Company Surgeons.	Location
T. L. HANSEN, Chief Surgeon, La Salle St. Station	
J. M. L. JENSEN, Ass't. Chief Surgeon, La Salle St. Station	Chicago
G. G. LEITH	Wilton
E. J. VAN METER, Consulting Surgeon	Tipton
J. E. KIMBALL	West Liberty
D. F. FITZPATRICK, Surgeon and Examiner	Iowa City
E. B. WILLIAMS	Montezuma
J. A. PETERS	Oxford
HENRY MOERSHELL	Homestead
W. D. HALL, Surgeon and Examiner	Marengo
E. J. RINGENA	Brooklyn
O. F. PARRISH	Grinnell
L. L. SMEAD, Consultant	
O. W. BILLINGSLEY	Newton
[illegible] BOYD	Colfax
[illegible] FAY, Div. Surgeon and Examiner	
[illegible] B. LUGENBUHL, Ass't. Surgeon and Examiner	
W. D. ABBOTT, Consultant	
C. C. JONES, Oculist, Aurist and Examiner	
C. F. HOWLAND, Oculist, Aurist and Examiner	
C. L. CHAMBERS, Oculist, Aurist and Examiner	
GRACE DOANE, Oculist, Aurist and Examiner	Des Moines
H. F. CLARK	Stuart
W. R. VAN DUZER	Casey
G. M. ADAIR	Anita
W. G. GREENLEAF	Atlantic
R. F. CHILDS	Audubon
M. MOORE	Walnut
C. C. HUNTLEY	Avoca
J. E. BELLINGER, Local Surgeon and Examiner	
F. W. DEAN, Oculist, Aurist and Examiner	Council Bluffs
HAROLD GIFFORD, Oculist, Aurist and Examiner	
J. H. JUDD, Oculist and Aurist	
R. D. SCHROCK	
H. F. JOHNSON	Omaha
FREDERICK O. BECK	So. Omaha
C. R. VAN VOORHEIS	Prairie City
F. E. VANCE	Eddyville
W. C. NEWELL	
D. O. BOVENMYER, Oculist, Aurist and Examiner	Ottumwa
S. H. SAWYER, Surgeon and Examiner	Eldon
BRUCE L. GILFILLAN, Substitute Local Surgeon	
R. M. LAPSLEY, Oculist and Aurist	Keokuk
BUSH HOUSTON	Nevada
C. M. WRAY, Surgeon and Examiner	Iowa Falls
H. H. JOHNSTON	Hampton
C. F. STARR	
H. D. FALLOWS, Oculist and Aurist	Mason City
S. S. WESTLY, Surgeon and Examiner	
G. S. WESTLY, Surgeon and Examiner	Manly
A. W. LUNDVICK	Gowrie
R. G. HINRICHS	Manson
J. H. HOVENDEN	Laurens
W. C. HAND	Hartley
F. P. WINKLER	Sibley
J. H. McCALL	Allerton
B. D. WALKER	Corydon
A. L. YOCUM, JR.	Charlton
W. E. SPARROW	Carlisle
L. E. HOOPER	Indianola
R. R. DAVISSON, Consulting Surgeon	
C. B. HICKENLOOPER	Winterset

J. H. JOHNSON,
Superintendent

G. W. RANEY,
General Superintendent

A. R. RUITER,
Sup't. Motive Power

J. R. PICKERING,
Sup't. Transportation

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

J. D. FARRINGTON,
Chief Operating Officer

3000—7-12-42

Chicago, Rock Island & Pacific Railway

TIME TABLE

DES MOINES DIVISION

FIRST DISTRICT

No. 5

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

SUNDAY, JULY 12, 1942

DESTROY ALL TIME TABLES OF PREVIOUS DATE

PREVENT INJURY

Rock Island

SAFETY FIRST

This Time Table for the exclusive use and guidance of Employes

THE GUNTHORP-WARREN PRINTING COMPANY, CHICAGO

Main Line Westward

AUTOMATIC BLOCK SIGNALS

SUBDIVISION 4 STATIONS Time Table No. 5 July 12, 1942	LEAVE	M. P. Distance from Chicago	Distance from Silvis	Capacity of Sidings	FIRST CLASS 23 Omaha Limited Daily	5 Passenger Daily	9 Passenger Daily	475 Passenger Motor Daily Except Sunday	7 Rocket Daily	505 Rocket Daily	19 Passenger Daily			
WU.....MO. DIV. JCT.....	TO	183.7	10.0	.....	A.M. 12.10	A.M. 3.42	A.M. 6.37		P.M. 5.01	P.M. 8.01	P.M. 10.43			
6.4														
.....TURNOUT.....	...P	190.1	16.4	.....	12.18	3.51	6.49				10.51			
4.8														
HM.....WALCOTT.....	TO	194.9	21.2	W 57 E 53	12.23	3.56	s 6.55				10.57			
4.3														
.....STOCKTON.....	...P	199.2	25.5	.....	12.27	4.00	s 7.01				11.02			
2.8														
OR.....DURANT.....	TO	202.0	28.3	.....	12.30	4.03	s 7.06				11.05			
5.6														
JN.....WILTON.....	TO	207.6	33.9	W 70 E 103	12.36	4.09	s 7.15		5.23	8.25	g11.11			
3.5														
.....MOSCOW.....	...P	211.1	37.4	.....	12.40	4.13	s 7.19				11.15			
4.8														
.....ATALISSA.....	...P	215.9	42.2	W 56	12.45	4.18	s 7.25		5.30	8.33	11.20			
5.4														
W.....WEST LIBERTY..... (CRI&P Crossing)	TO .UX	221.3	47.6	W 87 E 85	s12.58	4.24	s 7.35 7.50		5.35	8.38	s11.30 P.M.			
5.4														
NY.....DOWNEY.....	TO	226.7	53.0	.....	1.06	4.30	s 7.58		5.40	8.43				
10.1														
IC.....IOWA CITY.....	TO	236.8	63.1	.....	s 1.35	s 4.53 8	s 8.18		s 5.50 90	s 8.54				
4.2														
.....VERNON.....	P	241.0	67.3	89	1.44 14	4.59	8.25		5.54	8.59				
3.7														
.....TIFFIN.....	P	244.7	71.0	57	1.50	5.03	s 8.31		5.57	9.02				
6.8														
V.....OXFORD.....	TO	251.5	77.8	100	1.57	5.10	s 8.41		6.03	9.08				
5.1														
HO.....HOMESTEAD.....	TO	256.6	82.9	65	2.02	5.16	s 8.56 506		6.07	9.13				
5.5														
.....SOUTH AMANA.....	P	262.1	88.4	78	2.07	5.21	s 9.03		6.11	9.18				
5.2														
MA.....MARENGO.....	TO	267.3	93.6	N 118 S 75	2.20	g 5.29	s 9.15		6.15	9.23				
6.6														
RN.....LADORA.....	TO	273.9	100.2	100	2.27	5.36	s 9.24		6.20	9.30 6				
6.0														
WB.....VICTOR.....	TO	279.9	106.2	100	2.33	5.42	s 9.33		6.25	9.35				
2.6														
.....(C&NW Crossing).....														
CA.....CARNFORTH.....	TO	282.5	108.8		2.36	5.45	9.36							
5.2														
BN.....BROOKLYN.....	TO	287.7	114.0	118	2.41	5.50	s 9.43		6.31	9.42				
6.0														
J.....MALCOM.....	TO	293.7	120.0	55	2.47	5.56	f 9.52		6.36	9.47				
3.6														
.....ASCALON.....	P	297.3	123.6	89	2.51	6.00	9.56 905		6.39	9.50				
5.4														
.....(M&StL Crossing).....	UX													
GR.....GRINNELL.....	TO	302.7	129.0	173	s 3.04	s 6.10	s10.07		s 6.45	s 9.56				
6.0														
.....TURNER.....	P	308.7	135.0	94	3.11	6.17	10.14		6.52	10.02				
5.1														
KG.....KELLOGG.....	TO	313.8	140.1	85	3.16	6.22	s10.20		6.57	10.07 96				
3.8														
.....AMBOY.....	P	317.6	143.9	54	3.20	6.26	10.25							
4.9														
G.....NEWTON.....	TO	322.5	148.8	N 70 S 92	s 3.36 8	s 6.38	s10.35		s 7.07	s10.16				
6.1														
.....METZ.....	P	328.6	154.9	56	3.44	6.45	10.43		7.14	10.22				
6.1														
FX.....COLFAX.....	TO	334.7	161.0	90	3.52	6.53	s10.50 92		7.20	10.28				
5.9														
SU.....MITCHELLVILLE.....	TO	340.6	166.9	62	3.59	7.00	s10.59	P.M.	7.26 6	10.34				
6.3														
AN.....ALTOONA.....	TO	346.9	173.2	.....	4.06	7.07	f11.07	s 5.36	7.32	10.41				
8.7														
X.....SHORT LINE JCT..... WX. (CRI&P Crossing)	TO	355.6	181.9	.....	4.18	7.18	11.18	5.48	7.42	10.50				
0.6														
.....DMU-CGW-FtDDM&S Crossing.	UX	356.2	182.5	.....										
1.0														
.....C&NW Crossing.....	UX	357.2	183.5	.....										
D 0.6														
MS.....DES MOINES..... 174.1	TO	357.8	184.1	.....	4.30 A.M.	7.30 A.M.	11.30 A.M.	6.00 P.M.	7.50 P.M.	11.00 P.M.				
AVERAGE SPEED PER HOUR					40.2	45.8	35.6	27.2	61.8	58.3	48.0			
SCHEDULE TIME					4.20	3.48	4.53	0.24	2.49	2.59	0.47			

