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

WATCH INSPECTORS

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

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

IOWA DIVISION

TIME TABLE No. 8

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

Sunday, April 24, 1966

For the government and information of employes only

R. L. MARTIN,
Assistant Superintendent.

J. F. ELDER,
Assistant Superintendent.

A. C. NOVAK,
Superintendent.

Q. W. TORPIN,
General Superintendent of Transportation.

D. O. BURKE,
Assistant General Manager.

L. V. ANDERSON,
General Manager.

THE GUNTHORP-WARREN PRINTING COMPANY, CHICAGO

WESTWARD—FIRST SUBDIVISION—EASTWARD

FIRST CLASS			Capacity in cars		Telegraph calls	Distance from Savanna	TIME TABLE No. 8 April 24, 1966 STATIONS	SEE RULE 6-A	Office Hours Also See Page 11 For Other Assigned Hours	FIRST CLASS		
111	103	19	Sidings	Other tracks						20	112	104
Passenger Daily	Passenger Daily	Passenger Daily								Passenger Daily	Passenger Daily	Passenger Daily
L P.M. 5.28	L P.M. 8.28	L P.M. 10.25			SA	0.0	SAVANNA (C. B. & Q. Crossing)	BHIJKMOPR TVWXYZ	Continuous	As A.M. 4.35	As A.M. 7.41	As A.M. 9.20
					SB	2.6	2.6 SABULA DRAWBRIDGE 0.2	IP	Continuous			
L P.M. 5.34	L P.M. 8.34	L P.M. 10.31		46		2.8	**SABULA**	JPX	No office	A.M. A 4.10	A.M. A 7.31	A.M. A 9.10
			51			3.6	0.8 **SAMOA**	JPXY	No Office			
							11.3					
5.45	8.45	10.41	W-115	31	GE	14.9	**GREEN ISLAND** (West End of Double Track)	IJPXY	Continuous	3.55	7.18	8.58
						23.6	8.7 **SPRAGUEVILLE**	P	No Office			
							4.3					
			161	5		27.9	**BROWNS**	JP	No Office			
		s11.05	157	Yard	W	35.4	7.5 **DELMAR**	JP	7:30 am to 4:30 pm Except Sat. & Sun.	s 3.36		
				20		42.3	6.9 **ELWOOD**	P	No Office			
							4.5					
			152	27	NA	46.8	**LOST NATION**	P	No Office			
		f11.21	194	Yard		54.4	7.6 **OXFORD JCT.**	JPY	No Office	f 3.08		
							10.2					
			140	40		64.6	**OLIN**	P	No Office			
				14		70.4	5.8 **MORLEY**	P	No Office			
							5.8					
			147	78		76.2	**MARTELLE**	P	No Office			
						81.4	5.2 **PARALTA**	JP	No Office			
							4.9					
6.45	9.45	11.49				86.3	(East End of Two Main Tracks) **DOVE**	P	No Office	2.34	6.18	7.58
		A.M.		Yard		88.0	1.7 **MARION YARD**	PRX	No Office			
							1.3					
s 6.54	s 9.56	s12.30			MA	89.3	**MARION**	BKPRX	7:30 am to 4:30 pm Except Sunday	s 2.30	s 6.14	s 7.54
							0.8					
6.56	9.58	12.31				90.1	**INDIAN CREEK** (West End of Two Main Tracks)	JPX	No Office	1.55	6.07	7.47
				25		93.0	2.9 **LOUISA**	P	No Office			
							7.8					
7.05	10.07	12.39				100.8	**EAST ATKINS** (East End of Two Main Tracks)	P	No Office	1.45	5.58	7.38
A 7.07 P.M.	A10.09 P.M.	A12.41 A.M.		Yard	KD	103.2	2.4 **ATKINS YARD**	BPRX	12:01 am to 8:01 am	L 1.41 A.M.	L 5.56 A.M.	L 7.36 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 Sabula and Atkins Yard.

This time-table confers no authority between Sabula and Savanna. D&I Division time-tables 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 East Atkins and Atkins Yard. Beginning at the north the main tracks are numbered Number 1 and Number 2 Main Tracks.

No. 19 stops at 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 200C.

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

Rule 83(B) does not apply to first class trains at Atkins Yard. Trains other than first class trains must secure Clearance Form A at Atkins when operator is not on duty at Atkins Yard.

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 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.

FIRST CLASS			Capacity in cars				TIME TABLE No. 8 April 24, 1966 STATIONS	SEE RULE 6-A	Office Hours Also See Page 11 For Other Assigned Hours	FIRST CLASS		
19	111	103	Sidings	Other tracks	Telegraph calls	Distance from Atkins Yard				112	104	20
Passenger Daily	Passenger Daily	Passenger Daily								Passengar Daily	Passenger Daily	Passenger Daily
A. M. L12.41	P. M. L 7.07	P. M. L10.09		Yard	KD	0.0	ATKINS YARD	BPRX	12:01 am to 8:01 am	A. M. A 5.56	A. M. A 7.36	A. M. A 1.41
				Yard	KN	0.8	0.8 ATKINS 5.4	PX	8:00 am to 5:00 pm			
12.46	7.12	10.14		30		6.2	NEWHALL (West End of Two Main Tracks) 6.4	P	No Office	5.51	7.31	1.36
			125	50		12.6	VAN HORNE 5.6	P	No Office			
			155	25	K	18.2	KEYSTONE 6.1	P	7:00 am to 4:00 pm Except Sat. & Sun.			
				51		24.3	ELBERON 1.1	P	No Office			
						25.4	(C. & N. W. Crossing) 2.9	IP	No Office			
				18		28.3	VINING 6.5	P	No Office			
20 1.10	7.34	10.37		31		34.8	(East End of Two Main Tracks) GLADSTONE 4.9	P	No Office	5.25	7.05	19 1.10
s 1.23				Yard		39.7	TAMA 0.3	PV	No Office			s12.59
1.29	7.40	10.42			HD	40.0	(West End of Two Main Tracks) TAMA TOWER (C. & N. W. Crossing) 10.6	IP	Continuous	5.21	7.01	12.50 A. M.
				18		50.6	DUNBAR 1.8	P	No Office			
			168	40		52.4	PICKERING 2.6	PV	No Office			
				170	FN	55.0	FERGUSON 4.9	P	7:00 am to 4:00 pm Except Sat. & Sun.			
			110	20		59.9	HAVERHILL 7.4	P	No Office			
			160	58	BN	67.3	MELBOURNE 4.7	PV	7:00 am to 4:00 pm Except Sat. & Sun.			
				47		72.0	RHODES 6.6	P	No Office			
			203	34		78.6	COLLINS 5.1	P	No Office			
				33		83.7	MAXWELL 3.0	P	No Office			f11.58
			200			86.7	DUKE 3.8	P	No Office			
				104		90.5	CAMBRIDGE 4.2	PV	No Office			
			240	96	NY	94.7	HUXLEY 4.1	PV	7:00 am to 4:00 pm Except Sat. & Sun.			
				27		98.8	SLATER (C. & N. W. Crossing) 3.4	IPV	No Office			
2.26	8.29	11.31				102.2	(East End of Two Main Tracks) EAST MADRID 3.4	P	No Office	4.31	6.11	11.40
s 2.36	8.32	20 11.35		Yard	Z	105.6	MADRID (West End of Two Main Tracks) 4.5	JP	7:00 am to 4:00 pm Except Sat. & Sun.	4.28	6.08	103 11.35 s11.20
						110.1	WOODWARD JCT. 1.0	JP	No Office			
			108	216	RC	111.1	WOODWARD 4.5	P	No Office			
2.45	8.40	11.44		19		115.6	(East End of Two Main Tracks) BOUTON 6.1	P	No Office	4.19	5.59	11.06
A 3.05 s A. M.	A 8.48 s P. M.	A11.52 s P. M.		Yard	A	121.7	PERRY (C. & N. W. Crossing)	BHIKOPR TVWXZ	Continuous	L 4.13 A. M.	L 5.53 A. M.	L11.00 P. 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 Gladstone 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 to first class trains at Atkins Yard. Trains other than first class trains must secure Clearance Form A at Atkins when operator is not on duty at Atkins Yard.

