 A. M.				9.7	<b>JUNCTION SWITCH</b>	0.0	JX	No Office	L 9.25 A. M.	

Trains must not exceed maximum speed of 15 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83(B) does not apply at Worthington and Junction Switch.

**WESTWARD—EIGHTH SUBDIVISION—EASTWARD**

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Jackson Jct.	TIME TABLE No. 1 Sept. 25, 1960 STATIONS	Distance from Paralta	SEE RULE 6-A	Office Hours Also See Page 12 For Other Assigned Hours	SECOND CLASS	
99	Way Freight Tuesday Thurs. and Sat. only	Sidings	Other tracks							88	Way Freight
				L A. M. 6.00			Yard	CQ			
L A. M. 6.35			20		0.0	JACKSON JCT. 4.3	108.3	J	No Office	A P. M. 4.05	
6.50			20	WA	4.3	WAUCOMA 9.7	104.0		7:00 am to 4:00 pm Except Sat. & Sun.	3.45	
7.20			23	J	14.0	HAWKEYE 4.8	94.3		7:30 am to 4:30 pm Except Sat. & Sun.	2.53	
7.35			6		18.8	DONNAN (C. R. I. & P. Crossing) 6.7	89.5	UV	No Office	2.35	
8.05			65	FY	25.5	FAYETTE 9.9	82.8		7:30 am to 4:30 pm Except Sat. & Sun.	2.20	
8.35			35	BC	35.4	ARLINGTON 8.6	72.9		7:30 am to 4:30 pm Except Sat. & Sun.	1.50	
9.05			50	RD	44.0	STRAWBERRY POINT 7.3	64.3		7:30 am to 4:30 pm Except Sat. & Sun.	1.25	
9.35			27	G	51.3	EDGEWOOD 5.2	57.0		7:30 am to 4:30 pm Except Sat. & Sun.	12.55	
9.55			38		56.5	GREELEY 3.0 (C. G. W. Crossing)	51.8		No Office	12.30	
10.10					59.5	ONEIDA 9.1	48.8	I	No Office	12.05	
10.40			21		68.6	DELHI 8.0	39.7		No Office	P. M. 11.35	
11.10			36	K	76.6	HOPKINTON 5.1	31.7		7:30 am to 4:30 pm Except Sat. & Sun.	11.10	
11.25					81.7	JUNCTION SWITCH 2.9	26.6	JX	No Office	9.20	
P. M. 12.20			Yard	B	84.6	MONTICELLO 4.1	23.7	RXY	7:00 am to 4:00 pm Except Sat. & Sun.	9.05	
12.35			17		88.7	LANGWORTHY 6.7	19.6		No Office	8.15	
1.05			57	AX	95.4	ANAMOSA 4.2	12.9	X	8:00 am to 5:00 pm Except Sat. & Sun.	7.58	
1.20			34		99.6	STONE CITY 6.5	8.7		No Office	7.25	
1.50			57	SG	106.1	SPRINGVILLE 2.2	2.2		7:30 am to 4:30 pm Except Sat. & Sun.	7.05	
A 2.00 P. M.					108.3	PARALTA	0.0	JP	No Office	L 6.35 A. M.	

Trains must not exceed maximum speed of 25 miles per hour between Paralta and 2 miles west of Donnán and 15 miles per hour between 2 miles west of Donnán and Jackson Jct.

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

This time-table confers no authority between Jackson Jct. and Calmar; Rule 83(B) does not apply at Paralta, Junction Switch and Jackson Jct.  
D & I Division Second District time-table and rules govern.

## WESTWARD—NINTH SUBDIVISION—EASTWARD

SECOND CLASS			Capacity in cars		Telegraph calls	Distance from Cedar Rapids	TIME TABLE No. 1 Sept. 25, 1960		Distance from Ottumwa	SEE RULE 6-A	Office Hours Also See Page 12 For Other Assigned Hours	SECOND CLASS	
179	Time Freight	Daily Ex. Sunday	Siding	Other tracks			STATIONS	SEE RULE				Office Hours	186
	P. M.	L 5.30		Yard		0.0	<b>INDIAN CREEK</b>			JPX	No Office		
				Yard		1.4	<b>CEDAR RAPIDS</b> (C. R. I. & P. and C. & N. W. Crossings)	90.6		BIKORVWYZ	No Office	A. M.	A 6.25
							<b>VERA</b> (C. R. & I. C. Crossing)	89.2		UX	No Office		
		5.50			CF	4.4	<b>BEVERLY</b> (C. & N. W. Crossing)	86.2		IX	Continuous Except Sunday		5.25
		6.00		18		9.0	<b>FAIRFAX</b>	81.6			No Office		5.05
		6.15		26	WF	12.5	<b>WALFORD</b>	78.1			8:00 am to 5:00 pm Except Sat. & Sun.		4.55
		7.00	31	28	GF	19.3	<b>AMANA</b>	71.3			10:30 am to 6:30 pm Except Sat. & Sun.		4.40
		7.14		26		25.8	<b>SOUTH AMANA</b>	64.8			No Office		4.15
		7.21		26		28.8	<b>CONROY</b>	61.8			No Office		4.01
		7.49	60	34	W	34.2	<b>WILLIAMSBURG</b>	56.4			7:00 am to 4:00 pm Except Sat. & Sun.		3.45
		8.01	22	29		39.7	<b>PARNELL</b>	50.9			No Office		3.25
		8.15	40	30	NG	46.4	<b>NORTH ENGLISH</b>	44.2			7:00 am to 4:00 pm Except Sat. & Sun.		3.05
		8.30		27		54.1	(C. R. I. & P. Crossing) <b>WEBSTER</b>	36.5		MV	No Office		2.40
		8.50	23	40	SY	62.0	<b>SIGOURNEY</b>	28.6			7:00 am to 4:00 pm Except Sat. & Sun.		2.10
				26		68.5	<b>HAYESVILLE</b>	22.1			No Office		1.45
		9.23	41	10	HD	76.9	<b>HEDRICK</b> (M. & St. L. Crossing)	13.7		IV	7:00 am to 4:00 pm Except Sat. & Sun.		1.15
		9.35		24		80.7	<b>HIGHLAND</b>	9.9			No Office		12.45
	A 9.48		117	88		86.5	<b>RUTLEDGE</b>	4.1		JX	No Office	L 12.20	
	P. M. 10.00					89.3	(C. R. I. & P. and C. B. & Q. Crossings)	1.3		IPX	No Office	A. M. 12.05	
	A 10.10			Yard	OA	90.6	<b>OTTUMWA</b>	0.0		BHKOPRTVWYZ	Continuous	L 12.01	A. M.

Trains must not exceed maximum speed of 35 miles per hour.

All movements between Indian Creek and Beverly will be made in accordance with Rule 93.

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

Rule 83(B) does not apply at Rutledge, Cedar Rapids and Indian Creek.  
Westward trains must secure a Clearance Form A at Beverly.This timetable confers no authority between Rutledge and Ottumwa;  
D & I Division Third District timetable and rules govern.

## WESTWARD—TENTH SUBDIVISION—EASTWARD

SECOND CLASS			Capacity in cars		Telegraph calls	Distance from Rockwell City	TIME TABLE No. 1 Sept. 25, 1960		Distance from Rembrandt	SEE RULE 6-A	Office Hours Also See Page 12 For Other Assigned Hours	THIRD CLASS	
463	263	Way Freight	Sidings	Other tracks			STATIONS	SEE RULE				Office Hours	462
		Tuesday, Thursday only											
				Yard	RS	0.0	<b>ROCKWELL CITY</b>	51.1		BIJ KRVXY	8:00 am to 5:00 pm Except Sat. & Sun.		P. M. A 2.01
				30		5.7	<b>LAVINIA</b>	45.4			No Office		1.40
				30	ON	11.8	<b>LYTTON</b>	39.3			8:00 am to 5:00 pm Except Sat. & Sun.		1.20
		8.30		63	SC	18.5	<b>SAC CITY</b>	32.6			8:00 am to 5:00 pm Except Sat. & Sun.		1.01
		9.00		30		27.1	<b>NEMAHA</b>	24.0			No Office		12.05
		9.15		28		32.5	<b>JUNIATA</b>	18.6			No Office		P. M. 11.45
	A. M. L 10.05			Yard	S	38.3	<b>STORM LAKE</b>	12.8		RVY	7:45 am to 4:45 pm Except Sat. & Sun.	A. M. A 11.25	L 11.30
				38		44.4	<b>TRUESDALE</b>	6.7			No Office		11.08
				40		51.1	<b>REMBRANDT</b>	0.0			No Office	L 10.50	A. M.