TWO MAIN TRACKS

See T. T. Rules 15a, 15b

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 7, 8, 505 AND 506 NOT LESS THAN 10 MINUTES.
TIME TABLE RULE 14a IN EFFECT.
ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
No. 5 discharge from Davenport and beyond. Receive for Des Moines and beyond. No. 19 receive for Cedar Rapids and north.
See page 21 for operators hours of service.

Main Line Westward

SUBDIVISION 4

STATIONS

Time Table No. 5
July 12, 1942

AUTOMATIC BLOCK SIGNALS

LEAVE		Distance from Des Moines	Signs	Capacity of Other Tracks	Station Numbers	SECOND CLASS 905 East Iowa Red Ball Daily	97 Chicago Colorado Red Ball Daily	99 Chicago Peoria Twin Cities Daily	1039 Freight Daily Except Sunday	91 Chicago Colorado California Red Ball Daily	903 Tri Cities Twin Cities Red Ball Daily
MO. DIV. JCT.	.TO	174.1	RYd	.....	.....	A.M. 4.15	A.M. 6.45	A.M. 8.30		P.M. 5.07	P.M. 8.07
6.4											
TURNOUT	...P	167.7	.....	.....	A 6						
4.8											
WALCOTT	.TO	162.9	.....	48	A 11						
4.3											
STOCKTON	...P	158.6	YdT	39	A 16						
2.8											
DURANT	.TO	155.8	.....	80	A 18						
5.6											
WILTON	.TO	150.2	W	61	A 24						
3.5											
MOSCOW	...P	146.7	.....	12	A 27						
4.8											
ATALISSA	...P	141.9	.....	40	A 32						
5.4											
WEST LIBERTY	.TO	136.5	RYdFWY	438	A 38	6.15	7.55	9.30 A.M.		5.52	9.10 P.M.
(CRI&P Crossing)	.UX										
5.4											
DOWNEY	.TO	131.1	.....	42	A 43						
10.1											
IOWA CITY	.TO	121.0	WRYd	220	A 53	7.00	8.25			6.12 90	
4.2											
VERNON	...P	116.8	.....	.....	.....	7.08	8.34			6.19	
3.7											
TIFFIN	...P	113.1	.....	22	A 61	7.13	8.40			6.24	
6.8											
OXFORD	.TO	106.3	.....	35	A 68	7.22	9.00 506			6.33	
5.1											
HOMESTEAD	.TO	101.2	.....	53	A 73	7.31	9.10			6.41	
5.5											
SOUTH AMANA	...P	95.7	.....	12	A 78	7.39	9.17			6.48	
5.2											
MARENGO	.TO	90.5	RYdFWY	124	A 84	8.15	9.30			7.01	
5.6											
LADORA	.TO	83.9	.....	24	A 90	8.42 506	9.40			7.09	
6.0											
VICTOR	.TO	77.9	.....	20	A 96	8.52	9.48			7.17	
2.6											
(C&NW Crossing)											
CARNFORTH	.TO	75.3	.....	17	A 99	8.56	9.52			7.21	
5.2											
BROOKLYN	.TO	70.1	W	73	A 104	9.15	9.59			7.28	
6.0											
MALCOM	.TO	64.1	.....	47	A 110	9.30	10.15			7.37	
3.6											
ASCALON	...P	60.5	.....	.....	A 114	9.56 9	10.20			7.42	
5.4											
(M&StL Crossing)	UX										
GRINNELL	.TO	55.1	Yd	127	A 119	10.30 97	10.30 905			7.50	
6.0											
TURNER	...P	49.1	.....	.....	A 125	11.00	10.38			7.58	
5.1											
KELLOGG	.TO	44.0	W	54	A 130	11.20	10.45			8.04	
3.8											
AMBOY	...P	40.2	.....	.....	A 134	11.45 AM-92	10.50			8.11 6	
4.9											
NEWTON	.TO	35.3	Yd	210	A 139	12.05 P.M.	11.01			8.20	
6.1											
METZ	...P	29.2	.....	.....	A 145	12.25	11.09 92			8.27	
6.1											
COLFAX	.TO	23.1	FW	66	A 151	12.40	11.20			8.37	
5.9											
MITCHELLVILLE	.TO	17.2	.....	52	A 157	12.55 90	11.30		P.M.	8.45	
6.3											
ALTOONA	.TO	10.9	RYd	66	A 163	1.10	11.39 A.M.		3.05	8.55 96	
8.7											
SHORT LINE JCT. (CRI&P Crossing)	.TO	2.2	RYdFWTY	1383	A 172	3.00 P.M.	12.15 P.M.-90		3.30 P.M.	10.30 P.M.	
0.6											
DMU-CGW-FtDDM&S Crossing	.UX	1.6	.....	.....	.....						
1.0											
C&NW Crossing	.UX	0.6	.....	.....	.....						
0.6											
DES MOINES	.TO	.....	RYd	341	A 174						
174.1											
AVERAGE SPEED PER HOUR						15.9	31.2	37.6	20.9	32.3	35.7
SCHEDULE TIME						10.45	5.30	1.00	0.25	5.23	1.03

See T. T. Rules 15a, 15b

TWO MAIN TRACKS

TWO MAIN TRACKS

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 7, 8, 505 AND 506 NOT LESS THAN 10 MINUTES.
TIME TABLE RULE 14a IN EFFECT.

ON TWO MAIN TRACKS, WHEN EITHER IS USED AS SINGLE TRACK, TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

Local extra leaves Silvis 6:00 A. M. Monday, Wednesday and Friday, for Marengo.

Local extra leaves Marengo 6:00 A. M. Tuesday, Thursday and Saturday for Short Line Jct.