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

WESTWARD—THIRD SUBDIVISION—EASTWARD

FIRST CLASS			Distance from Perry	Telegraph calls	Capacity in cars		TIME TABLE No. 8 April 24, 1966 STATIONS	SEE RULE 6-A	Office Hours Also See Page 11 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 3.17	L 8.53	L 11.57	0.0	A		Yard	**PERRY**	BHIKOP RTVWXZ	Continuous	A s 4.08	A s 5.48	A s 10.45
			5.0			19	**DAWSON**	P	No Office			
			4.5 9.5			19	**JAMAICA**	P	No Office			
		A. M.	2.2				**HERNDON**					
3.29	9.06	12.10	11.7			Yard	(West End of Two Main Tracks)	JPY	No Office	3.53	5.34	10.24
			4.1 15.8	GR		138	**BAGLEY**	P	7:30 am to 4:30 pm Except Sat. & Sun.			
			6.6									
112 **3.43**			22.4	ND	184	24	**BAYARD**	P	No Office	19 **3.43**		
			6.5									
f 4.06			28.9	CB	123	96	**COON RAPIDS**	P	7:30 am to 4:30 pm Except Sat. & Sun.			f 10.04
			8.1 37.0		182	30	**DEDHAM**	P	No Office			
			6.6									
			43.6		180	103	**TEMPLETON**	P	No Office			
			6.1									
f 4.24			49.7	G		24	**MANNING**	P	7:30 am to 4:30 pm Except Sat. & Sun.			f 9.41
			4.1				(East End of Two Main Tracks)					
4.28	20 **9.38**	12.42	53.8			43	**ASPINWALL**	P	No Office	3.16	4.58	111 **9.38**
			6.5									
104 s **4.35** **4.55**	9.45	12.49	60.3	MJ	E-147 W-66	Yard	**MANILLA** (West End of Two Main Tracks)	JKPWY	7:30 am to 4:30 pm Daily	3.10	19 **4.52**	9.32 s 9.25
			7.6									
			67.9			46	**DEFIANCE**	P	No Office			
			5.5									
s 5.10			73.4	RN	104	30	**EARLING**	P	7:30 am to 4:30 pm Except Sat. & Sun.			s 9.10
			5.1 78.5			95	**PANAMA**	P	No Office			
			6.2									
			84.7	SY	188	25	**PORTSMOUTH**	P	7:30 am to 4:30 pm Except Sat. & Sun.			
			5.6									
			90.3			102	**PERSIA**	P	No Office			
			4.0									
			94.3		61	6	**YORKSHIRE**	P	No Office			
			5.8									
			100.1	NA	185	81	**NEOLA**	P	7:30 am to 4:30 pm Except Sat. & Sun.			
			4.9									
			105.0			13	**UNDERWOOD**	P	No Office			
			5.0									
			110.0		80	7	**WESTON**	P	No Office			
			9.4									
6.04	10.40	1.45	119.4	RD		Yard	(East End of Double Track) **COUNCIL BLUFFS YARD**	BKOPR TWXYZ	6:00 am to 2:00 pm 4:00 pm to 11:59 pm Except Sunday	2.18	3.58	8.18
			1.3 120.7			Yard	(Wab. and C. B. & Q. Crossings) **COUNCIL BLUFFS**	IVX	No Office			
			0.7				**JAY**					
6.13	10.47	1.52	121.4				(West End of Double Track) (I. C., C. & N. W. and C. R. I. & P. Crossings)	UX	No Office	2.09	3.49	8.07
			0.3				**C. R. I. & P. JCT.**					
6.14	10.49	1.54	121.7				(C. B. & Q. and C. & N. W. Crossings)	UX	No Office	2.07	3.47	8.06
		112	0.3							103		
A 6.20 f A. M.	A 10.50 P. M.	A **1.55** A. M.	122.0				**U. P. TRANSFER**	VX	No Office	L **2.06** A. M.	L 3.46 A. M.	L 8.05 f P. M.
			2.8									
A *6.50* A. M.	A *11.15* P. M.	A *2.20* A. M.	124.8	US			OMAHA	BKOPRVW	Continuous	L *2.00* A. M.	L *3.40* A. M.	L *8.00* P. M.
			4.3				SOUTH OMAHA					

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 at Council Bluffs.

Two main tracks are in use between Perry and Herndon and between Aspinwall 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 to let off passengers from Manilla or beyond and to pick up passengers for Marion or beyond.

WESTWARD—FOURTH SUBDIVISION—EASTWARD

THIRD CLASS		SECOND CLASS	Capacity in cars		Telegraph calls	Distance from Maquoketa	TIME TABLE No. 8 April 24, 1966 STATIONS	Distance from De Witt	SEE RULE 6-A	Office Hours Also See Page 11 For Other Assigned Hours	SECOND CLASS	THIRD CLASS	
	261	265									272	274	
	Way Freight	Way Freight									Way Freight	Way Freight	
	Daily Ex. Sunday	Tuesday Thurs. and Sat. only	Sidings	Other tracks							Daily Ex. Sunday	Tuesday Thurs. and Sat. only	
	A. M. L11.00			Yard	Q	0.0	MAQUOKETA	19.6		7:45 am to 4:45 pm Except Sat. & Sun.	A. M. A10.20		
							6.0						
	A. M. A11.25 — A. M. —	A. M. L 9.55		Yard	W	6.0	DELMAR	13.6	JP	7:30 am to 4:30 pm Except Sat. & Sun.	L10.00 — A. M. —	A. M. A11.45	
							6.4						
		10.15		16		12.4	WELTON	7.2		No Office		11.25	
							7.2						
		274 A10.40 A. M.		22		19.6	DE WITT	0.0		No Office		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 and does not apply at Delmar and Maquoketa when operator not on duty.