Trains must not exceed maximum speed of 25 miles per hour.

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

Rule 83(B) does not apply at Rembrandt and does not apply at Storm Lake if train order signal indicates proceed as per Rule 200-C.  
Rule 83(B) does not apply at Rockwell City when operator not on duty.



**WESTWARD—ELEVENTH SUBDIVISION—EASTWARD**

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SECOND CLASS			Capacity in cars		Telegraph calls	Distance from Herndon	TIME TABLE No. 1 Sept. 25, 1960 STATIONS	Distance from Spirit Lake	SEE RULE 6-A	Office Hours Also See Page 12 For Other Assigned Hours	THIRD CLASS	
363	Way Freight	Daily Ex. Saturday	Sidings	Other tracks							362	Time Freight
	A. M. L12.30			Yard		0.0	<b>HERNDON</b>	123.8	JPY	No Office	P. M. A 5.33	
	12.45			31		5.1	5.1 <b>COOPER</b> 7.5	118.9		No Office	5.18	
	1.25			86	JN	12.6	<b>JEFFERSON</b> 0.5 (C. & N. W. Crossing)	111.2		7:45 am to 4:45 pm Except Sat. & Sun.	5.01	
					JC	13.1	<b>JEFFERSON TOWER</b> 5.5	110.7	IV	2:00 pm to 10:00 pm Except Sun. & Mon.		
	1.45			23		18.6	6.1 <b>FARLIN</b>	105.2		No Office	4.48	
	2.05			43	CH	24.7	<b>CHURDAN</b> 2.8	99.1		8:00 am to 5:00 pm Except Sat. & Sun.	4.33	
	2.20			23		27.5	5.5 <b>ADAZA</b> 5.5	96.3		No Office	4.25	
	2.55			17		33.0	<b>LOHRVILLE</b> (C. & N. W. and C. G. W. Crossings)	90.8	I	No Office	4.15	
	3.10			22		37.5	4.5 <b>RANDS</b> 5.7 (I. C. & Ft. D., D. M. & S. Crossings)	86.3		No Office	4.06	
	4.30			Yard	RS	43.2	<b>ROCKWELL CITY</b> 7.2	80.6	BJJ KRVXY	7:30 am to 4:30 pm Except Sat. & Sun.	3.55	
	4.50			29		50.4	<b>JOLLEY</b> 3.3	73.4		No Office	3.11	
	5.00			13		53.7	<b>KNOKE</b> 6.3 (I. C. Crossing)	70.1		No Office	3.01	
	5.35			100	F	60.0	<b>FONDA</b> 5.9	63.8	MV	8:00 am to 5:00 pm Except Sat. & Sun.	2.50	
	6.00			25		65.9	8.9 <b>VARINA</b>	57.9		No Office	2.30	
	6.45			61	AB	74.8	<b>ALBERT CITY</b> 5.6	49.0		8:00 am to 5:00 pm Except Sat. & Sun.	2.10	
	7.20			37	MN	80.4	<b>MARATHON</b> (C. & N. W. Crossing)	43.4	I	7:45 am to 4:45 pm Except Sat. & Sun.	1.55	
						85.3	4.9 (C. R. I. & P. Crossing)	38.5	U	No Office		
	7.40			28	WB	86.7	<b>WEBB</b> 4.9	37.1		8:00 am to 5:00 pm Except Sat. & Sun.	1.40	
	8.00			26	GI	91.6	<b>GILLETT GROVE</b> 12.1 (M. & St. L. Crossing)	32.2		8:00 am to 5:00 pm Except Sat. & Sun.	1.30	
	9.00			Yard	PR	103.7	<b>SPENCER</b> 6.9	20.1	HJMR VXYZ	8:00 am to 5:00 pm Except Sat. & Sun.	1.00 P. M.	
	9.25			15		110.6	6.0 <b>FOSTORIA</b>	13.2		No Office	11.40	
	9.55			57	MD	116.6	<b>MILFORD</b> 3.1	7.2		7:45 am to 4:45 pm Except Sat. & Sun.	11.25	
	10.10			4		119.7	<b>ARNOLD'S PARK</b> 4.1	4.1		No Office	11.15	
	A10.30 A. M.			70	SA	123.8	<b>SPIRIT LAKE</b>	0.0	RX	7:30 am to 4:30 pm Except Sat. & Sun.	L11.01 A. M.	

Trains must not exceed maximum speed of 30 miles per hour.  
**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS**

Rule 83(B) does not apply at Herndon and does not apply at Rockwell City and Spirit Lake when operator is not on duty.

**WESTWARD—TWELFTH SUBDIVISION—EASTWARD**

SECOND CLASS			Capacity in cars		Telegraph calls	Distance from Clive	TIME TABLE No. 1 Sept. 25, 1960 STATIONS	Distance from Woodward Jct.	SEE RULE 6-A	Office Hours Also See Page 12 For Other Assigned Hours	THIRD CLASS	
71	Time Freight	Daily	Sidings	Other tracks							72	Time Freight
	P. M. L 7.15			45	CV	0.0	<b>CLIVE</b> 3.3	22.0	JRX	7:30 am to 4:30 pm Except Sat. & Sun.	A 2.01	
				12		3.3	<b>RIDER</b> 3.2	18.7		No Office		
	7.40			55	GR	6.5	<b>GRIMES</b> 5.6 (D. M. & C. I. Crossing)	15.5		7:30 am to 4:30 pm Except Sat. & Sun.	1.45	
	7.55			29		12.1	<b>GRANGER</b> 9.7	9.9	UV	No Office	1.20	
	A 8.40 P. M.			140		22.0	<b>WOODWARD JCT.</b>	0.0	JP	No Office	L 1.01 A. M.	

Trains must not exceed maximum speed of 35 miles per hour.  
**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS**

Rule 83(B) does not apply at Woodward Jct. and does not apply at Clive when operator not on duty if train order signal indicates proceed as per Rule 200-C.

WESTWARD—THIRTEENTH SUBDIVISION—EASTWARD

SECOND CLASS				Capacity in cars		Telegraph calls	Distance from Des Moines	TIME TABLE No. 1 Sept. 25, 1960 STATIONS	Distance from Herndon	SEE RULE 6-A	Office Hours Also See Page 12 For Other Assigned Hours	THIRD CLASS	
71	67	Time Freight	Time Freight	Sidings	Other tracks							72	66
Daily	Daily Ex. Sat. and Sunday											Daily	Daily Ex. Sat. and Sunday
						Yard	UD	0.0	DES MOINES -0.4	53.8	No Office		
L	A. M. 12.01	P. M. 6.55	A. M. 12.01			Yard		0.4	WEST ELEVENTH ST. -0.4	53.4	BKORTWXZ	A	A. M. 10.35
								0.8	WEST 28TH ST. -6.4	53.0	VX	A	A. M. 10.30
A	12.25	7.15 P. M.	12.25			45	CV	7.2	CLIVE -5.4	46.6	JRX	L	10.14
						18		12.6	HADDEN HILL -2.5	41.2			9.55
						26		15.1	WAUKEE (M. & St. L. Crossing) -3.8	38.7	UV		9.45
						12		18.9	ORTONVILLE -3.2	34.9			9.30
						42	AD	22.1	ADEL -5.6	31.7			9.20
						22		27.7	KENNEDY -4.0	26.1			9.05
						34	RI	31.7	REDFIELD -5.6	22.1			8.55
						34		37.3	LINDEN -6.1	16.5			8.40
						58	FN	43.4	PANORA -5.4	10.4			8.27
						44	B	48.8	YALE -5.0	5.0			8.14
A	6.30 A. M.					Yard		53.8	HERNDON	0.0	JY	L	8.01 A. M.