Main Line Eastward

AUTOMATIC BLOCK SIGNAL

SUBDIVISION 4 STATIONS Time Table No. 5 July 12, 1942			Distance from Des Moines	Signs	Capacity of Other Tracks	Station Numbers	FIRST CLASS 8 Rocket	506 Rocket	474 Passenger Motor	10 Chicago Limited	6 Passenger	20 Passenger	14 LaSalle Street Limited			
WU...MO. DIV. JCT.	TO	TWO MAIN TRACKS	174.1	RYd	.....	.....	A.M. 5.42	A.M. 10.06		P.M. 4.37	P.M. 11.45	A.M. 12.54	A.M. 2.50			
6.4 TURNOUT	P		167.7	.....	.....	A 6				4.28	11.34	12.45	2.39			
4.8 HM.....WALCOTT	TO		162.9	.....	48	A 11	5.31	9.55		4.24	f11.29	g12.40	2.33			
4.3 .....STOCKTON	P		158.6	YdT	39	A 16				4.20	11.24	12.36	2.29			
2.8 OR.....DURANT	TO		155.8	.....	80	A 18				4.17	f11.21	g12.33	2.26			
5.6 JN.....WILTON	TO		150.2	W	61	A 24	5.20	9.43		4.11	f11.15	g12.28	2.21			
3.5 .....MOSCOW	P		146.7	.....	12	A 27				4.07	11.10	12.25	2.17			
4.8 .....ATALISSA.	P		141.9	.....	40	A 32				4.02	11.05	12.20	2.12			
5.4 W.....WEST LIBERTY	TO		136.5	RYdFWY	438	A 38	5.07	9.29		s 3.51	s10.58	s12.15 A.M.	2.06			
(CRI&P Crossing)	UX															
5.4 NY.....DOWNEY	TO		131.1	.....	42	A 43	5.02	9.24		3.43	f10.48		2.00			
10.1 IC.....IOWA CITY	TO		121.0	WRYd	220	A 53	s 5 4.53	s 9.15		s 3.33	s10.35		g 1.50			
4.2 .....VERNON	P		116.8	.....	.....	.....	4.48	9.09		3.24	10.20		23 1.44			
3.7 .....TIFFIN	P		113.1	.....	22	A 61	4.45	9.06		3.21	f10.16		1.40			
6.8 V.....OXFORD	TO		106.3	.....	35	A 68	4.39	97 9.00		3.14	f10.07		1.34			
5.1 HO.....HOMESTEAD	TO		101.2	.....	53	A 73	4.35	9 8.56		3.09	f 9.59		1.29			
5.5 .....SOUTH AMANA	P		95.7	.....	12	A 78	4.30	8.51		3.04	f 9.52		1.23			
5.2 MA.....MARENGO	TO		90.5	RYdFWY	124	A 84	4.25	8.47		2.59	s 9.42		1.12			
5.6 RN.....LADORA	TO		83.9	.....	24	A 90	4.20	905 8.42		2.53	505 f 9.30		1.05			
6.0 WB.....VICTOR	TO		77.9	.....	20	A 96	4.15	8.37		2.47	s 9.13		12.59			
2.6 .....(C&NW Crossing)																
CA.....CARNFORTH	TO		75.3	.....	17	A 99				2.44	9.08		12.56			
5.2 BN.....BROOKLYN	TO		70.1	W	73	A 104	4.08	8.31		2.39	s 9.01		12.51			
6.0 J.....MALCOM	TO		64.1	.....	47	A 110	4.03	8.26		2.33	s 8.49		12.45			
3.6 .....ASCALON	P		60.5	.....	.....	A 114	4.00	8.22		2.29	8.42		12.41			
5.4 .....(M&StL Crossing)	UX															
GR.....GRINNELL	TO		55.1	Yd	127	A 119	g 3.55	s 8.17		s 2.24	s 8.35		g12.35			
6.0 .....TURNER	P		49.1	.....	.....	A 125	3.49	8.10		2.14	8.24		12.27			
5.1 KG.....KELLOGG	TO		44.0	W	54	A 130	3.44	8.05		90 2.09	s 8.19		12.22			
3.8 .....AMBOY	P		40.2	.....	.....	A 134				2.05	91 8.11		12.18			
4.9 G.....NEWTON	TO		35.3	Yd	210	A 139	23 g 3.36	s 7.56		s 1.59	s 8.05		g12.13 A.M.			
6.1 .....METZ	P		29.2	.....	.....	A 145	3.29	7.49		1.49	7.46		12.06 P.M.			
6.1 FX.....COLFAX	TO		23.1	FW	66	A 151	3.22	7.42		1.42	s 7.37		11.59			
5.9 SU....MITCHELLVILLE	TO		17.2	.....	52	A 157	3.16	7.36		1.36	7 s 7.26		11.53			
6.3 AN.....ALTOONA	TO		10.9	RYd	66	A 163	3.10	7.30	A.M. s 8.51	1.30	f 7.09		11.47			
8.7 X....SHORT LINE JCT.	TO	See T. T. Rules 15a, 15b	2.2	RYdFWTY	1383	A 172	3.00	7.20	1038 8.36	1.20	6.57		11.36			
WX....(CRI&P Crossing)																
0.6 .DMU-CGW-FtDDM&S Crossing.	UX		1.6	.....	.....	.....										
1.0 .....C&NW Crossing	UX		0.6	.....	.....	.....										
0.6 D																
MS.....DES MOINES 174.1	TO		.....	RYd	341	A 174	2.55 A.M.	7.15 A.M.	8.30 A.M.	1.15 P.M.	6.50 P.M.		11.30 P.M.			
	LEAVE						Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily			
AVERAGE SPEED PER HOUR							62.5	61.1	30.7	51.7	35.4	58.0	52.0			
SCHEDULE TIME							2.47	2.51	0.21	3.22	4.55	0.39	3.20			

SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 7, 8, 505 and 506 NOT LESS THAN 10 MINUTES.

SEE FOOT NOTES, PAGE 1.

No. 8 discharge from Omaha and west. Receive for Englewood and beyond.

No. 14 receive Pullman passengers for Englewood and Chicago.

See page 21 for operators hours of service.

No. 20 discharge from Cedar Rapids and north.

Main Line Eastward

SUBDIVISION 4

STATIONS

Time Table No. 5

July 12, 1942

AUTOMATIC BLOCK SIGNALS

TWO MAIN TRACKS

See T. T. Rules 15a, 15b

		Distance from Des Moines	Signs	Capacity of Other Tracks	Station Numbers	SECOND CLASS 904 Minnesota Chicago Kan. City Red Ball	1038 Freight	92 California Chicago Perishable	90 Omaha Chicago Red Ball	94 N. W. Special	96 Colorado Chicago Red Ball
MO. DIV. JCT.	.TO	174.1	RYd	.....	.....	A.M. 5.00		P.M. 4.00	P.M. 9.15	P.M. 7.45	A.M. 3.30
6.4											
TURNOUT	...P	167.7	.....	.....	A 6						
4.8											
WALCOTT	.TO	162.9	.....	48	A 11						
4.3											
STOCKTON	...P	158.6	YdT	39	A 16						
2.8											
DURANT	.TO	155.8	.....	80	A 18						
5.6											
WILTON	.TO	150.2	W	61	A 24						
3.5											
MOSCOW	...P	146.7	.....	12	A 27						
4.8											
ATALISSA	...P	141.9	.....	40	A 32						
5.4											
WEST LIBERTY	.TO	136.5	RYdFWY	438	A 38	A.M. 4.00		2.45	8.15	P.M. 6.35	1.45
(CRI&P Crossing)	.UX										
5.4											
DOWNEY	.TO	131.1	.....	42	A 43						
10.1											
IOWA CITY	.TO	121.0	WRYd	220	A 53			2.10	6.30 7-91 5.50		1.00
4.2											
VERNON	.P	116.8	.....	.....	.....			1.54	5.25		12.41
3.7											
TIFFIN	.P	113.1	.....	22	A 61			1.48	5.10		12.35
6.8											
OXFORD	.TO	106.3	.....	35	A 68			1.38	4.55		12.25
5.1											
HOMESTEAD	.TO	101.2	.....	53	A 73			1.30	4.40		12.16 A.M.
5.5											
SOUTH AMANA	.P	95.7	.....	12	A 78			1.20	4.25		12.06 P.M.
5.2											
MARENGO	.TO	90.5	RYdFWY	124	A 84			1.10	4.10		11.55
6.6											
LADORA	.TO	83.9	.....	24	A 90			12.57	3.50		11.29
6.0											
VICTOR	.TO	77.9	.....	20	A 96			12.47	3.40		11.20
2.6											
(C&NW Crossing)											
CARNFORTH	.TO	75.3	.....	17	A 99			12.42	3.35		11.15
5.2											
BROOKLYN	.TO	70.1	W	73	A 104			12.34	3.25		11.05
6.0											
MALCOM	.TO	64.1	.....	47	A 110			12.24	3.10		10.52
3.6											
ASCALON	.P	60.5	.....	.....	A 114			12.19	3.00		10.45
5.4											
(M&StL Crossing)	.UX										
GRINNELL	.TO	55.1	Yd	127	A 119			12.11 P.M.	2.45		10.30
6.0											
TURNER	.P	49.1	.....	.....	A 125			12.01 A.M.	2.30 10		10.17 505
5.1											
KELLOGG	.TO	44.0	W	54	A 130			11.54 905	2.09		10.07
3.8											
AMBOY	.P	40.2	.....	.....	A 134			11.45	1.50		9.45
4.9											
NEWTON	.TO	35.3	Yd	210	A 139			11.25 97	1.40		9.35
6.1											
METZ	.P	29.2	.....	.....	A 145			11.09 9	1.25		9.22
6.1											
COLFAX	.TO	23.1	FW	66	A 151			10.50	1.05 905		9.12
5.9											
MITCHELLVILLE	.TO	17.2	.....	52	A 157			10.38	12.55		9.03 91
6.3							A.M.				
ALTOONA	.TO	10.9	RYd	66	A 163		9.05 474	10.27	12.36 97		8.55
8.7											
SHORT LINE JCT.	.TO	2.2	RYdFWTY	1383	A 172		8.40 A.M.	10.10 A.M.	12.15 P.M.		8.30 P.M.
(CRI&P Crossing)											
0.6											
DMU-CGW-FtDDM&S Crossing.	.UX	1.6	.....	.....	.....						
1.0											
C&NW Crossing	.UX	0.6	.....	.....	.....						
0.6											
DES MOINES	.TO	.....	RYd	341	A 174						
174.1											
LEAVE						Daily	Daily Except Sunday	Daily	Daily	Daily	Daily
AVERAGE SPEED PER HOUR						37.6	20.9	29.8	19.3	32.1	24.8
SCHEDULE TIME						1.00	0.25	5.50	9.00	1.10	7.00

SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 7, 8, 505 AND 506 NOT LESS THAN 10 MINUTES.