WESTWARD—FIFTH SUBDIVISION—EASTWARD

			Capacity in cars		Telegraph calls	Distance from Miles	TIME TABLE No. 8 April 24, 1966 STATIONS	Distance from Browns	SEE RULE 6-A	Office Hours Also See Page 11 For Other Assigned Hours			
			Sidings	Other tracks									
		L		37	MZ	0.0	MILES	7.8		No Office	A		
							4.3						
				68	WS	4.3	PRESTON	3.5		8:00 am to 5:00 pm Except Sat. & Sun.			
							3.5						
		A	161	5		7.8	BROWNS	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 Miles.

WESTWARD—SIXTH SUBDIVISION—EASTWARD

			Capacity in cars		Telegraph calls	Distance from Center Jct.	TIME TABLE No. 8 April 24, 1966 STATIONS	Distance from Oxford Jct.	SEE RULE 6-A	Office Hours Also See Page 11 For Other Assigned Hours			
			Sidings	Other tracks									
		L		29	WY	0.0	WYOMING	6.1		No Office	A		
							6.1						
		A		Yard		6.1	OXFORD JCT.	0.0	JPXY	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 Wyoming.

WESTWARD—SEVENTH SUBDIVISION—EASTWARD

THIRD CLASS			Capacity in cars		Telegraph calls	Distance from Worthington	TIME TABLE No. 8 April 24, 1966 STATIONS	Distance from Junction Switch	SEE RULE 6-A	Office Hours Also See Page 11 For Other Assigned Hours	THIRD CLASS		
		95									96		
		Way Freight									Way Freight		
		Daily Ex. Sunday	Sidings	Other tracks							Daily Ex. Sunday		
		A. M. 96 L10.10		16		0.0	WORTHINGTON	9.7		No Office	A. M. 95 A10.05		
							6.8						
		10.38		8		6.8	SAND SPRINGS	2.9		No Office	9.37		
							2.9						
		A10.50 A. M.				9.7	JUNCTION SWITCH	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 99 Way Freight Tuesday Thurs. and Sat. only	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Jackson Jct.	TIME TABLE No. 8 April 24, 1966 STATIONS	Distance from Paralta	SEE RULE 6-A	Office Hours (Also See Page 11 For Other Assigned Hours)	SECOND CLASS 98 Way Freight Monday Wed. and Fri. only
L A.M. 6.00		Yard	CQ		CALMAR	119.6	BHJKOP RTX	8:00 am to 4:00 pm 10:00 pm to 6:00 am Except Sunday	A P.M. 4.40
					11.3				
L A.M. 6.35		38		0.0	**JACKSON JCT.**	108.3	J	No Office	A P.M. 4.05
					4.3				
6.50		20	WA	4.3	**WAUCOMA**	104.0		7:00 am to 4:00 pm Except Sat. & Sun.	3.45
					9.7				
7.20		19		14.0	**HAWKEYE**	94.3		No Office	2.53
					4.8				
7.35		5		18.8	**DONNAN JCT.** (C. R. I. & P. Crossing)	89.5	UV	No Office	2.35
					6.7				
8.05		34		25.5	**FAYETTE**	82.8		No Office	2.20
					9.9				
8.35		35	BC	35.4	**ARLINGTON**	72.9		7:30 am to 4:30 pm Except Sat. & Sun.	1.50
					8.6				
9.05		40	RD	44.0	**STRAWBERRY POINT**	64.3		7:30 am to 4:30 pm Except Sat. & Sun.	1.25
					7.3				
9.35		22		51.3	**EDGEWOOD**	57.0		No Office	12.55
					5.2				
9.55		23		56.5	**GREELEY**	51.8		No Office	12.30
					3.0				
10.10				59.5	(C. G. W. Crossing) **ONEIDA**	48.8	I	No Office	12.05
					9.1				P.M.
10.40		21		68.6	**DELHI**	39.7		No Office	11.35
					8.0				
11.10		29	K	76.6	**HOPKINTON**	31.7		7:30 am to 4:30 pm Except Sat. & Sun.	11.10
					5.1				
11.25				81.7	**JUNCTION SWITCH**	26.6	JX	No Office	9.20
					2.9				
P.M. 12.20		Yard	B	84.6	**MONTICELLO**	23.7	XY	7:30 am to 4:30 pm Except Sat. & Sun.	9.05
					4.1				
12.35		13		88.7	**LANGWORTHY**	19.6		No Office	8.15
					6.7				
1.05		47	AX	95.4	**ANAMOSA**	12.9	X	8:00 am to 5:00 pm Except Sat. & Sun.	7.58
					4.2				
1.20		30		99.6	**STONE CITY**	8.7		No Office	7.25
					6.5				
1.50		38		106.1	**SPRINGVILLE**	2.2		No Office	7.05
					2.2				
A P.M. 2.00				108.3	**PARALTA**	0.0	JP	No Office	L A.M. 6.35

Trains must not exceed maximum speed of 25 miles per hour between Paralta and 2 miles west of Donnan Jct. and 15 miles per hour between 2 miles west of Donnan Jct. 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; D & I Division time-table govern.

Rule 83(B) does not apply at Paralta, Junction Switch and Jackson Jct.