Trains must not exceed maximum speed of 30 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Des Moines and West 28th St.; D. M. U. Railway time-table and rules govern.  
 Rule 83(B) does not apply at Clive when operator not on duty if train order signal indicates proceed as per Rule 200-C.  
 Rule 83(B) does not apply at Herndon.  
 Rule 83(B) does not apply at West 28th St. Westward Trains will secure Clearance Form A at West Eleventh St.

WESTWARD—FOURTHEENTH SUBDIVISION—EASTWARD

				Capacity in cars		Telegraph calls	Distance from Madrid	TIME TABLE No. 1 Sept. 25, 1960 STATIONS	Distance from Boone	SEE RULE 6-A	Office Hours Also See Page 12 For Other Assigned Hours		
		Time Freight	Time Freight	Sidings	Other tracks								
												Daily	Daily Ex. Sat. and Sunday
						Yard	Z	0.0	MADRID -6.3	14.3	JRX	A	
						10		6.3	LUTHER -8.0	8.0			
A						Yard	BN	14.3	BOONE	0.0	VY	L	

Trains must not exceed maximum speed of 25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83(B) does not apply at Boone when operator not on duty if train order signal indicates proceed as per Rule 200-C and does not apply at Madrid when operator not on duty.

**WESTWARD—FIFTEENTH SUBDIVISION—EASTWARD**

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FIRST CLASS	73	219	Capacity in cars		Telegraph calls	Distance from Manilla	TIME TABLE No. 1 Sept. 25, 1960 STATIONS	Distance from Sioux City	SEE RULE 6-A	Office Hours See Also Page 12 For Other Assigned Hours	FIRST CLASS	SECOND CLASS
			Sidings	Other tracks							220	262
Time Freight	Passenger	Passenger									Passenger	Time Freight
Daily	Daily	Daily									Daily	Daily
P. M. L 11.30	A. M. L 5.10			Yard	MJ	0.0	<b>MANILLA</b>	90.3	BJKP RWXY	7:30 am to 3:30 pm 8:30 pm to 4:30 am Except Sat. & Sun.	P. M. As 8.45	P. M. A 9.25
						0.4	<b>LOOP</b>	89.9	PX	No Office		
	s 5.24		36			9.6	<b>BUCK GROVE</b>	80.7	P	No Office		
						4.3	(C. & N. W. Crossing) <b>ARION</b>	76.4	IP	Continuous	8.22	8.50
A. M. 12.01	s 5.31		53	16	AO	13.9	(Ill. Cent. Crossing) <b>KENWOOD</b>	70.1	P	No Office		
				23		20.2	6.3					
						6.2	<b>CHARTER OAK</b>	63.9	P	6:00 am to 3:00 pm Except Sat. & Sun.	s 8.07	8.25
12.20	s 5.49		37	26	CO	26.4	6.6					
12.30	f 5.58		70	27		33.0	<b>UTE</b>	57.3	P	No Office	f 7.58	
						9.5						
						42.5	<b>MAPLETON</b>	47.8	P	6:15 am to 3:15 pm 7:01 pm to 9:01 pm Except Sat. & Sun.	s 7.39	8.00
						53.2	10.7 <b>RODNEY</b>	37.1	P	No Office		7.45
						57.2	4.0 <b>GRANT CENTER</b>	33.1	P	No Office		
						64.8	7.6 <b>HORNICK</b>	25.5	P	6:30 am to 3:30 pm Except Sat. & Sun.	f 7.09	7.25
						69.5	4.7 <b>OWEGO</b>	20.8		No Office		
						75.0	5.5 <b>LUTON</b>	15.3		No Office		
						86.2	11.2 <b>MORNINGSIDE</b>	4.1	X	No Office		
						89.4	3.2 (G. N. & C. B. & Q. Crossings) <b>SIoux CITY YARD</b>	0.9	IVXYZ	No Office	262 6.35	220 6.45 6.00
				Yard			0.9					
						90.3	0.9 (G. N., C. & N. W., Ill. Cent., G. N. Crossings) <b>SIoux CITY</b>	0.0	BIKOP RVXYZ	No Office	L 6.30	L 5.45
A 2.55	As 7.35				Q		(C. & N. W. Crossing) (East End of Double Track)				P. M. —	P. M. —
A. M. —	A. M. —					95.9	5.6 <b>WEST YARD</b>		BKOP RXZ	Continuous	L 5.59	L 5.30
A 4.30	A 8.10			Yard	RX						P. M.	P. M.
A. M.	A. M.											

Passenger trains must not exceed maximum speed of 59 miles per hour between Sioux City and Manilla; other trains 49 miles per hour.

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

Rule 83(B) does not apply at Sioux City. Trains starting at Sioux City or West Yard must obtain two clearances at West Yard, one endorsed with initials of the Superintendent of the Iowa Division and one endorsed with the initials of the Superintendent of the IM&D Division.

This time table confers no authority between Sioux City and West Yard. IM&D Division time table and special instructions govern.

No. 220 stops at Ute and Hornick to let off passengers from Sioux City and beyond and stops at Ute to pick up passengers for beyond Manilla.

No. 219 stops at Hornick to let off passengers from beyond Manilla and to pick up passengers for Sioux City and beyond.

No. 219 stops at Grant Center daily except Sunday for dispatch of U. S. Mail.

**LOCATION OF EMERGENCY DIESEL WATER CONNECTIONS**

Oxford Jct. .... At depot.  
Marion ..... Both east and west bound water column pits.  
Tama ..... At depot.  
Madrid ..... At depot.  
Manilla ..... Both east and west bound water column pits.  
Mapleton ..... In pump house.

Strawberry Point... At depot.  
Maquoketa ..... At depot.  
Rockwell City..... At depot.  
Williamsburg ..... At stockyards.  
Sigourney ..... At old water tank location.