SEE FOOT NOTES, PAGE 1.

Local extra leaves Marengo 6:00 A. M. Tuesday, Thursday and Saturday, for Silvis. Local extra leaves Short Line Jct. 5:30 A. M. Monday, Wednesday and Friday, for Marengo.

Main Line Westward

AUTOMATIC BLOCK SIGNALS

SUBDIVISION 5 STATIONS Time Table No. 5 July 12, 1942		M. P. Distance from Chicago	Distance from Short Line Jct.	Capacity of Sidings	Capacity of Other Tracks	FIRST CLASS 23 Omaha Limited Daily	5 Passenger Daily	7 Rocket Daily	3 M. & St. L. Passenger Daily			SECOND CLASS 97 Chicago Colorado Red Ball Daily	907 Des Moines Western Red Ball Daily	91 Chicago Colorado California Red Ball Daily	197 M. & St. L. Freight Daily
WX. SHORT LINE JCT. (RI Crossing)	LEAVE .TO	355.6	.....	.....	1383							P.M. 3.00	P.M. 9.00	P.M. 11.10	
D — 2.2						— A.M. —	— A.M. —	— P.M. —							
MS. . . . . DES MOINES	.TO	357.8	2.2	.....	341	4.45	8.00	7.55							
0.5															
. . . . . DMU Crossing	.UX	358.3	.....	.....	.....				— P.M. —						— P.M. —
0.3															
. . M&STL JCT.—16TH ST. . .	....	358.6	3.0	.....	.....	4.48	8.03	7.57	8.04			3.16	9.16	11.26	8.45
4.0															
BR. . . WEST DES MOINES. . . .	.TO	362.6	7.0	122	396	4.55	s 8.11	8.02	8.11 P.M.			3.25	9.25	11.35	9.05 — P.M. —
0.1															
. . . . . M&StL Jct.		362.7	.....	.....	.....										
3.6															
. . . . . COMMERCE	P	366.3	10.7	56	.....	5.00	f 8.17	8.06				3.32	9.33	11.43	
6.4															
. . . . . BOONEVILLE	P	372.7	17.1	57	22	5.07 90	f 8.25 92	8.12				3.40	9.43	11.53	
3.9															
VR. . . . . VAN METER	.TO	376.6	21.0	56	34	5.11	s 8.32	8.16				3.46	9.50	11.59 — P.M. —	
3.2															
SO. . . . . DE SOTO	.TO	379.8	24.2	56	53	5.16	f 8.38	8.20				3.52	9.57	12.07 A.M.	
3.4															
. . . . . CLUCAS	P	383.2	27.6	57	.....	5.21	8.43	8.24				3.59	10.04	12.14	
4.2															
F. . . . . EARLHAM	.TO	387.4	31.8	59	50	5.26	s 8.51	8.28				4.07	10.24 14	12.23	
5.7															
DR. . . . . DEXTER	.TO	393.1	37.5	56	47	5.32	s 8.59	8.34				4.14	10.35	12.33	
5.1															
CS. . . . . STUART	.TO	398.2	42.6	76	133	5.38	s 9.10	8.39				4.21	10.45	12.43	
4.9															
GH. . . . . MENLO	.TO	403.1	47.5	80	30	5.43	s 9.20	8.44				4.29	10.55	12.52	
7.0															
RA. . . . . CASEY	.TO	410.1	54.5	70	52	5.51	s 9.30	8.52				4.38	11.10	1.05	
7.3															
AD. . . . . ADAIR	.TO	417.4	61.8	56	50	6.01	s 9.42	9.01				4.52 6	11.25	1.45 8	
8.1															
BG. . . . . ANITA	.TO	425.5	69.9	56	60	6.11 92	s 9.53	9.10				5.03	11.40	2.00	
7.0															
. . . . . WIOTA	P	432.5	76.9	57	25	6.18	f10.03	9.17				5.12	11.51 — P.M. —	2.15	
7.4															
WN. . . . . ATLANTIC	.TO	439.9	84.3	N 153 S 54	453	s 6.38	s10.25	s 9.25 14				5.30	12.17 A.M.	2.25 90	
5.9															
. . . . . MARNE	P	445.8	90.2	49	31	6.47	f10.35	9.31				5.40	12.30	2.55	
6.6															
FD. . . . . WALNUT	.TO	452.4	96.8	53	57	6.55	s10.45	9.38				5.50	1.08 8	3.10	
6.3															
HR. . . . . AVOCA	.TO	458.7	103.1	73	172	7.02	s11.00	9.44				6.00	1.20 90	3.25	
1.5															
. . . . . HARLAN JCT.	P	460.2	104.6	.....	.....										
7.0															
BY. . . . . SHELBY	.TO	467.2	111.6	54	38	7.12	s11.13	9.53				6.12	1.40	3.45	
6.4															
MK. . . . . MINDEN	.TO	473.6	118.0	58	21	7.19	f11.22	10.00				6.21	1.55	4.00	
4.9															
NA. . . NEOLA (CMStP&P Crossing)	.TO	478.5	122.9	59	55	7.25	f11.30	10.05				6.31	2.10	4.15	
5.0															
WD. . . . UNDERWOOD	.TO	483.5	127.9	55	30	7.30	f11.37	10.10				6.39	2.35	4.25 92	
4.8															
. . . . . WESTON	P	488.3	132.7	56	4	7.35	11.43	10.14				6.46	2.45	4.40	
5.4															
. . . . . CHAUTAUQUA	P	493.7	138.1	59	.....	7.41	11.49	10.19				6.53	2.57	4.50	
4.5															
. . . . . EAST YARD		498.2	142.6	108	428	7.46	11.56 — A.M. —					7.53 14	3.10	5.00	
0.9															
. . . . . Wabash, CB&Q and CMStP&P Crossings		499.1	143.5	.....	.....										
0.1															
Q. . . . . CO. BLUFFS	.TO	499.2	143.6		975	s 7.58	s12.05 12.15 — P.M. —	s10.27				9.00 P.M.	4.00 A.M.-92	7.00 A.M.	
0.7															
. . . . . IC and C&NW Crossing	.UX	499.9	144.3	.....	.....										
0.3															
. . . . . CB&Q and C&NW Crossing	.UX	500.2	144.6	.....	.....										
0.2															
. . . . . UP TRANSFER, IA. . .	....	500.4	144.8	.....	.....	s 8.06	s12.25	s10.37							
2.7															
YD. . . . . OMAHA, NEB. 147.5	.TO	503.1	147.5	.....	.....	8.25 A.M.	12.40 P.M.	10.51 P.M.							
. . . . . AVERAGE SPEED PER HOUR						39.4	32.3	49.6	34.3			24.0	20.5	26.9	12.0
. . . . . SCHEDULE TIME						3.40	4.40	2.56	0.07			6.00	7.00	5.20	0.20

TWO MAIN TRACKS — See T. T. Rules 15a and 15b

TWO MAIN TRACKS — See T. T Rule16

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

No. 5 will stop at Neola to discharge or pick up U. S. mail when mail clerks notify conductor or when flagged by agent.

Local extra leaves Stuart 7:00 A. M. daily, except Sunday for Menlo.

Local extra leaves Short Line Jct. 5:15 A. M. Monday, Wednesday and Friday, for Atlantic.

Local extra leaves Avoca 8:05 A. M. daily, except Sunday for Harlan Jct.