WESTWARD—NINTH SUBDIVISION—EASTWARD

SECOND CLASS 179 Time Freight Daily Ex. Sunday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Cedar Rapids	TIME TABLE No. 8 April 24, 1966 STATIONS	Distance from Ottumwa	SEE RULE 6-A	Office Hours (Also See Page 11 For Other Assigned Hours)	SECOND CLASS 186 Time Freight Daily Ex. Sunday
					INDIAN CREEK		JPX	No Office	
P. M. L 11.01		Yard		0.0	**CEDAR RAPIDS** (C. R. I. & P. and C. & N. W. Crossings)	90.6	BIKORVWXZ	No Office	A. M. A 6.25
					1.4				
		Yard		1.4	**VERA** (C. R. & I. C. Crossing)	89.2	UX	No Office	
					3.0				
11.18			CF	4.4	**BEVERLY** (C. & N. W. Crossing)	86.2	IX	11:00 am to 7:00 pm 11:00 pm to 7:00 am Daily Except Sat. & Sun.	5.25
					4.6				
11.28		17		9.0	**FAIRFAX**	81.6		No Office	5.05
					3.5				
11.43 A. M.		19		12.5	**WALFORD**	78.1		No Office	4.55
					6.8				
12.20	28	23	A	19.3	**AMANA**	71.3	X	10:30 am to 6:30 pm Except Sat. & Sun.	4.40
					6.5				
12.35		19		25.8	**SOUTH AMANA**	64.8		No Office	4.15
					3.0				
12.41		23		28.8	**CONROY**	61.8		No Office	4.01
					5.4				
1.09	55	29	W	34.2	**WILLIAMSBURG**	56.4		7:00 am to 4:00 pm Except Sat. & Sun.	3.45
					5.5				
1.21		26		39.7	**PARNELL**	50.9		No Office	3.25
					6.7				
1.35	34	26	NG	46.4	**NORTH ENGLISH**	44.2		7:00 am to 4:00 pm Except Sat. & Sun.	3.05
					7.7 (C. R. I. & P. Crossing)				
1.50		22		54.1	**WEBSTER**	36.5	MV	No Office	2.40
					7.9				
186 2.15	18	34	SY	62.0	**SIGOURNEY**	28.6		No Office	179 2.15
					6.5				
		24		68.5	**HAYESVILLE**	22.1		No Office	1.45
					8.4				
2.50	45	10	HD	76.9	**HEDRICK** (C. & N. W. Crossing)	13.7	IV	8:00 am to 5:00 pm Except Sat. & Sun.	1.15
					3.8				
3.01		18		80.7	**HIGHLAND**	9.9		No Office	12.45
					5.8				
A 3.19 A. M.	114	64		86.5	**RUTLEDGE**	4.1	JX	No Office	L 12.20 A. M.
					2.8				
3.30				89.3	(C. R. I. & P. and C. B. & Q. Crossings)	1.3	IPX	No Office	*12.05*
					1.3				
A *3.40* A. M.		Yard	OA	90.6	OTTUMWA	0.0	BHKOPRTVWXZ	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 timetable govern.

WESTWARD—TENTH SUBDIVISION—EASTWARD

SECOND CLASS 463 Way Freight Wed., Friday only	263 Way Freight Sun. Tues. Thurs.	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Rockwell City	TIME TABLE No. 8 April 24, 1966 STATIONS	Distance from Rembrandt	SEE RULE 6-A	Office Hours (Also See Page 11 For Other Assigned Hours)	THIRD CLASS 462 Way Freight Wed., Friday only	260 Way Freight Mon. Wed. Fri.
	P. M. L 4.00		Yard	RS	0.0	**ROCKWELL CITY**	51.1	IJ RVXY	7:30 am to 4:30 pm Except Sat. & Sun.		P. M. A 3.45
					5.7						
	4.15		22		5.7	**LAVINIA**	45.4		No Office		3.30
					6.1						
	4.30		22		11.8	**LYTTON**	39.3		No Office		3.15
					6.7						
	5.10		39	SC	18.5	**SAC CITY**	32.6		8:00 am to 5:00 pm Except Sat. & Sun.		2.55
					8.6						
	5.35		21		27.1	**NEMAHA**	24.0		No Office		2.30
					5.4						
	5.50		23		32.5	**JUNIATA**	18.6		No Office		2.15
					5.8						
A. M. L 8.00	A 6.10 P. M.		Yard	S	38.3	**STORM LAKE**	12.8	RVY	7:45 am to 4:45 pm Except Sat. & Sun.	A. M. A 9.15	L 2.00 P. M.
					6.1						
8.15			33		44.4	**TRUESDALE**	6.7		No Office	9.00	
					6.7					463	
462 A 8.35 A. M.			37		51.1	**REMBRANDT**	0.0		No Office	L 8.40 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.
Rule 83(B) does not apply at Rockwell City and Storm Lake when operator not on duty.

WESTWARD—ELEVENTH SUBDIVISION—EASTWARD

SECOND CLASS 365 Way Freight Mon. Wed. Fri.	SECOND CLASS 363 Way Freight Daily Ex. Saturday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Herndon	TIME TABLE No. 8 April 24, 1966 STATIONS	Distance from Spirit Lake	SEE RULE 6-A	Office Hours Also See Page 11 For Other Assigned Hours	THIRD CLASS 364 Time Freight Tues. Thur. Sat.	THIRD CLASS 362 Time Freight Daily Ex. Sunday
	P. M. L 12.30		Yard		0.0	**HERNDON**	123.8	JPY	No Office		P. M. A 5.33
	12.45		23		5.1	5.1 **COOPER** 7.5	118.9		No Office		5.18
	1.25		63	JN	12.6	**JEFFERSON** 0.5	111.2	X	7:45 am to 4:45 pm Except Sat. & Sun.		5.01
			28	JC	13.1	(C. & N. W. Crossing) **JEFFERSON TOWER** 5.5	110.7	IVX	2:00 pm to 10:00 pm Except Sun. & Mon.		
	1.45		22		18.6	**FARLIN** 6.1	105.2		No Office		4.48
	2.05		38	CH	24.7	**CHURDAN** 2.8	99.1		6:30 am to 3:30 pm Except Sat. & Sun.		4.33
	2.20		19		27.5	**ADAZA** 5.5	96.3		No Office		4.25
	2.55		19		33.0	**LOHRVILLE** (C. & N. W. and C. G. W. Crossings) 4.5	90.8	I	No Office		4.15
	3.10		19		37.5	**RANDS** 5.7	86.3		No Office		4.06
P. M. L 4.30	A 3.25 P. M.		Yard	RS	43.2	(I. C. Crossing) **ROCKWELL CITY** 7.2	80.6	IJ RVXY	7:30 am to 4:30 pm Except Sat. & Sun.	P. M. A 3.25	L 3.55 P. M.
4.50			44		50.4	**JOLLEY** 3.3	73.4		No Office	3.10	
4.57			11		53.7	**KNOKE** 6.3	70.1		No Office	3.00	
5.10			68	F	60.0	(I. C. Crossing) **FONDA** 5.9	63.8	MV	8:00 am to 5:00 pm Except Sat. & Sun.	2.45	
5.22			24		65.9	**VARINA** 8.9	57.9		No Office	2.30	
5.40			50	AB	74.8	**ALBERT CITY** 5.6	49.0		8:00 am to 5:00 pm Except Sat. & Sun.	2.10	
6.05			32	MN	80.4	**MARATHON** (C. & N. W. Crossing) 4.9	43.4	I	7:45 am to 4:45 pm Except Sat. & Sun.	1.55	
					85.3	(C. R. I. & P. Crossing) 1.4	38.5	U	No Office		
6.30			25	WB	86.7	**WEBB** 4.9	37.1		8:00 am to 5:00 pm Except Sat. & Sun.	1.40	
6.50			23		91.6	**GILLETT GROVE** 9.5	32.2		No Office.	1.30	
7.15					101.1	**IOWA JCT.** 2.6	22.7	JPX	No Office	1.05	
8.00			Yard	PR	103.7	(C. & N. W Crossing) **SPENCER** 6.9	20.1	HJMR VXYZ	8:00 am to 5:00 pm Except Sat. & Sun.	1.00 P. M.	
8.25			16		110.6	**FOSTORIA** 6.0	13.2		No Office	11.40	
8.55			46	MD	116.6	**MILFORD** 3.1	7.2		7:45 am to 4:45 pm Except Sat. & Sun.	11.25	
9.10			8		119.7	**ARNOLD'S PARK** 4.1	4.1		No Office	11.15	
A 9.30 P. M.			39	SA	123.8	**SPIRIT LAKE**	0.0	RX	7:30 am to 4:30 pm Except Sat. & Sun.	L 11.01 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 71 Time Freight Daily	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Clive	TIME TABLE No. 8 April 24, 1966 STATIONS	Distance from Woodward Jct.	SEE RULE 6-A	Office Hours Also See Page 11 For Other Assigned Hours	THIRD CLASS 72 Time Freight Daily
P. M. L 7.15		126	CV	0.0	**CLIVE**	22.0	JRX	7:30 am to 4:30 pm Except Sat. & Sun.	A. M. A 2.01
		4		3.3	3.3 **RIDER** 3.2	18.7		No Office	
7.40		41	GR	6.5	**GRIMES** 5.6	15.5		No Office	1.45
7.55		38		12.1	(D. M. & C. I. Crossing) **GRANGER** 9.7	9.9	UV	No Office	1.20
A 8.40 P. M.				22.0	**WOODWARD JCT.**	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.