**TRAIN DISPATCHERS.**

E. E. EDWARDS,  
E. C. WALL,  
H. W. BEAN,  
D. W. PETERSON,

W. W. FALLER,  
E. P. GALIHER,  
R. F. JOHNSTON,  
L. L. HARVEY

N. J. GORMAN,  
Assistant Trainmaster

P. F. ZIEGLER,  
Trainmaster

E. L. McGUIRE,  
Chief Dispatcher,  
Ninth Subdivision only.

C. D. EMERSON,  
Chief Dispatcher,  
All other Subdivisions.

J. D. GALIHER,  
Night Chief Dispatcher,  
All Subdivisions except Ninth.

## YARD LIMITS AT

Sabula.....	Extend from 50 feet west of Mississippi River Bridge to 5000 feet west of junction switch at Samoa.
Green Island.....	Extend from 1680 feet west of the west switch of the westward siding west of the depot to 5670 feet east of the east switch of the westward siding east of the depot and to a point on D. & I. Division 5300 feet west of interlocking limits.
Oxford Jct.....	Extend from wye switches on First subdivision to 2350 feet east of wye switch on Sixth subdivision.
Marion Yard and Marion.....	Extend from 5000 feet east of east switch at Marion Yard to 4000 feet west of the junction switch at Indian Creek on the First Subdivision.
Atkins Yard and Atkins.....	Extend from 2100 feet east of east switch to 5000 feet west of west switch of yard.
Perry.....	Extend from 2915 feet east of Stock Track switch on Second Subdivision to 8000 feet west of west crossover in yard on Third Subdivision.
Manilla.....	Extend from Depot to 2000 feet west of loop switch on the Fifteenth Subdivision.
Council Bluffs Yard and Council Bluffs.....	Extend from 5700 feet east of switch at east end of Double Track at Council Bluffs Yard to U. P. Transfer.
Sioux City Yard and West Yard.....	Extend from 1580 feet east of spur switch at Morningside on Iowa Division to 3430 feet west of west switch of West Yard on IM&D Division.
Maquoketa.....	Extend from depot to 1463 feet west of the Clinton Machine Company track switch.
Amana.....	Extend from 2000 feet east of the east switch of the siding to 2000 feet west of the Amana Refrigeration Company lead switch.
Anamosa.....	Extend from 3000 feet east of east switch to 3000 feet west of west switch.
Monticello and Junction Switch.....	Extend from 1980 feet west of wye switch to 1000 feet east of Junction Switch on the Eighth Subdivision, and to 1000 feet East of Junction switch on the Seventh Subdivision.
Cedar Rapids.....	Extend from the junction switch at Indian Creek on the Ninth Subdivision to 600 feet west of the C&NW railroad crossing at Beverly.
Rutledge.....	Extend from 3002 feet east of east switch on Iowa Division Ninth Subdivision to 1500 feet west of west switch on D&I Division.
Des Moines.....	Extend from west switch of new yard to 3042 feet west.
Clive.....	Extend from 6479 feet east of junction switch to 7000 feet west of junction switch on Thirteenth Subdivision, and from junction switch to 2000 feet west of junction switch on Twelfth Subdivision.
Rockwell City.....	Extend from 5000 feet east of depot to 4100 feet west of depot on Eleventh Subdivision, and from depot to 4000 feet west on Tenth Subdivision.
Spencer.....	Extend from 2000 feet east of crossover switch to 9487 feet west of north wye switch on Iowa Division and from 9470 feet east of M. & St. L. Junction to 2600 feet west of west switch on IM&D Division.
Spirit Lake.....	Extend from 2000 feet east of east switch of house track to end of main track.

## INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Car Capacity
A. B. C. Co.....	4.0 mi. West of Waucoma.....	22
Amana Refrigerator Co.....	1.0 mi. West of Amana.....	85
Wheeler Lumber Spur.....	2.1 mi. East of Clive.....	22
Consumers Oil Spur.....	2.02 mi. East of Clive.....	16
Bates-Couch Elev. Spur.....	1.75 mi. East of Clive.....	26
Blue Diamond Concrete.....	1.5 mi. East of Clive.....	11
Pittsburgh Steel.....	0.5 mi. West of Clive.....	20
U. S. Plywood Spur.....	1.0 mi. West of Clive.....	60
Iltis Lumber Spur.....	1.7 mi. West of Clive.....	15
Straight Mfg. Co.....	0.5 mi. West of Adel.....	10
United Brick & Tile Spur.....	0.59 mi. West of Adel.....	26
Adel Clay Products Spur.....	0.70 mi. East of Redfield.....	27
Redfield Brick & Tile Spur.....	0.42 mi. West of Redfield.....	16
National Stamp Mfg. Spur.....	1.1 mi. West of Jefferson.....	11
Ralston Coop Elev.....	1.0 mi. West of Jefferson.....	32
Milford Gravel Pit Spur.....	1.20 mi. East of Milford.....	148
Clay Industrial Siding.....	7.4 mi. East of Spencer.....	7
Dirks Thermogas Spur.....	1/4 mi. West of Hopkinton.....	6

## EMERGENCY TELEPHONES

For emergency use telephones may be found at the following locations. Those at open or closed stations, at blind sidings where in depot, or at other points covered by special rules are not indicated on this list as employees should be familiar with their location.

Highland.....	Old Station location
Hedrick.....	1/2 Mile West
Hayesville.....	3 Miles West
Sigourney.....	3 1/2 Miles East
North English.....	4 Miles West
Parnell.....	3 Miles West
Amana.....	1 Mile West

## OFFICE HOURS NOT OTHERWISE SHOWN

Station	Saturday	Sunday	Holiday
Calmar.....		10:00 pm to 6:00 am	10:00 pm to 6:00 am
Spencer.....	9:00 am to 11:00 am 6:30 pm to 8:30 pm		
Mapleton.....	6:15 am to 8:15 am 7:01 pm to 9:01 pm		
Marion.....			7:30 am to 4:30 pm
Atkins Yard.....			3:00 pm to 7:00 am
Atkins.....			7:00 am to 3:00 pm
Manilla.....	8:30 pm to 4:30 am	8:30 pm to 4:30 am	8:30 pm to 4:30 am
Council Bluffs Yard.....		5:00 am to 1:00 pm 8:00 pm to 10:00 pm	5:00 am to 1:00 pm 3:00 pm to 11:00 pm
Beverly.....		12:01 am to 8:00 am 4:00 pm to 11:59 pm	12:01 am to 8:00 am 4:00 pm to 11:59 pm

At stations where office hours are shown as continuous, such stations will be open continuous daily including Holidays.

At all other stations the office will be closed on Holidays unless hours are assigned as specified above or by Bulletin.

Holidays include New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas on day set by Proclamation.

# COMPANY SURGEONS ARE LOCATED AS FOLLOWS:

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Location	Name	Residence Phone	Office and Phone
Chicago	R. Householder, Chief Surgeon	Chicago Wesley Memorial Hospital	240 E. Superior St., DElaware 7-6500.
Chicago	James R. Hines		Union Station, Central 6-7600
Chicago	F. Wm. Munson, Asst. to Chief Surgeon	Chicago Wesley Memorial Hospital	240 E. Superior St., DElaware 7-6500 Union Station, Central 6-7600
Chicago	Virgil Wescott, Oculist		30 North Michigan Ave., DEarborn 2-3127
Chicago	L. F. McBride, Aurist		122 So. Michigan Ave., WAbash 2-2272
Chicago	H. A. Hooper, Dentist		53 E. Washington St., STate 2-0509
Savanna	J. B. Schreiter	1335	National Bank Bldg., 3151
Savanna	E. C. Turner	3335	107 Jefferson 1665
Savanna	Dr. L. B. Hussey	4343	112 Jefferson St., 7121
Cedar Rapids	Elliott A. Cobb, Co. Surgeon	EMpire 4-0139	1860 1st Ave. N.E., EMpire 4-0284
Cedar Rapids	R. K. Keech, Asst. Co. Surgeon	EMpire 2-7231	815 Higley Bldg., EMpire 4-8612
Cedar Rapids	J. K. VonLackum, Oculist	EMpire 4-6511	930 Merchants National Bank Bldg., EMpire 4-6817
Council Bluffs	Gorden Best	32-2-2494	532 1st Ave., 32-2-7751
Council Bluffs	Fred H. Beaumont	32-2-4352	Council Bluffs Clinic, 32-2-7751
Council Bluffs	A. M. Dean (Oculist)	32-2-2272	22 So. 6th St., 32-2-5827
Omaha	Charles W. McLaughlin	WAlnut 9697	409 Doctors Bldg., GLendale 5822
Omaha	John D. Coe	TErrace 1668	409 Doctors Bldg., GLendale 5822
Omaha	Robert M. Stryker	WE 4108	8284 Hascall St., TErrace 3010
Omaha	David S. Weeks	RE 3735	8284 Hascall St., TErrace 3010
Des Moines	Arnold L. Nelson	AMherst 6-0376	811 Savings & Loan Bldg., CHerry 4-2127
Des Moines	J. B. Fraser, Asst. Co. Surgeon	AMherst 6-4830	811 Savings & Loan Bldg., CHerry 4-2127
Des Moines	John W. La Mar, Asst. Co. Surgeon	AMherst 6-6773	811 Savings & Loan Bldg., CHerry 4-2127
Des Moines	G. S. Marquis (Oculist)	ATlantic 2-3337	903 Equitable Bldg., CHerry 3-6103
Des Moines	J. H. Tait (Oculist)	BLackburn 5-2084	903 Equitable Bldg., CHerry 3-6103