Main Line Eastward

SUBDIVISION 5
STATIONS
Time Table No. 5
July 12, 1942

AUTOMATIC BLOCK SIGNALS

	Office Hours Week Days *Sundays and Holidays From	To	Distance from Council Bluffs	Signs	Station Numbers	FIRST CLASS 8 Rocket	4 M. & St. L. Passenger	6 Passenger	14 La Salle Street Limited			SECOND CLASS 92 California Chicago Perishable	90 Chicago Omaha Red Ball	196 M. & St. L. Freight
WX. SHORT LINE JCT. ..... TO	Continuous		143.6	RYdFWTY	A 172							A.M. 9.20	A.M. 6.30	
X (RI Crossing)														
D — 2.2						A.M.		P.M.	P.M.					
MS. ... DES MOINES ..... TO	Continuous		141.4	RYd	A 174	2.50		6.35	11.10					
0.5														
..... DMU Crossing ..... UX			140.9	.....	.....									
0.3							A.M.							A.M.
.. M&STL JCT.—16TH ST...			140.6	.....	.....	2.47	7.50	6.25	11.00			8.50	5.45	3.20
4.0														
BR. .. WEST DES MOINES .... TO	Continuous		136.6	RYdWY	A 179	2.42	7.41 A.M.	s 6.19	10.55			8.41	5.35	3.05 A.M.
0.1														
..... M&StL Jct			136.5	.....	.....									
3.6														
..... COMMERCE ..... P			132.9	.....	A 183	2.38		6.14	10.50			8.35	5.17	
6.4												5	23	
..... BOONEVILLE ..... P			126.5	.....	A 189	2.32		f 6.06	10.43			**8.25**	**5.07**	
3.9														
VR. .... VAN METER ..... TO	7:00 a.m. 4:00 p.m.		122.6	W	A 193	2.28		s 6.01	10.39			8.06	4.40	
3.2														
SO. ..... DE SOTO ..... TO	8:30 a.m. 5:30 p.m.		119.4	.....	A 196	2.24		f 5.54	10.34			7.55	4.30	
3.4														
..... CLUCAS ..... P			116.0	.....	A 200	2.20		5.47	10.29 907			7.45	4.20	
4.2														
F. ..... EARLHAM ..... TO	7:30 a.m. 4:30 p.m.		111.8	.....	A 204	2.15		f 5.41	**10.24**			7.36	4.10	
5.7														
DR. ..... DEXTER ..... TO	8:30 a.m. 5:30 p.m.		106.1	.....	A 209	2.10		f 5.33	10.18			7.22	3.53	
5.1														
CS. ..... STUART ..... TO	2:00 a.m. 6:00 p.m. *2:00 a.m. 6:00 p.m.		101.0	YdFWTY	A 215	2.05		s 5.25	10.13			7.07	3.43	
4.9														
GH. ..... MENLO ..... TO	8:30 a.m. 5:30 p.m.		96.1	.....	A 219	2.00		s 5.14	10.08			7.00	3.28	
7.0														
RA. ..... CASEY ..... TO	7:30 a.m. 4:30 p.m.		89.1	.....	A 226	1.53 91		s 5.03 97	10.00			6.50	3.17	
7.3														
AD. ..... ADAIR ..... TO	8:30 a.m. 5:30 p.m.		81.8	.....	A 234	**1.45**		s **4.52**	9.51			6.39 23	3.05	
8.1														
BG. ..... ANITA ..... TO	7:45 a.m. 4:45 p.m.		73.7	.....	A 242	1.36		s 4.40	9.42			**6.11**	2.52	
7.0														
..... WIOTA ..... P			66.7	.....	A 249	1.29		f 4.30	9.34 7			5.49	2.40 91	
7.4														
WN. ..... ATLANTIC ..... TO	Continuous		59.3	YdFWY	A 256	s 1.21		s 4.18	s **9.25**			5.38	**2.25**	
5.9														
..... MARNE ..... P			53.4	.....	A 262	1.14 907		f 4.05	9.02			5.29	1.48	
6.6														
FD. ..... WALNUT ..... TO	8:30 a.m. 5:30 p.m.		46.8	.....	A 269	**1.08**		s 3.55	8.54			5.20	1.35 907	
6.3														
HR. ..... AVOCA ..... TO	1:00 a.m. 5:00 p.m. *6:00 a.m. 8:00 a.m. *9:00 a.m. 5:00 p.m.		40.5	YdWY	A 275	1.01		s 3.45	8.45			5.11	**1.20**	
1.5														
..... HARLAN JCT. ..... P			39.0	.....	.....									
7.0														
BY. ..... SHELBY ..... TO	7:00 a.m. 4:00 p.m.		32.0	.....	A 284	90 **12.53**		f 3.33	8.33			4.58	8 **12.53**	
6.4														
MK. ..... MINDEN ..... TO	8:30 a.m. 5:30 p.m.		25.6	.....	A 290	12.46		f 3.24	8.25			4.42	12.25 A.M.	
4.9														
NA. .. NEOLA (CMStP&P Crossing) ..... TO	Continuous		20.7	.....	A 295	12.40		f 3.16	8.18			4.32	12.11 P.M.	
5.0												91		
WD. ... UNDERWOOD ..... TO	7:00 a.m. 4:00 p.m.		15.7	.....	A 300	12.36		s 3.09	8.11			**4.25**	11.59	
4.8														
..... WESTON ..... P			10.9	.....	A 305	12.32		3.04	8.05			4.18	11.50	
5.4														
..... CHAUTAUQUA ..... P			5.5	.....	A 310	12.27		2.58	7.59 97			4.10	11.41	
4.5														
..... EAST YARD			1.0	Yd	.....			2.52	**7.53**			4.03	11.32	
0.9														
..... Wabash, CB&Q and ..... CMStP&P Crossings			0.1	.....	.....									
0.1														
Q. ..... CO. BLUFFS ..... TO	Continuous		.....	RYdFWT	A 316	s 12.20		s 2.50	s 7.49			907 **4.00** A.M.	11.30 P.M.	
0.7														
..... IC and C&NW Crossing ..... UX			.....	.....	.....									
0.3														
..... CB&Q and C&NW Crossing ..... UX			.....	.....	.....									
0.2														
... UP TRANSFER, IA. ..... See T. T. Rule 16			.....	Yd	A 317	12.14		s 2.40	7.42					
2.7														
..... OMAHA, NEB ..... TO	Continuous		.....	YdR	A 320	12.06 A.M.		2.30 P.M.	7.30 P.M.					
147.5														
LEAVE						Daily	Daily	Daily	Daily			Daily	Daily	Daily
AVERAGE SPEED PER HOUR						53.8	26.7	35.6	39.6			26.9	20.5	16.0
SCHEDULE TIME						2.44	0.09	4.05	3.40			5.20	7.00	0.15

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
SECOND CLASS, EXTRA TRAINS AND ENGINES MUST CLEAR THE TIME OF Nos. 7 AND 8 NOT LESS THAN 10 MINUTES.

No. 6 will stop daily except Sundays at Neola, Minden, Marne, Wiota, DeSoto and Booneville for U. S. mail.

Local extra leaves Atlantic 5:30 A. M. Tuesday, Thursday and Saturday, for Short Line Jct.

Local extra leaves Harlan Jct. 9:40 A. M. daily, except Sunday for Avoca.

Local extra leaves Menlo 1:00 P. M. daily, except Sunday for Stuart.