WESTWARD—THIRTEENTH SUBDIVISION—EASTWARD

SECOND CLASS 71 Time Freight Daily	SECOND CLASS 67 Time Freight Daily Ex. Sat. and Sunday	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Des Moines	TIME TABLE No. 8 April 24, 1966 STATIONS	Distance from Herndon	SEE RULE 6-A	Office Hours Also See Page 11 For Other Assigned Hours	THIRD CLASS 72 Time Freight Daily	THIRD CLASS 66 Time Freight Daily Ex. Sat. and Sunday
			Yard		0.0	DES MOINES	53.8		No Office		
						0.4					
P.M. L 6.55	A.M. L 12.01		Yard	UD	0.4	WEST ELEVENTH ST.	53.4	BKORWXZ	4:00 am to 11:59 am 4:30 pm to 12:30 am	A.M. A 3.30	A.M. A 10.35
						0.4					
P.M. L 7.01	A.M. L 12.05				0.8	**WEST 28TH ST.**	53.0	VX	No Office	A.M. A 3.25	A.M. A 10.30
						6.4					
A 7.15 P.M.	12.25		126	CV	7.2	**CLIVE**	46.6	JRX	7:30 am to 4:30 pm Except Sat. & Sun.	L 3.01 A.M.	10.14
						5.4					
	12.45		14		12.6	**HADDEN HILL**	41.2		No Office		9.55
						2.5					
	12.55		22		15.1	**WAUKEE** (C. & N. W. Crossing)	38.7	UV	No Office		9.45
						3.8					
	1.05		10		18.9	**ORTONVILLE**	34.9		No Office		9.30
						3.2					
	2.15		27	AD	22.1	**ADEL**	31.7		8:00 am to 5:00 pm Except Sat. & Sun.		9.20
						5.6					
	2.30		20		27.7	**KENNEDY**	26.1		No Office		9.05
						4.0					
	4.15		26	RI	31.7	**REDFIELD**	22.1		7:45 am to 4:45 pm Except Sat. & Sun.		8.55
						5.6					
	4.55		30		37.3	**LINDEN**	16.5		No Office		8.40
						6.1					
	5.30		54	FN	43.4	**PANORA**	10.4		8:00 am to 5:00 pm Except Sat. & Sun		8.27
						5.4					
	6.01		40		48.8	**YALE**	5.0		No Office.		8.14
						5.0					
	A 6.30 A.M.		Yard		53.8	**HERNDON**	0.0	JY	No Office		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 govern.
Rule 83(B) does not apply at Clive when operator not on duty.
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—FOURTEENTH SUBDIVISION—EASTWARD

		Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Madrid	TIME TABLE No. 8 April 24, 1966 STATIONS	Distance from Boone	SEE RULE 6-A	Office Hours Also See Page 11 For Other Assigned Hours		
	L		Yard	Z	0.0	**MADRID**	6.3	JX	7:00 am to 4:00 pm Except Sat. & Sun.	A	
						6.3					
	A		10		6.3	**LUTHER**	0.0		No Office	L	

Trains must not exceed maximum speed of 10 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

SECOND CLASS			Capacity in cars		Telegraph calls	Distance from Manilla	TIME TABLE No. 8 April 24, 1966 STATIONS	Distance from Sioux City	SEE RULE 6-A	Office Hours See Also Page 11 For Other Assigned Hours	SECOND CLASS		
		73									262		
		Time Freight	Sidings	Other tracks							Time Freight		
		Daily									Daily		
		P. M. L11.30		Yard	MJ	0.0	**MANILLA**	90.3	JKP RWXY	7:30 am to 4:30 pm Daily	P. M A 9.50		
						0.4	0.4 **LOOP** 9.2	89.9	PX	No Office			
				31		9.6	**BUCK GROVE** 4.3	80.7	P	No Office			
		A. M. 12.01	48	4	AO	13.9	(C. & N. W. Crossing) **ARION** (Ill. Cent. Crossing)	76.4	IP	Continuous	9.15		
				17		20.2	6.3 **KENWOOD** 6.2	70.1	P	No Office			
		12.20		62	CO	26.4	**CHARTER OAK** 6.6	63.9	P	No Office	8.50		
		12.30		91		33.0	**UTE** 9.5	57.3	P	No Office			
		12.50	47	16	MD	42.5	**MAPLETON** 10.7	47.8	P	7:30 am to 4:30 pm Except Sat. & Sun.	8.20		
		1.10		20		53.2	**RODNEY** 4.0	37.1	P	No Office	8.05		
				20		57.2	**GRANT CENTER** 7.6	33.1	P	No Office			
		1.35		81	CK	64.8	**HORNICK** 4.7	25.5	P	7 30 am to 4:30 pm Except Sat. & Sun.	7.50		
				25		69.5	**OWEGO** 5.5	20.8		No Office			
				20		75.0	**LUTON** 11.2	15.3		No Office			
		2.10		5		86.2	**MORNINGSIDE** 3.2	4.1	X	No Office			
		2.40		Yard		89.4	(G. N., & C. B. & Q. Crossings) **SIOUX CITY YARD** (G. N., C. & N. W., Ill. Cent., G. N. Crossings)	0.9	IVXYZ	No Office	7.00		
		A 2.55 A. M.				90.3	0.9 **SIOUX CITY** (C. & N. W. Crossing) (East End of Double Track) 5.6	0.0	BIKOP RVXYZ	No Office	L 6.15 P. M.		
		A *4.30* A. M.		Yard	RX	95.9	WEST YARD		BKOP RXZ	Continuous	L *6.00* P. 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 Manilla when operator is not on duty.
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 govern.