Location	Name of Surgeon	Residence Phone No.	Office Phone No.	Location	Name of Surgeon	Residence Phone No.	Office Phone No.
Sioux City	F. L. Wilson	8-8981	5-8911	Dedham	L. W. Chain	75	75
Sioux City	Frederic W. Wilson, Jr.	7-1519	5-8911	Manning	A. W. Carlile	OL 3-4821	OL 3-4821
Mapleton	Paul G. Ingham	218	29	Carroll	Leo H. Kuker	2611	2858
Ute	E. J. Liska	62B	62A	Manilla	J. M. Hennessy	OL 4-3814	OL 4-3122
Sabula	K. R. Sorenson	33	33	Underwood	H. B. Moorehead	3433	3411
Lost Nation	Frank S. Peckosh	6	39	Sigourney	*Edward R. Gann	107	74
Oxford Jct.	L. J. Homan	2431	2431	Middle Amana	C. Herrmon, Jr.		MA 2-5241
Olin	A. J. M. Findlater	2F208	2F208	North English	U. S. Geiger	NO 4-4745	NO 4-4745
Marion	J. J. Keith	DR 7-2455	DR 7-3478	Williamsburg	*D. F. Miller	MO 8-1178	MO 8-1221
Marion	P. E. Orcutt	DR 7-0309	DR 7-3174	Granger	R. T. Smith	EL 5-2255	EL 5-2323
Maquoketa	J. W. Jordan	OL 2-2157	OL 2-4122	Boone	W. H. Longworth	637	134
Monticello	Earl H. DeShaw	HO 5-3603	HO 5-3378	Panora	C. A. Nicoll	163	127
Calmar	F. M. Hennessy	4-W	13	Jefferson	E. D. Thompson	EV 6-3625	EV 6-3314
Tama	A. J. Wentzien	670	671	Rockwell City	*P. W. Van Metre	4665	3495
Tama	A. J. Havlik	673	671	Fonda	J. B. Thielen	6302	6301
Madrid	T. K. Leonard	45R2	45	Webb	E. A. Rust	13R3	13R2
Perry	A. M. Cochran	HO 5-2885	HO 5-4664	Spencer	*E. E. Munger, Jr.	90-W-2	90
Perry	K. W. Diddy	HO 5-2116	HO 5-2425	Spirit Lake	P. Scott	167	31
Jamaica	W. A. Seidler	3 on 14	2 on 14	Sac City	D. Michaelson	711	712
Coon Rapids	C. A. Johnson	109	109	Storm Lake	M. E. Farnsworth	1600	7

‡Indicates salaried Company surgeons who should be used whenever possible.  
 †Indicates surgeons equipped to conduct physical examinations of employes for entrance into service, promotion or re-examination.  
 \*Indicates surgeons equipped to conduct physical examinations of employes for re-examination only.

## WESTWARD FREIGHT TRAINS—(INFORMATION ONLY) EASTWARD

163	63	75	167	61	81	73	STATIONS	62	162	176	64	68	168	166
Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight		Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight
Daily	Daily	Daily Ex. Monday	Daily	Daily	Daily Ex. Sunday	Daily		*	Daily Ex. Monday	Daily	Daily	Daily	Daily Ex. Sunday	Daily
A. M. 1.00	A. M. 2.20	A. M. 6.30	A. M. 10.10	P. M. 2.10	P. M. 4.30	P. M. 10.50	SAVANNA	A. M. 5.45	A. M. 6.30	P. M. 1.00	P. M. 7.30	P. M. 7.20	P. M. 7.55	A. P. M. 11.30
A. M. 2.00		A. M. 7.00	A. M. 10.30		A. M. 5.00		GREEN ISLAND		L. A. M. 5.45	L. P. M. 12.10			L. P. M. 7.10	L. P. M. 10.50
						A. M. 8.45	MARION					P. M. 12.01		
	8.25			7.15		3.15	PERRY	11.30			1.50	7.45		
						P. M. 7.45	MANILLA	8.30			12.40	5.25		
							COUNCIL BLUFFS YARD	L. P. M. 6.30		L. A. M. 11.20	L. A. M. 3.45			

\*No. 62 out of Council Bluffs Yard Daily Exc. Sunday — into Savanna Daily Exc. Monday.  
 No. 363 daily except Friday leave Perry 11:50 p.m. arrive Herndon 12:15 a.m.      No. 362 daily except Sunday leave Herndon 5:35 p.m. arrive Perry 6:01 p.m.

## SPECIAL INSTRUCTIONS

### ALL SUBDIVISIONS

#### G-1 Employees are prohibited from:

Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.

Standing on top of high cars while passing under bridges or through tunnels.

Getting on the end of an engine or of a car as it approaches them.

Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.

Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.

Kicking or holding drawbar in position to make a coupling with an approaching car or engine.

Following other dangerous practices.

#### G-2 Employees are prohibited from riding:

On engine footboards or pilot steps between engine and car when cars are being pushed.

On leading footboard or pilot steps while coupling engine to cars.

On deadwoods, drawbars, brake beams, journal boxes and brake wheels.

On ends of cars containing lading which may shift.

On engine pilot or footboards, sides or ends of cars, while going in or out of depressed tracks.

On forward footboard or pilot steps of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.

G-3 When, for any reason, adjustment is necessary to a draw bar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.

G-4 Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employes are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineer and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all employes are out from between the cars or engines, and under no circumstances must employes again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

G-5 Employes must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.

G-6 When using handholds and ladder or stirrup steps to descend from engines, cars or other equipment, employes must face the equipment and be sure of a secure handhold and footing.

G-7 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G-8 When necessary to go outside when engine is either standing or moving, extreme caution must be exercised to avoid slipping or falling from running board.

G-9 Employes must not step on track rails nor other similar objects when it can be avoided.

G-10 The use of gasoline stoves and burners in Company's buildings and equipment is prohibited.

The use of oil and bottled gas (Propane) stoves and burners for either cooking, heating or refrigeration is permitted only when authorized by the Company and when installation is made in accordance with Company standards.

The above does not apply to U. S. Army Field Ranges when installed under the supervision of a U. S. Army Commissioned Officer and operated by his men.

To avoid personal injuries and possible damage by fire, when lighting and operating Ajax Baughan caboose oil stoves, employes must be governed by the instructions which are posted in each caboose so equipped.

G-11 The following cars, loaded or empty, will be handled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:

Bad order cars.

Switch rear "S.R." cars.

G-12 Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department inspector, may be hauled in any part of the train.

G-13 In addition to Consolidated Code Rule 806 regarding handling of occupied outfit cars, the following will also apply on this Railroad: When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of train striking the cars.

The same principle will also apply when such cars are placed on other side tracks; but when for operating reasons, it is not practicable to have switches spiked, the Train Dispatcher must be notified.

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars.

Under such conditions, the cars must not be moved except when necessary and then only after the man in charge has given his permission.

When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

G-14 For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the steam must be shut off as soon as the train stops in the station.

G-15 When passenger trains are unusually delayed, passengers should be informed as to cause and extent of delays.

Conductors will make suitable announcements to passengers on trains, or arrange for brakemen and sleeping or parlor car employes to do so.

Agents or station masters will see that such announcements are made to passengers in stations when waiting for delayed trains.

Public Address System should be utilized at stations when available.

G-16 A yellow flag by day stencilled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signal without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

C The provisions of Rule 30 of the Manual of Rules and Instructions on Air Brake and Train Air Signals Form 2697 Revised, will apply as follows at the following points:

- Aberdeen — Miles City — Deer Lodge — Othello..... All trains
- St. Paul..... Freight trains only
- Minneapolis..... Passenger trains only

G-18 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-19 When a train order office is closed during the period authorized by timetable or bulletin the light in the train order signal will be extinguished.