Main Line Southward

SUBDIVISION 18 STATIONS Time Table No. 5 July 12, 1942		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	FIRST CLASS						SECOND CLASS				
					17	507	15				911	915	917		
					Short Line Express	Rocket	Mid Continent Special				Twin Cities Kans. City Red Ball	Twin Cities Kans. City Red Ball	Minnesota Kans.City Red Ball		
LEAVE					Daily	Daily	Daily				Daily	Daily	Daily		
JU.....MANLY.....		50	728	B 225	A.M. 2.55	P.M. 2.45	P.M. 11.00				A.M. 5.45	P.M. 12.45	P.M. 9.00		
8.9															
.....C&NW Crossing...	See Time Table Rule 16b														
H 0.6															
DF.....MASON CITY....				OD 194	s 3.20	s 2.58	s 11.18				6.05	1.10	9.20		
0.6															
.....CMStP&P Crossing.															
0.9															
K.....CLEAR LAKE JCT.		62		OD 193	3.25	3.02	11.22				6.10	1.15	9.25		
0.0															
..MC&CL Crossing.....															
8.9															
.....HURLEY.....		65	10	OD 184	3.35	3.10	11.32				6.25	1.31	9.44		
7.7															
GR..SHEFFIELD.....		60	25	OD 176	f **3.46** 18	**3.16** 912	g11.40				6.37	1.45	9.58		
4.4															
.....CHAPIN.....		60	20	OD 172	3.57	3.20	11.45				6.47	1.52	10.18		
5.9															
..M&StL Crossing.....			10												
0.1															
...CGW Crossing.....			5												
0.4															
HM..HAMPTON.....		64	36	OD 165	s **4.08** 916	3.26	g11.54 P.M.				6.58	2.05	10.45		
8.3															
MJ..BRADFORD.....		80	35	OD 157	4.17	3.33	12.03 A.M.				7.10	2.18	11.05		
4.6															
.....ARGON.....		60		OD 151	4.22	3.37	12.08				7.17	**2.25** 912	11.15		
3.1															
.....IC Crossing.....															
0.0															
.....CRI&P Crossing.....															
0.3															
AO...IOWA FALLS.....	AUTOMATIC BLOCK SIGNALS	30	112	K 74	s 4.36	g 3.42	s12.20				7.30	2.40	11.50 P.M.		
1.1															
.....SUNNYSIDE.....		64	58	OD 148	4.39	3.45	12.23				7.35	2.45	12.05 A.M.		
8.8															
B....BUCKEYE.....		55	20	OD 139	4.49	3.53	**12.33** 917				7.48	3.00	**12.33** 15		
4.5															
.....SHERMAN.....		58	28	OD 135	4.54	**4.01** 508	12.38				7.55	3.07	12.45		
7.6															
NE..GARDEN CITY.....		60	20	OD 127	f 5.04	4.07	12.46				8.07	3.21	1.06		
5.5															
.....M&StL Crossing.....															
0.1															
JF...McCALLSBURG.....		65	28	OD 122	f 5.12	**4.12** 914	12.52				8.15	3.28	**1.35** 916		
6.4															
FR..FERNALD.....		61	23	OD 115	5.19	4.17	**12.59** 916				**8.28** 16	**3.45** 508-914 **3.50**	1.55		
6.4															
NA..NEVADA.....		64	50	OD 109	s 5.35	4.22	g 1.06				8.40	4.02	**2.17** 18		
3.9															
.....SHIPLEY.....		61	30	OD 105	5.39	**4.25** 915	1.10				8.45	**4.25** 507	2.35		
6.5															
JN...CAMBRIDGE.....		61	92	OD 98	s 5.49	4.30	1.16				8.54	4.35	3.05		
7.1															
HA..ELKHART.....		60	23	OD 91	5.58	4.36	1.24				9.04	4.45	3.45		
4.2															
MG..ENTERPRISE.....		65	19	OD 87	6.03	4.39	1.28				9.10	4.52	4.00		
6.7															
.....SWANWOOD.....		61		OD 80	6.10	4.45	1.35				9.19	5.02	4.15		
4.9															
.....CGW Crossing.....															
0.3															
X....Short Line Jct.	See T. T. Rule 15c		1383	A 172	6.20	4.50	**1.42** 18				9.45 A.M.	6.00 P.M.	6.00 A.M.		
WX..(CRI&P Csng.)	TWO MAIN TRACKS														
2.0															
D....Des Moines..			341	A 174	6.35 A.M.	5.01 P.M.	2.00 A.M.								
MS..130.7															
.....AVERAGE SPEED PER HOUR.....					**35.6**	**57.6**	**43.6**				**32.1**	**24.5**	**14.3**		
.....SCHEDULE TIME.....					**3.40**	**2.16**	**3.00**				**4.00**	**5.15**	**9.00**		

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

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

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

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

Main Line Northward

SUBDIVISION 18

STATIONS

Time Table No. 5

July 12, 1942

			Office Hours Week Days *Sundays and Holidays From	To	M. P. Distance from Allerton	Distance from Des Moines	Signs	FIRST CLASS 18 Mid Continent Special	16 Short Line Express	508 Rocket			SECOND CLASS 912 Kans. City Twin Cities Red Ball	914 Kans. City Twin Cities Red Ball	916 Kans. City DesMoines Dakota Red Ball	
	MANLY	.TO	Continuous		202.1	130.7	RYdFWT	A.M. 4.40	A.M. 10.55	P.M. 5.15			P.M. 4.30	P.M. 7.30	A.M. 6.00	
	8.9															
	C&NW Crossing	See Time Table Rule 16b			193.2	121.8										
	0.6															
DF	MASON CITY	.TO			192.6	121.2	YdFWT	s 4.15	s 10.35	s 5.03			3.55	6.50	5.10	
	0.6															
	CMStP&P Crossing.				192.0	120.6										
	0.9															
K	CLEAR LAKE JCT.	.TO	Continuous		191.1	119.7	RYd	4.05	10.26	4.58			3.50	6.35	4.55	
	0.0															
	MC&CL Crossing															
	8.9															
	HURLEY	P			182.2	110.8		3.54	g10.15	4.50			3.31	6.20	4.40	
	7.7							17					507			
GR	SHEFFIELD	.TO	7:00 a.m. 4:00 p.m.		174.5	103.1	W	g **3.46**	s10.06	4.44			**3.16**	6.07	4.29	
	4.4															
	CHAPIN	P			170.1	98.7		3.41	g 9.59	4.40			2.57	5.59	4.18	
	5.9															
	M&StL Crossing				164.2	92.8										
	0.1															
	CGW Crossing				164.1											
	0.4															
HM	HAMPTON	.TO	8:30 a.m. 4:30 p.m. 10.30 p.m. 6:30 a.m. *9:00 a.m. 11:00 a.m. *10:30 p.m. 6:30 a.m.		163.7	92.3		g 3.34	s 9.50	4.34			2.47	5.47	17 **4.08**	
	8.3															
MJ	BRADFORD	.TO	8:00 a.m. 5:00 p.m.		155.4	84.0		3.24	s 9.38	4.26			2.35	5.35	3.35	
	4.6							916					915		18	
	ARGON	P			150.8	79.4		**3.18**	9.31	4.22			**2.25**	5.25	**3.18**	
	3.1															
	IC Crossing				147.7	76.3										
	0.0															
	C RI&P Crossing				147.7	76.3										
	0.3															
AO	IOWA FALLS	.TO	Continuous		147.4	76.0	RYdFWT	s 3.12	s 9.25	g 4.18			2.08	5.15	2.55	
	1.1															
	SUNNYSIDE	P			146.3	74.9	Yd	2.55	9.09	4.13			1.42	5.02	2.40	
	8.8															
B	BUCKEYE	.TO	7:00 a.m. 4:00 p.m.		137.5	66.1		2.47	f 9.00	4.06			1.30	4.50	2.20	
	4.5												507			
	SHERMAN	P			133.0	61.6		2.43	g 8.55	**4.01**			1.23	4.42	2.05	
	7.6															
NE	GARDEN CITY	.TO	8:00 a.m. 5:00 p.m.		125.4	54.0		2.36	s 8.46	3.55			1.11	4.25	1.50	
	5.5															
	M&StL Crossing				119.9	48.5										
	0.1													507	917	
JF	McCALLSBURG	.TO	8:00 a.m. 5:00 p.m.		119.8	48.4		2.30	s 8.37	3.50			12.59	**4.12**	**1.35**	
	6.4								911	915				915	15	
FR	FERNALD	.TO	8:00 a.m. 5:00 p.m.		113.4	42.0		2.24	f **8.28**	**3.45**			12.49	**3.50**	**12.59**	
	6.4									914				508		
NA	NEVADA	.TO	1:00 a.m. 9:00 a.m. 9:00 a.m. 5:00 p.m. * 5:00 a.m. 8:30 a.m. *11:00 a.m. 1:00 p.m.		107.0	35.6		917 g **2.17**	s 8.20	**3.39**			12.36	**3.39**	12.40	
	3.9															
	SHIPLEY	P			103.1	31.7		2.13	g 8.12	3.36			12.30	3.23	12.15	
	6.5														A.M.	
JN	CAMBRIDGE	.TO	6:00 a.m. 3:00 p.m.		96.6	25.2	FW	2.07	s 8.05	3.31			12.20	3.14	12.01	
	7.1												P.M.		P.M.	
HA	ELKHART	.TO	7:45 a.m. 4:45 p.m.		89.5	18.1		2.00	s 7.55	3.25			12.07	3.05	11.35	
	4.2												A.M.			
MG	ENTERPRISE	.TO	8:30 p.m. 5:30 a.m.		85.3	13.9		1.56	f 7.49	3.21			11.59	2.59	11.28	
	6.7															
	SWANWOOD	P			78.6	7.2		1.49	7.42	3.15			11.48	2.48	11.18	
	4.9															
	CGW Crossing				73.7	2.3										
	0.3															
WX X	Short Line Jct. (CRI&P Csng.)	See T. T. Rule 15c TWO MAIN TRACKS .TO	Continuous		73.4	2.0	RYd FWTY	15 1.42	7.33	3.09			11.30 A.M.	2.30 P.M.	11.00 P.M.	
	2.0															
D MS	Des Moines 130.7	.TO	Continuous				RYd	1.35 A.M.	7.25 A.M.	3.04 P.M.						
	LEAVE							Daily	Daily	Daily			Daily	Daily	Daily	
	AVERAGE SPEED PER HOUR							**42.4**	**37.3**	**59.9**			**25.7**	**25.7**	**18.4**	
	SCHEDULE TIME							**3.05**	**3.30**	**2.11**			**5.00**	**5.00**	**7.00**	