LOCATION OF EMERGENCY DIESEL WATER CONNECTIONS

Olin.....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.
Maquoketa.....At depot.
Rockwell City.....At depot.
Sigourney.....At depot.
Storm Lake.....At depot.

TRAIN DISPATCHERS.

H. W. BEAN,
D. W. PETERSON,
W. W. FALLER,
P. D. McKEE,
L. L. HARVEY,
G. E. FREASE

J. F. THOMPSON,
Chief Dispatcher,
Ninth Subdivision only.

J. D. GALIHER,
Chief Dispatcher,
All other Subdivisions.

TRAINMASTER

P. J. ROONEY

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 12000 feet west of junction switch on Twelfth Subdivision.
Jefferson	Extend from 2000 feet east of east switch Jefferson to 2000 feet west of National Stamp Mfg. spur switch located 0.6 mile west of Jefferson Tower.
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 Iowa Jct. to 9487 feet west of North Wye Switch on Iowa Division and from 2000 feet east of Iowa Jct. 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.
Herndon	Extend from 2500 feet east of east leg of wye switch Herndon on 13th Subdivision.
Storm Lake	Extend from 11,200 feet east of Storm Lake Depot on 10th Subdivision.

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
Consumer Spur	2.02 mi. East of Clive	13
Greater Iowa Grain Co.	1.75 mi. East of Clive	24
Crown Concrete Co.	1.5 mi. East of Clive	8
Pittsburgh Des Moines Steel Co.	0.5 mi. West of Clive	60
Clive Industrial trackage	1.0 mi. West of Clive	115
Itis Lumber Co.	1.7 mi. West of Clive	13
C. M. C. spur	1.8 mi. West of Clive	10
Parker Bros. spur	2.2 mi. West of Clive	9
Straight Mfg. Co.	0.5 mi. West of Adel	6
United Brick & Tile spur	0.59 mi. West of Adel	25
Cargill Inc.	1.0 mi. East of Redfield	120
Adel Clay Products spur	0.70 mi. East of Redfield	23
Redfield Brick & Tile spur	0.42 mi. West of Redfield	15
Farmers Coop Elev. spur	0.5 mi. West of Jefferson Tower	32
National Stamp'g Mfg. spur	0.6 mi. West of Jefferson Tower	13
Tri-County Cash Lbr. spur	0.77 mi. West of Jefferson Tower	3
Milford Gravel Pit spur	1.20 mi. East of Milford	120
American Cyanamid Co. spur	1.76 mi. West of Spencer	16
Western Cashway Lbr. spur	2.32 mi. West of Spencer	10
Monsanto Chemical spur	1.1 mi. East of Storm Lake	14
International Mineral spur	0.4 mi. West of Delmar	7
Mississippi Valley Milk spur	0.42 mi. West of Maquoketa	39
Clinton Machine spur	0.46 mi. West of Maquoketa	10
Kingsbury Homes Spur	0.56 mi. East of Sigourney	33

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	.....	.....
Marion		7:30 am to 10:30 am	7:30 am to 10:30 am
Atkins Yard		.....	12:01 am to 8:01 am
Atkins		.....	8:00 am to 4:00 pm
Council Bluffs Yard		6:00 am to 2:00 pm 8:00 pm to 11:00 pm	6:00 am to 2:00 pm 8:00 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

Des Moines operator on duty 4:00 am to 11:59 pm Friday only.

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:

Location	Name	Residence Phone	Office and Phone
Chicago	§‡R. Householder, Chief Surgeon	Chicago Wesley Memorial Hospital	240 E. Superior St., 337-6500.
Chicago	§‡James R. Hines		Union Station, 236-7600
Chicago	§‡Bruce R. Bodell, Asst. to Chief Surgeon	Chicago Wesley Memorial Hospital	240 E. Superior St., 337-6500
			Union Station, 236-7600
Savanna	‡J. B. Schreiter	273-3917	National Bank Bldg., 273-2611
Savanna	‡Dr. L. B. Hussey	273-2171	112 Jefferson St., 273-2241
Savanna	‡B. V. Gunnarsson	273-2710	333 Chicago Ave., 273-2241
Savanna	‡K. H. Reddies	273-7627	333 Chicago Ave., 273-2241
Cedar Rapids	*Robert L. Swaney Co. Surgeon	365-2412	1023 A Ave. N. E., 365-8648
Cedar Rapids	‡R. K. Keech, Asst. Co. Surgeon	362-7231	815 Higley Bldg., 364-8612
Cedar Rapids	J. K. VonLackum, Oculist	364-6511	930 Merchants National Bank Bldg., 364-6817
Cedar Rapids	Clifford A. Hendricks, Oculist	365-9264	1953 First Ave. S. E., 365-6946.
Council Bluffs	‡Gorden Best	322-2494	532 1st Ave., 322-7751
Council Bluffs	‡Fred H. Beaumont	322-4352	Council Bluffs Clinic, 322-7751
Council Bluffs	A. M. Dean (Oculist)	322-2272	22 So. 6th St., 322-5827
Omaha	Charles W. McLaughlin	551-9697	409 Doctors Bldg., 553-5922
Omaha	John D. Coe	391-1668	409 Doctors Bldg., 553-5922
Omaha	Robert M. Stryker	391-6121	8284 Hascall St., 391-3010
Omaha	David S. Weeks	556-3735	8284 Hascall St., 391-3010
Des Moines	‡Arnold L. Nelson	597-2888	811 Savings & Loan Bldg., 244-2127
Des Moines	‡J. B. Fraser, Asst. Co. Surgeon	266-4830	811 Savings & Loan Bldg., 244-2127
	‡John W. La Mar, Asst. Co. Surgeon	266-6773	811 Savings & Loan Bldg., 244-2127
Des Moines	G. S. Marquis (Oculist)	282-3337	903 Equitable Bldg., 243-6103
Des Moines	J. H. Tait (Oculist)	255-2084	714-54 Equitable Bldg., 243-6103