G-20 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G-21 In complying with Rule 3 of the Consolidated Code of Operating Rules, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on back of their time slip.

G-22 When Diesel-Electric or Electric engines are handled dead in train the following will apply:

When engine handling the train is of the wagon type:—Single Unit Diesel-Electric road switcher, yard switcher or wagon type units may be handled next behind the road engine.

When engine handling the train is of the road switcher or yard switcher type:—Wagon type units or series of such units may be handled next behind the road engine, but road switcher or yard switcher type engines must be separated from the road engine by at least one car and must be separated from each other by one or more cars.

Diesel-Electric or Electric engines will be handled dead in train on authority of Chief Dispatcher who will specify the train they are to be handled on and where they will be placed in the train.

When a 44 ton Diesel engine is being handled dead in freight train, it must be placed at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44 ton Diesel engine must be placed behind the pusher. When there is a 44 ton Diesel engine on the rear of the train, the train must not be pushed nor pulled from the rear and the dead Diesel engine must not be handled in switching movements in conjunction with other cars.

G-23 Diesel engines moving dead in train will come under the provisions of Rule 813 and when the doors of the engine are locked and the hand brake is not accessible, a freight car with operative hand brakes must be coupled to the diesel with uncoupling mechanism made inoperative.

G-24 Passenger car equipment may be moved through water up to six inches above the top of rail without damage to the generators or battery and bearing boxes.

When necessary to move passenger car equipment through water from 3 to 6 inches above the rails, the equipment should be pushed through the water to a point where it can be reached from the opposite end by a power unit or other equipment and pulled on through the obstruction.

**GENERAL SPEED RESTRICTIONS**

G-25 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speed shown below and further reduction made where conditions require:

TYPE OF EQUIPMENT	MPH
Trains handling ore cars Loaded.....	35
Empty.....	40
Trains handling ore loaded in open top equipment other than ore cars.....	40
Trains handling loaded air dumps (must stop when meeting trains on double track).....	25
Work trains with workmen or occupied outfit cars.....	25
Scale test cars on Branch Lines.....	20
on Main Line.....	25
The following Diesel engines either dead in train or operating under own power:	
1670 and 1671, 2000 to 2006 AB (New Nos. 820 and 821, 690 AB to 696 AB).....	50
1610 to 1635 (New Nos. 960 to 985).....	45
1600 to 1603 (New Nos. 980 to 983).....	40
1699 to 1709 (New Nos. 990 to 997).....	30

C When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

G-27 Diesel or Electric engines with unobstructed view in either direction may be operated at permissible speeds in either direction.

Diesel or Electric engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.

G-28 Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 M.P.H. and other trains or engines 25 M.P.H. when passing over such crossing. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engines will approach such crossings at restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by Special Instructions or bulletin.

The speed of all trains must not exceed 20 M.P.H. while passing over railroad crossings protected by signals or gates unless otherwise specified.

G-29 The speed of trains handled by Gas-Electric or other similar type power, when consisting of power unit only, must not exceed 10 M.P.H. when approaching and passing over railroad crossings protected by automatic signals.

G-30 When flat spots develop enroute on car or engine wheels, speed of train must be reduced to not exceed forty (40) M.P.H. to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of the train will be reduced in line with their judgment.

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or engine with flat spots at a speed either under seventeen (17) M.P.H. or in excess of twenty-three (23) M.P.H. as the most severe impact occurs at speeds (17) to (23) M.P.H.

X-1 Trains handling wrecker derricks must not exceed the following speed limitations. The indicated maximum speed must be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds.

	On Tangent Track	On Curves
First Subdivision.....	40 M.P.H.	30 M.P.H.
Second Subdivision.....	40 M.P.H.	30 M.P.H.
Third Subdivision.....	40 M.P.H.	30 M.P.H.
Fourth Subdivision.....	20 M.P.H.	15 M.P.H.
Fifth Subdivision.....	30 M.P.H.	20 M.P.H.
Sixth Subdivision.....	15 M.P.H.	10 M.P.H.
Seventh Subdivision.....	15 M.P.H.	10 M.P.H.
Eighth Subdivision.....	20 M.P.H.	15 M.P.H.
Ninth Subdivision.....	25 M.P.H.	20 M.P.H.
Tenth Subdivision.....	15 M.P.H.	10 M.P.H.
Eleventh Subdivision.....	20 M.P.H.	15 M.P.H.
Twelfth Subdivision.....	25 M.P.H.	18 M.P.H.
Thirteenth Subdivision.....	20 M.P.H.	15 M.P.H.
Fourteenth Subdivision.....	15 M.P.H.	10 M.P.H.
Fifteenth Subdivision.....	35 M.P.H.	30 M.P.H.

X-2 Trains handling snow plows of all types, locomotive cranes, Jordan spreaders, shovels, pile drivers and ditching machines must not exceed speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding, and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

	On Tangent Track	On Curves
First Subdivision.....	40 M.P.H.	30 M.P.H.
Second Subdivision.....	40 M.P.H.	30 M.P.H.
Third Subdivision.....	40 M.P.H.	30 M.P.H.
Fourth Subdivision.....	20 M.P.H.	15 M.P.H.
Fifth Subdivision.....	30 M.P.H.	20 M.P.H.
Sixth Subdivision.....	15 M.P.H.	10 M.P.H.
Seventh Subdivision.....	15 M.P.H.	10 M.P.H.
Eighth Subdivision.....	20 M.P.H.	15 M.P.H.
Ninth Subdivision.....	25 M.P.H.	20 M.P.H.
Tenth Subdivision.....	20 M.P.H.	15 M.P.H.
Eleventh Subdivision.....	25 M.P.H.	20 M.P.H.
Twelfth Subdivision.....	25 M.P.H.	20 M.P.H.
Thirteenth Subdivision.....	25 M.P.H.	20 M.P.H.
Fourteenth Subdivision.....	15 M.P.H.	10 M.P.H.
Fifteenth Subdivision.....	30 M.P.H.	20 M.P.H.

X-3 The speed of all trains or engines passing through turnouts must not exceed 13 M.P.H., except those turnouts laid with long frogs and designated by Special Instructions or bulletin where the speed may be increased to 25 M.P.H., unless otherwise authorized.

Turnouts laid with long frogs are located at:

Station	Location
Rutledge.....	At the Junction switch west of the Depot.

Turnouts laid with long frogs where maximum speed for passenger trains is 40 M.P.H. and other trains is 35 M.P.H. are located at:

Station	Location
Tama.....	West end of two main tracks.
Melbourne.....	East end of siding.
Melbourne.....	West end of siding.
Woodward Jct.....	Turnout from Twelfth Subdivision to Second Subdivision.

Turnouts laid with long frogs where maximum speed for passenger trains is 45 M.P.H. and other trains is 35 M.P.H. are located at:

Station	Location
Council Bluffs Yard.....	East end of double track.

Turnouts laid with long frogs and curved points where maximum speed for passenger trains is 50 M.P.H. and other trains is 35 M.P.H. are located at:

Station	Location
Green Island.....	West end of double track.
Dove.....	East end of two main tracks.
Indian Creek.....	West end of two main tracks.
Covington.....	East end of two main tracks.
Newhall.....	West end of two main tracks.
Midway.....	East end of two main tracks.
Collins.....	East end of siding.
Collins.....	West end of siding.
Duke.....	East end of siding.
Duke.....	West end of siding.
Huxley.....	East end of siding.
Huxley.....	West end of siding.
East Madrid.....	East end of two main tracks.
Madrid.....	West end of two main tracks.
Bouton.....	East end of two main tracks.
Herndon.....	West end of two main tracks.
Templeton.....	East end of two main tracks.
Manilla.....	West end of two main tracks.