AUTOMATIC BLOCK SIGNALS

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

No. 16 discharge Des Moines to Manly from California.
No. 508 Iowa Falls receive or discharge to or from Kansas City, St. Paul, Minneapolis, Omaha and beyond.
No. 18 Nevada and Hampton receive or discharge to or from Kansas City and beyond and St. Paul and Minneapolis and Sheffield to discharge from Tucumcari and beyond.

Local extra leaves Short Line Jct. 7:00 A. M. Monday, Wednesday and Friday, for Iowa Falls.

Main Line Southward

SUBDIVISION 31 STATIONS Time Table No. 5 July 12, 1942 — LEAVE	Station Numbers	Capacity of Other Tracks	Capacity of Sidings	FIRST CLASS 15 Mid Continent Special Daily	FIRST CLASS 17 Short Line Express Daily	FIRST CLASS 507 Rocket Daily	SECOND CLASS 829 Mixed Daily Except Sunday	SECOND CLASS 911 Des Moines St.J.K.C. Red Ball Daily	SECOND CLASS 915 Twin Cities Kans. City Red Ball Daily
D MS....DES MOINES..... (See T. T. Rule 15c) TWO MAIN TRACKS .TO	A 174	341	.....	A.M. 2·20	A.M. 6·55	P.M. 5·03			
2.0									
X WX...SHORT LINE JCT.. (CRI&P Crossing) .TO	A 172	1383	.....	2·26	7·01	5·12	A.M. 7·15	A.M. 10·15	P.M. 6·45
0.2									
.....DMU Crossing.....	.....	.....	.....						
0.5									
.....CB&Q Crossing.....	.....	.....	.....						
2.0									
.....GOODWIN.....P	AC 5	.....	57	2·31	7·06	5·16	f 7·25	10·22	6·51
6.2									
CK.....CARLISLE.....TO	AC 11	31	53	2·38	f 7·16	5·22	7.40 A.M.	10·34	7·03
5.1									
.....HARTFORD.....P	OD 60	19	55	2·44	f 7·25	5·27		10·45	7·12
6.8									
.....BEECH.....P	OD 53	20	85	2·51	f 7·33	5·33		10·58	7·24
8.8									
.....NEPAS.....P	OD 44	12	51	3·01	7·43	5·42		11·15	7·37
4.5									
R.....MELCHER.....TO	OD 40	34	85	3·07	f 7·51	5·48		11·27	7·47
9.6									
WI....WILLIAMSON.....TO	OD 30	108	106	3·17	f 8·03	5·56		11·42	8·03
6.5									
CN.....CHARITON.....TO	OD 23	54	76	g 3·30	s 8·18	g 6·04		11·54 A.M.	8·25
5.8									
.....HAIG.....P	.....	.....	52	**3·36** 912	8·26	6·10		**12·10** P.M. 914	8·35
6.4									
.....MILLERTON.....P	OD 11	20	80	3·43	f 8·34	6·16		12·20	8·45
6.7									
CD.....CORYDON.....TO	OD 5	35	50	g 3·50	s 8·44	6·22		12·32	8·55
4.9									
AR....ALLERTON.....TO	365	207	N 125 N 44	4.05 A.M.	8.55 A.M.	g 6.30 P.M.		1.00 P.M.	9.40 P.M.
76.0									
.....AVERAGE SPEED PER HOUR.....				**43·3**	**37·3**	**52·5**	**21·6**	**26·9**	**25·4**
.....SCHEDULE TIME.....				**1.45**	**2.00**	**1.27**	**0.25**	**2.45**	**2.55**

AUTOMATIC BLOCK SIGNALS

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

No. 507 Chariton and Allerton receive or discharge to or from Kansas City, Des Moines and beyond.
No. 15 Chariton receive or discharge to or from St. Paul, Minneapolis, Kansas City and beyond and Corydon to receive for Tucumcari and beyond.
Local Extra leaves Short Line Jct. 7:00 A. M. Monday, Wednesday and Friday for Allerton.

Westward — Winterset Branch — Eastward

SECOND CLASS 829 Mixed Daily Except Sunday	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 31-A STATIONS Time Table No. 5 July 12, 1942 — LEAVE	Office Hours Week Days *Sundays and Holidays From	To	M. P. Distance from Chicago via Des Moines	Distance from Carlisle	Signs	SECOND CLASS 830 Mixed Daily Except Sunday
A.M. 7.50	53	31	AC 11	CK.....CARLISLE.....TO	6:15 a.m.	3:15 p.m.	368.8	.....	R	P.M. 1.35
5.1										
s 8.05 9.20	13	.....	AC 16	.....SUMMERSET JCT.....	.....	.....	373.9	5.1	RWY	s 1.15
6.0										
f 9.40	.....	.....	AC 22	.....SPRING HILL.....	.....	.....	379.9	11.1	.....	f 1.00
5.2										
.....	.....	.....	.....	.....CB&Q Crossing.....UX	.....	.....	.....	.....	.....	.....
0.0										
f10.00	.....	8	AC 27	.....MARTENSDALE.....	.....	.....	385.1	16.3	.....	f12.40
3.1										
f10.10	.....	20	AC 30	.....BEVINGTON.....	.....	.....	388.2	19.4	.....	f12.30
4.7										
f10.25	.....	18	AC 35	.....PATTERSON.....	.....	.....	392.9	24.1	.....	f12.15
4.5										P.M.
10.45	.....	67	.....	.....TILEVILLE.....	.....	.....	397.4	28.6	.....	12.01
3.3										A.M.
11.00 A.M.	.....	76	AC 42	A.....WINTERSET.....TO 31.9 LEAVE	8:00 a.m.	5:00 p.m.	400.7	31.9	RWT	11.45 A.M.