Location	Name of Surgeon	Residence Phone No.	Office Phone No.
Sioux City	‡§F. L. Wilson	8-8981	5-8911
Sioux City	‡§Frederic W. Wilson, Jr.	7-1519	5-8911
Mapleton	Paul G. Ingham	218	29
Ute	*E. J. Liska	62	62
Lost Nation	*Frank S. Peckosh	678-2207	678-2555
Olin	A. J. M. Findlater	484-2255	484-2555
Marion	‡§J. J. Keith	377-2455	377-3478
Marion	P. E. Orcutt	377-0309	377-3174
Maquoketa	J. W. Jordan	652-2157	652-4122
Monticello	*Earl H. DeShaw	465-3603	465-3378
Calmar	Garfield Miller	56-2-3507	56-2-3562
Tama	A. J. Wentzien	484-3443	484-2602
Tama	A. J. Havlik	484-3828	484-2602
Madrid	T. K. Leonard	45R2	45
Perry	L. L. Long		465-4664
Perry	‡K. W. Diddy	465-2116	465-2425
Perry	‡R. F. Deranleav	465-4575	465-2522

Location	Name of Surgeon	Residence Phone No.	Office Phone No.
Jamaica	‡W. A. Seidler	2 on 14	3 on 14
Coon Rapids	C. A. Johnson	684-2280	684-2280
Manning	‡A. W. Carlile	653-4821	653-4821
Carroll	Leo H. Kuker	2611	4311
Manilla	*J. M. Hennessy	654-2025	654-3122
Underwood	H. B. Moorehead	3433	3411
Middle Amana	C. Herrmon, Jr.	622-5243	622-5241
North English	U. S. Geiger	664-5055	664-5055
Williamsburg	*D. F. Miller	468-1178	468-1221
Boone	W. H. Longworth	432-2335	432-5412
Panora	C. A. Nicoll	163	127
Jefferson	E. D. Thompson	386-3625	386-4714
Rockwell City	*P. W. Van Metre	4665	3495
Fonda	J. B. Thielen	6302	6301
Webb	E. A. Rust	838-2965	838-2960
Spencer	‡E. E. Munger, Jr.	90-W-2	262-4294
Spirit Lake	P. Scott	336-1277	336-2410
Storm Lake	‡R. R. Hanson	732-5216	732-5030

§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

63	175	67	61	81	73	STATIONS	62	162	76	64	68	168
Time Freight Daily	Time Freight Daily Ex. Monday	Time Freight Daily	Time Freight Daily	Time Freight Daily Ex. Sunday	Time Freight Daily		Time Freight *	Time Freight Daily Ex. Monday	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily Ex. Sunday
A.M. L 2.20	A.M. L 6.30	A.M. L 8.00	P.M. L 2.10	P.M. L 3.00	P.M. L10.50	SAVANNA	A.M. A 5.45	A.M. A 6.30	P.M. A 1.00	P.M. A 7.30	P.M. A 7.20	P.M. A 7.55
	A 7.00 A.M.	A 8.30 A.M.		A 3.30 P.M.		GREEN ISLAND		L 5.45 A.M.	L 12.10 P.M.			L 7.10 P.M.
					A.M.	MARION					P.M.	
8.25			7.15		8.45 3.15 P.M.	PERRY	11.30 10.00			1.50	12.01 7.45	
						MANILLA	8.30			P.M. 12.40	5.25	
A 11.00 A.M.			A 10.00 P.M.		A 7.30 P.M.	COUNCIL BLUFFS YARD	L 6.30 P.M.			L 11.20 A.M.	L 3.45 A.M.	

*No. 62 out of Council Bluffs Yard Daily Exc. Sunday — into Savanna Daily Exc. Monday.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

G-1 Employes 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 inside empty or loaded gondola cars and passing over the top of empty or loaded gondola cars.

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 Employes are prohibited from riding:

Or walking on the roof of any moving car, except employes may ride on the roof of cars when necessary during switching operations, but must not cross from the roof of one car to another while in motion.

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 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 signals 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.

G-17 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 except silicon 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:	
690 AB to 696 AB	55
950 to 977	45
990 to 997	30

G-26 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-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.

G-31 When two locomotive tenders are handled in the same train, they must be separated from each other by one or more cars.

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 locomotive cranes, Jordan spreaders, shovels, pile drivers, ditching machines, cut wideners and snow plows of all types except flangers must not exceed the 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	35 M.P.H.	30 M.P.H.
Second Subdivision	35 M.P.H.	30 M.P.H.
Third Subdivision	35 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.
East Atkins	East end of two main tracks.
Newhall	West end of two main tracks.
Gladstone	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.
Aspinwall	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.

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

X-3 (c) Under Rule 922, the engineer may permit the firemen, when competent, to handle the engine with the engineer being responsible.

X-3 (d) Rule 3 (C) of the Consolidated Code of Operating Rules is amended to read as follows:

Employes governed by time service rules must not wear wrist watches while on duty unless such watches are of an approved type.

Approved type wrist watches are:

Elgin-13/0 size, 23 jewel, B. W. Raymond.
Elgin 21 jewel, B. W. Raymond Chronometer.
Ball-13/0 Ligne size, 21 jewel, Official Railroad Standard.
Bulova Accutron—Railroad Approved.

Under Rule 2, wrist watches of the above make and type, may be used by the designated employes as a standard watch and they may have either a stainless steel or gold case.

X-3 (e) Referring to Rule 920 of the Consolidated Code of Operating Rules, the following will apply:

At points where mechanical forces are employed, the Mechanical Department will be responsible for knowing, when an engine is sent out for service, that it is in good working order and is adequately supplied with fuel, water, sand and other supplies including flagging equipment and signal appliances. Engineers will not be required to make inspection of engine at such points, except it must be known that adequate air pressure is being maintained and that air brake equipment is functioning properly. Hand Brakes must be released on all units before engine is moved.

Rules 1, 2, 3, 11 and 14 of the Manual of Rules and Instructions on Air Brake and Train Air Signals for Enginemen and Trainmen are modified accordingly.

The above instructions will apply at the following points:

Savanna	Perry	Sioux City

Council Bluffs.....5:00 a.m. to 7.00 p.m.
Cedar Rapids.....7:00 a.m. to 5:00 p.m., except Sat. & Sun.

X-3(f) COMMUNICATING SIGNALS

Rule 16(e) is cancelled.
Rule 16(f) is changed to read:
One long sound of communicating signal—
When standing—apply or release brakes;
When running—approaching meeting or waiting points as prescribed by Rule S-90; brakes sticking; look back for hand signals.

X-3(g) The Fourth Paragraph of Rule 7(A) of the Consolidated Code of Operating Rules is cancelled and the following will apply:

When backing or pushing a train, engine or cars in response to hand or light signals from a trainman, the disappearance from view of the trainman giving such signals, or of his light by which such signals are given, must be regarded as a stop signal except when movement is under control of a trainman on the leading car that is equipped with a backup air brake hose or pipe.

X-3 (h) Referring to Rule 103 of the Consolidated Code of Operating Rules, the following will apply:

When a train, engine or switching movement has been delayed or has stopped within 3,000 feet of a public crossing protected by automatic crossing signals, any further movement toward the crossing must be made at restricted speed until it is determined that the crossing signals are operating for the movement. If the crossing signals are not operating for the movement, crossing must be protected by a member of the crew unless a crossing watchman is on duty.