X-3 (a) SPRING SWITCHES

Movement in facing point direction over a spring switch not equipped with a facing point lock must not exceed 25 miles per hour. When switch is equipped with a facing point lock, movement may be made at normal speed. If switch is lined for the turnout the allowable turnout speed must be observed.

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the points must not exceed 40 miles per hour.

If movement is through the turnout the allowable turnout speed must be observed.

All spring switches except those indicated below are equipped with facing point locks. The speed must not exceed 25 miles per hour when moving against the points at the following spring switches:

Council Bluffs.....	West end of double track.
Sioux City.....	East end Sioux City Yard.

X-3 (b) Speedometers on road engines in main line service must be checked by observing time between "Speed Test Section" signs.

Where there are no "Speed Test Section" signs in use, the check must be made between mile posts at first opportunity after departure from point where engineer takes charge of engine.

The location where test was made, speed at time of check and any variation must be shown on the work report.

Speed Test Section signs are located as follows:

Iowa Division.....	None
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X-3 (c) Under Rule 922, the engineer may permit the firemen, when competent, to handle the engine with the engineer being responsible.

X-4 In double track territory when trains are run against the current of traffic and the track is not signaled for traffic in both directions, the maximum speed for passenger trains will be 59 M.P.H. and freight trains 49 M.P.H.

X-5 Five minute fuses should be used in Automatic Block System territory and also on the Fourth, Sixth, Seventh, Eighth and Eleventh, Subdivisions; ten minute fuses should be used on all other Subdivisions.

X-7 Trains being operated with electro-pneumatic braking systems (electro-pneumatic straight air braking), when electro-pneumatic brake fails, must stop in accordance with existing instructions. After stopping, changeover to automatic air braking must be made. Before proceeding, crew must know brakes apply and release on rear car. Running test must be made soon as speed of train permits.

Electro-pneumatic brakes must not be used following a failure until repairs have been made. Failure must be reported to Superintendent by wire.

Incoming crews will notify relieving crews at all change-off points when electro-pneumatic brakes are out out.

X-8 In Automatic Block System territory, Manual Block System Rules will apply when trains are run against the current of traffic.

X-9 Trains 19, 20, 103, 104, 111 and 112 will display train number instead of engine number in place provided on the front of the engine. Other trains and engines will display engine number.

FIRST SUBDIVISION

X-12 Speed restrictions (in addition to General speed restrictions):

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Samoa around the curve.....	40	40
Green Island over interlocking.....	60	45
Green Island through interlocked crossover and through junction switch entering and leaving D. & I. Division Second District.....	20	20
Marion — Over street crossings.....	12	12
Marion — No. 1 main track between Yard office and 9th St.....	20	20
Marion — No. 2 main track between passenger station and MP 226.....	20	20
Indian Creek through crossover and through junction switch entering or leaving Ninth Subdivision;	15	15

X-13 Eastward freight trains must not exceed 45 M.P.H. from mile post 167 between Delmar and Browns to mile post 161 between Spragueville and Green Island.

X-14 At Atkins Yard, first class trains will not register.

X-15 At Marion, only first class trains will register. At Marion Yard, only freight trains starting and terminating will register.

X-16 Trains using the following sidings will move expecting to find them occupied by cars:  
Siding — Samoa.  
Westward siding — west of depot Green Island.

X-17 Trains moving on siding at Martelle must not exceed 10 M.P.H. approaching crossing protected with automatic signals.

X-18 At Marion, the City Ordinance reads: "No Railroad Company, railroad engineer or employes of the railroad shall cause or allow the whistle of any locomotive engine to be sounded within the City limits, except necessary brake signals and such as may be absolutely necessary to prevent injury to persons or property."

X-19 C.T.C. operation between Green Island and Atkins Yard is controlled by the Train Dispatcher at Perry.

If the westward home signal at Green Island does not indicate proceed after authority to proceed has been obtained from the train dispatcher at Perry, an understanding must also be had with the operator at Green Island before any movement is made over the interlocked switches at that point. See Rule 663.

X-20 Extra trains may be run between Green Island and Atkins Yard without train orders when C.T.C. operation is in use.

SECOND SUBDIVISION

X-21 Speed restrictions (in addition to General speed restrictions):

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
C. & N.W. crossing 1.1 Mile West of Elberon.....	75	50
Tama Tower.....	40	30
Tama, through the City.....	25	20
Slater, C. & N.W. crossing.....	60	45
Perry, through the City.....	12	12
Perry, M. & St.L. crossing.....	15	15
Perry, between Yard Office and M. & St.L. crossing.....	20	20



At Atkins Yard and Perry, first class trains will not register.  
At Perry, freight trains will register in the train register at the Yard Office.

X-23 Trains using siding at Ferguson will move expecting to find it occupied by cars.

X-24 At Tama, the City Ordinance reads: "It shall be unlawful for any person in charge of any railroad locomotive to cause or permit any whistle thereon to be blown upon the approach to any street crossing, except in case of emergency when necessary to warn a person or persons of danger, in approaching a railroad crossing over which such locomotive is to pass, and then such whistling shall be limited to the needs of the emergency."

X-25 C.T.C. operation between Atkins Yard and Perry is controlled by the Train Dispatcher at Perry.

In case of failure of an interlocking signal at Tama Tower, after authority to proceed has been obtained from the Train Dispatcher at Perry an understanding must also be had with the Operator at Tama Tower before any movement is made over the interlocked switches at that point. See Rule 663.

When authorizing an eastward train to proceed the Train Dispatcher must indicate which main track is to be used beyond Tama Tower.

X-26 Extra trains may be run between Atkins Yard and Perry without train orders when C.T.C. operation is in use.

**THIRD SUBDIVISION**

X-27 Speed restrictions (in addition to General speed restrictions):

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Perry, M.&St.L. crossing	15	15
Perry, between Yard Office and M.&St.L. crossing	20	20
Manilla, around the loop	10	10
Council Bluffs, Wabash and C.B.&Q. crossing	20	20
Council Bluffs, between Tower A and 21st Street	15	15
Council Bluffs, between C.B.&Q. crossing east of passenger station and Jay	Restricted Speed	

X-28 Dome cars are restricted from operating over tracks 8 to 13 inclusive, at Omaha Union Station.

X-29 At Perry, first class trains will not register.  
At Perry, freight trains will register in the train register at the yard office.  
At Council Bluffs Yard, first class trains will not register.

X-30 Before operating over the Union Pacific Co's. tracks between U.P. Transfer and South Omaha, all train, engine and yard employes must pass a satisfactory examination on the Union Pacific Rules and must have a certificate of such examination in their possession.

X-31 C.T.C. operation between Perry and Council Bluffs Yard is controlled by the Train Dispatcher at Perry.

X-32 Extra trains may be run between Perry and Council Bluffs Yard without train orders when C.T.C. operation is in use.

X-33 All eastward trains making station stop at Coon Rapids, will, after starting, approach Fifth Avenue Crossing not to exceed 10 M.P.H.

X-34 At C.R.I.&P. Jct., a Switch Tender is on duty from 10:00 p.m. to 6:00 a.m. daily to handle switches for westward C.M.St.P.&P. trains moving from the single track to the westward U.P. Main Track near U.P. Transfer.

**DURING THE HOURS THE SWITCH TENDER IS ON DUTY THE FOLLOWING WILL GOVERN:**

Eastward trains and engines must not enter single track at U.P. Transfer or at the Pool Yard without a proceed signal from the Switch Tender given with a yellow flag or yellow light.

Westward trains and engines will be governed by a yellow light, located on a pole at the Railroad Crossing STOP BOARD at the clearance point at end of double track.

When a yellow light is displayed, it will be regarded as a proceed signal from the Switch Tender and will be authority for a westward train or engine to enter the single track.

When no light is displayed, westward trains or engines must remain until a light is displayed or permission to proceed is received from the Switch Tender. In case a light is not displayed a member of the crew must communicate immediately with the Switch Tender.

Telephone for communication with the Switch Tender is located at the STOP BOARD.

During the hours Switch Tender is not on duty, a light will not be displayed and trains and engines will handle their own switches.

Trains or engines are not relieved from making the required positive railroad Crossing stop in these limits.

Electric lantern may be used by Switch Tender for displaying yellow light.

X-35 Eastward siding at Manilla may be used in a reverse direction when movement is authorized by proper signal indication and at restricted speed. The second paragraph of Consolidated Code Rule 105 is modified accordingly.

X-36 At Council Bluffs Yard, at east end of yard, when the dwarf signal governing eastward movements from the yard to the main track displays a STOP indication, eastward trains on the departure track must stop to clear the inbound lead until the signal displays a proceed indication.

**FOURTH SUBDIVISION**

X-37 Trains may find cars on main track at DeWitt.

X-38 Following are speed restrictions covering 6 wheel truck road switching locomotives Delmar to DeWitt: Maximum speed—15 M.P.H.

**FIFTH SUBDIVISION**

**SIXTH SUBDIVISION**

**SEVENTH SUBDIVISION**

**EIGHTH SUBDIVISION**

X-39 At Oneida trains must not exceed a maximum speed of 20 M.P.H. over C.G.W. railroad crossing.

X-40 At Monticello, eastward trains must stop south of First Street crossing and then proceed over crossing at restricted speed. Trainmen must protect this crossing when switching over it.

X-41 Following are speed restrictions covering 6 wheel truck road switching locomotives: Bridge H-466—1.4 miles west of Edgewood between MP 56 and MP 57—15 M.P.H.

X-42 Trains will proceed at restricted speed through rock cut located at the east switch of the siding at Fayette.

**NINTH SUBDIVISION**

X-43 Speed restrictions (in addition to General speed restrictions):

LOCATION	Maximum Speed M.P.H.
All Engines, and Wrecking Derricks X-8, X-16, X-17 and X-18 over Bridge I-18 0.3 Miles West of Indian Creek	15
All Engines over Bridge I-126 0.3 Miles East of Amana	25
All Engines over Bridge I-260 3.7 Miles East of Sigourney	25
Wrecking Derricks X-17 and X-18 over Bridge I-126 0.3 Miles East of Amana	15
Over Bridge I-260 3.7 Miles East of Sigourney	15
Over Bridge I-352 1.3 Miles West of Highland	25

X-44 At the M.&St.L. crossing at Hedrick, all trains must stop at the Stop Sign regardless of the indication displayed by the Home Signal.

When the Home Signal displays a proceed indication, after stop has been made movement may be made over the crossing.

When the Home Signal displays a Stop indication, movement will be governed by Rule 672.

X-45 At Webster, the normal position of the crossing gate over the CRI&P is against movements on the CRI&P. Trains on the CMStP&P must approach the crossing prepared to stop before reaching the crossing but may proceed over the crossing without stopping at a speed not in excess of 10 M.P.H. provided the track is clear, crossing is unobstructed, and the gate is set against the CRI&P.

X-46 At Cedar Rapids, trains must not exceed maximum speed of 10 M.P.H. over the C&NW crossing and the CRI&P junction switch, located between Seventh Avenue and Eighth Avenue and over the C&NW crossing and the CRI&P crossing, located at Ninth Avenue.

X-47 At Cedar Rapids, the City Ordinance reads: "Sounding of whistles is prohibited. No Railroad Company or person in its employ shall cause or allow the whistle of any locomotive engine to be sounded within this City, except for necessary brake signals and such as may be absolutely necessary to prevent injury to persons and property other than their own, or that in their possession as freight."

X-48 At Cedar Rapids, double track is in use between A Avenue and Seventh Avenue, and is used jointly by CMStP&P, CRI&P and ICRR. Single track between Seventh Avenue and ICRR switch west of Second Street, is used jointly by CMStP&P and ICRR. All trains must be operated within these limits prepared to stop, and move only as the way is seen to be clear. Trains must keep to the right except CMStP&P and ICRR passenger trains in both directions will use the eastward track. Crews of freight trains and yard engines must keep posted on the time of CRI&P passenger trains and not delay them.

**TENTH SUBDIVISION**

X-49 Cars with a gross weight in excess of 220,000 lbs. must not be moved over the Tenth Subdivision.

**ELEVENTH SUBDIVISION**

X-50 Speed restrictions (in addition to General speed restrictions):

LOCATION	Maximum Speed M.P.H.
	All Trains
Jefferson C&NW Crossing.....	20
Lohrville CGW Crossing.....	20
Rockwell City IC & FtD, DM&S Crossing.....	20
Marathon C&NW Crossing.....	20
Spencer M&StL Crossing.....	15
Bridge R-1426, 0.7 Miles West of Arnolds Park.....	25

X-51 At Spencer, Iowa Division trains or engines must not enter IM&D Division main track unless the way is seen and known to be clear.

X-52 At Spencer, that portion of the Iowa Division main track between the crossover about one and one-half miles east of the M&StL crossing, and the junction switch just east of the M&StL crossing will be used as a siding by IM&D Division trains.

Trains or engines using this portion of the Iowa Division main track must move at restricted speed.

X-53 At Spencer, the train order signal has four arms; the upper arms or lights govern IM&D Division trains and the lower arms or lights govern Iowa Division trains.

X-54 At Spencer the normal position of the electrically locked gate at the M&StL crossing is against movements on the M&StLRR.

X-55 At Milford, when eastward trains perform switching at east end of yard, train should proceed to the highway crossing at slow speed as the cut-out has stopped the operation of the crossing signals and the restart is too short for high speed.

X-56 At Fonda, the normal position of the electrically locked gate is against movements on the CMStP&PRR.

X-57 Cars with a gross weight in excess of 220,000 lbs must not be moved over the Eleventh Subdivision.

**TWELFTH SUBDIVISION**

X-58 At Clive the normal position of the junction switch is for movements from the Thirteenth to the Twelfth Subdivision.

X-59 Cars with a gross weight in excess of 220,000 lbs. must not be moved over the Twelfth Subdivision.

**THIRTEENTH SUBDIVISION**

X-60 Speed restrictions (in addition to General speed restrictions):

LOCATION	Maximum Speed M.P.H.
	All Trains
Adel, 8th St. Crossing U. S. Highway 169.....	10

X-61 At Des Moines, the whistle must not be sounded when approaching 28th Street from either direction except to prevent an accident.

Between West 28th Street and Clive, westward trains will give only one moderate sound of the whistle 500 feet east of Grand Avenue, located 4.64 miles east of Clive, and eastward trains will give only one moderate sound of the whistle 500 feet west of the township road crossing located about 1000 feet west of Grand Avenue.

X-63 At Clive, the normal position of the junction switch is for movement from the Thirteenth to the Twelfth Subdivision.

X-64 Cars with a gross weight in excess of 220,000 lbs. must not be moved over the Thirteenth Subdivision.

**FOURTEENTH SUBDIVISION**

X-65 At Madrid, the normal position of the Fourteenth Subdivision main track switch is for the Hill track.

**FIFTEENTH SUBDIVISION**

X-66 Speed restrictions (in addition to General speed restrictions):

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Manilla, around the loop.....	10	10
Arion, C&NW and IC Crossing.....	35	25
Ute, Through station limits.....	45	45
Bridge T-210-B, 1.5 miles east of Sioux City.....	15	15
Sioux City Yard, GN and CB&Q Crossing at east end of yard.....	20	20
Sioux City, C&NW Crossing west of passenger station.....	10	10

X-67 Within the yard limits of Sioux City Yard — West Yard the officials of the IM&D Division have jurisdiction.

X-68 Between East switch at Sioux City Yard and C&NWRR Crossing located just west of Pearl Street, Sioux City, there is no superiority of trains. All trains and engines must move within these limits at restricted speed.