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

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

X-10 At the following locations the main track switches of the following tracks are not equipped with electric locks:

Name of track	Location
Westward siding	Green Island
Industrial track	Elwood
Industrial track	Morley
Lehigh Portland Cement Co. and Northwest Portland Cement Co.	571 feet east of MP 230
Vigortone Products Inc.	1759 feet east of MP 230
Nash-Finch Co.	176 feet west of MP 230
Atlas Redi-Mix Co.	513 feet east of MP 231
House Track and Siding	Van Horne
Iowa Steel Works	Louisa
House track and storage tracks	Tama
North house track	Madrid
North Industry track	Bouton
Elevator Spur	Bouton
House track	Dawson
House track	Jamaica
Old Siding	Bagley
North Industry track	Coon Rapids
Depot Spur	Coon Rapids
Hot Box track	Templeton
Industry track	Manning
Elevator track	Aspinwall

These tracks must not be used for meeting or passing of trains and trains and engines must not clear the main track at these locations.

Trains or engines having cars to set out or pick up must leave their train on the main track while performing such work.

In case a light engine only is used to pick up cars on these tracks, the main track switch must be left lined for such track during the time the engine is clear of the main track.

X-11 No. 19 and No. 20 must not exceed 65 M.P.H. passing hot box scanners located at M.P. 180.2, M.P. 324.5, M.P. 392.2 and M.P. 453.6.

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 to 800 feet east of 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 Sprague ville 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.

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	79	60
Tama Tower	40	35
Tama, through the City	25	25
Slater, C.& N.W. crossing	79	60
Perry, through the City	12	12
Perry, C. & N. W. crossing	15	15
Perry, between Yard Office and C. & N. W. crossing	20	20

X-22 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-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 When picking up cars at Ferguson, loaded cars cannot be pulled over track scales.

THIRD SUBDIVISION

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

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Perry, C. & N. W. crossing	15	15
Perry, between Yard Office and C.&N.W. 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-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
Beverly, C&NW Crossing	20

X-44 At the C. & N. W. 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, CRI&P main track between A Avenue and Seventh Avenue will be used jointly by CRI&P, CMStP&P and IC trains and engines as directed by Towerman at Ninth Avenue and on signal from switchtender at B Avenue at direction of Towerman. Between these points, inferior trains and engines may occupy main track on time of first class trains but must avoid delay thereto.

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 Crossing	20
Marathon C&NW Crossing	20
Spencer, C. & N. W. Crossing	15
Bridge R-1426, 0.7 Miles West of Arnolds Park	25

X-51 Iowa Division trains will use the IM&D Division main track between Iowa Jct. and Spencer. Westward trains must obtain permission from the IM&D train dispatcher before entering the main track.

Normal position for the junction switch at Iowa Jct. is for movements on the IM&D Division.

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 C&NW crossing is against movement on the C&NWRR.

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.

TWELFTH SUBDIVISION

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

FOURTEENTH SUBDIVISION

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

X-65(a) Trains may find cars on main track at Luther.

FIFTEENTH SUBDIVISION

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

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

Telephones for emergency use where operators are not on duty are located as follows:

Green Island	End of double track
	On pole at Signals 156-4 & 5
	On pole at Signals 158-6 & 7
Sprague ville	On pole at Relay House
Browns	At each end of siding
	At Preston Line switch
Delmar	At east end of siding
	At each end of crossover
Elwood	At west end of industrial track
Lost Nation	At each end of siding
	In freight room
Oxford Jct.	At each end of siding
	On pole at maintainers headquarters
M.P. 198	On relay house
Olin	At each end of siding
	At crossing east of depot
Morley	At west end of industrial track
Martelle	At each end of siding
Paralta	On relay house
Dove	On relay house
Marion Yard	At crossover
	At holding signals
Indian Creek	At home signals
Louisa	At east end run-around track
East Atkins	At relay house
Atkins Yard	At crossovers
Newhall	At home signals
Van Horne	In Depot
Keystone	At each end of siding
Elberon	In booth
	At C.&N.W. crossing
Vining	At house track switch
Gladstone	At relay house
Tama	East crossover
	At west end westward siding
	At east end house track
Tama Tower	At westward home signal
	At mill track switch
Dunbar	At house track switch
	In booth, 1½ miles east
Pickering	At each end of siding
Ferguson	At each end of siding
	In freight house
Haverhill	At each end of siding
Melbourne	At each end of siding
	In freight room
Rhodes	In booth
	In booth, 4 miles west
Collins	At each end of siding
	In booth at depot
Duke	At each end of siding
Cambridge	East end of siding
Huxley	At each end of siding
	At crossover
Slater	At C.&N.W. crossing
	At transfer track switch
East Madrid	At relay house
Madrid	At home signals
	At crossover
	At depot
Woodward Jct.	At home signals
Woodward	At crossover
	At depot
	At home signal
Bouton	At home signal
Perry	At east holding signal
	At yard office
	At crossover
	At west holding signal
	At C.&N.W. crossing
Dawson	At crossover
Jamaica	In booth
Herndon	East and west crossovers
	At electric lock
	At home signal
Bagley	At each end of old siding
	At depot
Bayard	At each end of siding
	At depot
Coon Rapids	At each end of siding
	Electric lock at 6th St.
	In freight house
Dedham	At each end of siding
Templeton	At each end of siding
Manning	At depot
Aspinwall	At home signal
Manilla	At east holding signal
	At electric lock east of tool house
	In trainmen's room
	At home signals
Earling	At each end of siding
	In freight house
	In depot
Panama	In booth
Portsmouth	At each end of siding
	In freight house
	In depot
Persia	In booth
Yorkshire	At each end of siding
Neola	At each end of siding
	In freight house
	In depot
Underwood	At house track switch
Weston	At each end of siding
Council Bluffs	At home signal
	At east end departure track
	At East Yard office
	At Midway yard office
Buck Grove	In shanty
Arion	In tower
Kenwood	In booth
Charter Oak	In freight house
Mapleton	In freight house
Ute	At west house track switch
Grant Center	In booth
Hornick	In freight house
Luton	In shanty
4 miles east of Morningside	In shanty
Morningside	In booth

Block phone Marion to Sigourney

Marion	In depot
Cedar Rapids	In booth 12th Street NE
	In yard office
	At 2nd Street & 9th Ave. S.E.
	In freight house
	Switchman's shanty Penick & Ford
Vera	At switch 10th St. S.W.
Beverly	In tower
Fairfax	In booth
Walford	In booth
Amana	In freight house
Middle Amana	In booth
South Amana	In booth
Conroy	In booth
Williamsburg	In depot
Parnell	In booth
North English	In depot
Webster	In booth
Sigourney	In depot