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

Main Line Northward

AUTOMATIC BLOCK SIGNALS

SUBDIVISION 31 STATIONS Time Table No. 5 July 12, 1942	Office Hours Week Days *Sundays and Holidays From	To	M. P. Distance from West Wye Switch Allerton	Distance from Chicago via Short Line Jct.	Signs	FIRST CLASS 16 Short Line Express	508 Rocket	18 Mid-Continent Special	SECOND CLASS 912 Kans. City Twin Cities Red Ball	914 Kans. City Twin Cities Nebraska Red Ball	830 Mixed
D MS....DES MOINES..... (See T. T. Rule 16a)	Continuous	TO	75.6	357.6	RYd	A.M. 7.00	P.M. 3.02	A.M. 1.20			
2.0											
X WX...SHORT LINE JCT.. (CRI&P Crossing) (TWO MAIN TRACKS)	Continuous	TO	73.6	355.6	RYd FWTY	6.44	2.51	1.06	A.M. 5.50	P.M. 2.00	P.M. 2.10
0.2											
.....DMU Crossing.....			73.4	355.8	.....						
0.5											
.....CB&Q Crossing.....			72.9	356.3	.....						
2.0											
.....GOODWIN.....		P	70.9	358.3	.....	6.36	2.46	1.00	5.10	1.31	f 1.58
6.2											
CK.....CARLISLE.....	6:15 a.m. 3:15 p.m.	TO	64.7	364.5	R	f 6.28	2.40	12.53	5.00	1.21	1.45 P.M.
5.1											
.....HARTFORD.....		P	59.6	369.6	.....	f 6.18	2.35	12.48	4.50	1.13	
6.8											
.....BEECH.....		P	52.8	376.4	W	f 6.10	2.29	12.41	4.40	1.02	
8.8											
.....NEPAS.....		P	44.0	385.2	.....	6.00	2.21	12.32	4.26	12.49	
4.5											
R.....MELCHER.....	7:00 a.m. 4:00 p.m.	TO	39.5	389.7	.....	s 5.53	2.16	12.27	4.18	12.43	
9.6											
WI....WILLIAMSON.....	7:00 a.m. 4:00 p.m.	TO	29.9	399.3	FWY	f 5.39	2.08	12.18	4.03	12.29	
6.5											
CN.....CHARITON.....	2:30 a.m. 6:30 p.m.; * 5:00 a.m. 9:00 a.m.; *10:30 a.m. 6:30 p.m.	TO	23.4	405.8	.....	s 5.29	g 2.02	g12.11 A.M.	3.50 15	12.19 P.M. 911	
5.8											
.....HAIG.....		P	17.6	411.6	.....	5.08	1.56	12.05 P.M.	3.36	12.10 A.M.	
6.4											
.....MILLERTON.....		P	11.2	418.0	.....	f 4.59	1.50	11.59	3.23	11.58	
6.7											
CD.....CORYDON.....	8:00 a.m. 5:00 p.m	TO	4.5	424.7	.....	s 4.49	1.44	g11.52	3.10	11.45	
4.9											
AR.....ALLERTON.....	Continuous	TO	.....	429.6	RYd FWY	4.37 A.M.	g 1.39 P.M.	11.45 P.M.	3.00 A.M.	11.35 A.M.	
76.0											
LEAVE						Daily	Daily	Daily	Daily	Daily	Daily Except Sunday
.....AVERAGE SPEED PER HOUR.....						31.9	55.0	48.0	26.1	30.6	21.6
.....SCHEDULE TIME.....						2.23	1.23	1.35	2.50	2.25	0.25

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

No. 508 Allerton and Chariton receive or discharge to or from Kansas City, Des Moines and beyond.
No. 18 Chariton receive or discharge to or from Kansas City and beyond and St. Paul and Minneapolis and Corydon to discharge from Tucumcari and beyond.

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

Westward — Indianola Branch — Eastward

SECOND CLASS 827 Mixed Daily Except Sunday	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 31-B STATIONS Time Table No. 5 July 12, 1942 LEAVE	Office Hours Week Days *Sundays and Holidays From	To	M. P. Distance From Chicago	Distance from Summerset Jct.	Signs	SECOND CLASS 828 Mixed
A.M. 8.10	13	.....	AC 16	.....SUMMERSET JCT.....			373.9	.....	RWY	A.M. 9.15
0.6										
f 8.15	.....	5	AD 1	.....SUMMERSET.....			374.5	0.6	.....	f 9.10
5.6										
8.35 A.M.	6	55	AD 6	ND.....INDIANOLA.....TO	8:30 a.m.	5:30 p.m.	380.1	6.2	R	8.50 A.M.
				6.2						
				LEAVE						Daily Except Sunday
14.9				AVERAGE SPEED PER HOUR.....						14.9
0.25				.....SCHEDULE TIME.....						0.25

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

Westward — Sibley Branch — Eastward

SUBDIVISION 23
STATIONS
Time Table No. 5
July 12, 1942

SECOND CLASS 431 Mixed Daily Except Sunday	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE	Office Hours Week Days *Sundays nd Holidays From To	M. P. Distance from Chicago	Distance from Short Line Jct.	Signs	SECOND CLASS 432 Mixed
A.M. 7.50	.....	1383	A 172	X WX....SHORT LINE JCT..... (CRI&P Crossing) — See Time Table Rule 15c — TWO MAIN TRACKS — .TO	Continuous.....	355.6		RYd FWTY	P.M. 4.20
				2.2					
s 8.05	.....	341	A 174	D MS.....DES MOINES..... .TO	Continuous	357.8	2.2	RYd	s 3.55
				0.5					
	.....	.....	.....	.....DMU Crossing..... .UX	.....	358.3	2.7	.....	
				4.3					
s 8.20	.....	.....	A 179	BR....WEST DES MOINES..... — See T. T. Rule 16c — .TO	Continuous	362.6	7.0	RYd	3.40
				62.4					
11.10	.....	33	M 62	GR.....GOWRIE..... .TO	1:00 a.m. 5:00 p.m.	425.0	69.4	RYdFWY	1.10
				6.4					
f11.25	.....	25	MA 5	.....SLIFER.....	.....	431.4	75.8	.....	f12.50
				3.6					
s11.35 — A.M. —	28	30	MA 10	S.....SOMERS..... .TO	8:30 a.m. 5:30 p.m.	435.0	79.4	.....	s12.40
				0.2					
	.....	.....	.....	.....CGW Crossing..... .UX	.....	435.2	79.6	.....	
				11.6					
	.....	.....	.....	.....Illinois Central Crossing.....	.....	446.8	91.2	.....	
				0.2					— 431 —
s12.10 -P.M. 432-	35	58	MA 22	MA.....MANSON..... .TO	8:30 a.m. 5:30 p.m.	447.0	91.4	W	s12.10 — P.M. —
				3.4					
f12.20	.....	25	MA 25	.....BLANDEN.....	.....	450.4	94.8	.....	f12.01 — A.M. —
				4.3					
s12.30	30	36	MA 30	J.....PALMER..... .TO	8:30 a.m. 5:30 p.m.	454.7	99.1	.....	s11.50
				4.4					
f12.40	.....	10	MA 34	.....WEST VIEW.....	.....	459.1	103.5	.....	f11.28
				2.6					
f12.45	.....	8	MA 37	.....REA.....	.....	461.7	106.1	.....	f11.22
				0.8					
s 1.00	39	41	MA 38	PO.....POCAHONTAS..... .TO	8:00 a.m. 5:00 p.m.	462.5	106.9	.....	s11.20
				6.2					
s 1.15	.....	31	MA 44	.....WARE.....	.....	468.7	113.1	.....	s10.50
				6.0					
s 1.30	33	34	MA 50	U.....LAURENS..... .TO	8:30 a.m. 5:30 p.m.	474.7	119.1	FW	s10.35
				0.5					
	.....	.....	.....	.....C&NW Crossing.....	.....	475.2	119.6	.....	
				7.1					
f 1.47	.....	31	MA 57	.....LEVERETT.....	.....	482.3	126.7	.....	f10.05
				2.0					
	.....	.....	.....	.....CMStP&P Crossing.....	.....	484.3	128.7	.....	
				11.4					
s 2.25	.....	31	MA 71	BE.....ROSSIE..... .TO	8:30 a.m. 5:30 p.m.	495.7	140.1	.....	s 9.25
				6.1					
s 2.45	36	33	MA 77	RO.....ROYAL..... .TO	8:30 a.m. 5:30 p.m.	501.8	146.2	.....	s 9.00
				6.8					
s 3.05	.....	39	MA 84	.....MONETA.....	.....	508.6	153.0	.....	f 8.40
				5.6					
s 3.25	38	32	MA 89	HN.....HARTLEY..... .TO	8:15 a.m. 5:15 p.m.	514.2	158.6	.....	s 8.25
				0.2					
	.....	.....	.....	.....CMStP&P Crossing.....	.....	514.4	158.8	.....	
				5.1					
f 3.40	.....	26	MA 95	.....PLESSIS.....	.....	519.5	163.9	.....	f 8.05
				5.0					
s 3.55	37	36	MA 99	FN.....MELVIN..... .TO	7:45 a.m. 4:45 p.m.	524.5	168.9	.....	s 7.55
				5.5					
f 4.10	.....	34	MA 105	.....CLOVERDALE.....	.....	530.0	174.4	.....	f 7.40
				4.9					
4.50 P.M.	33	150	K 235	SB.....SIBLEY..... .TO	7:00 a.m. 10:00 p.m. *8:30 a.m. 10:30 a.m. *1:00 p.m. 3:00 p.m.	534.9	179.3	RYdFWT	7.30 A.M.
				179.3					
				LEAVE					Daily Except Sunday
19.9				.....AVERAGE SPEED PER HOUR.....					20.3
9.00				.....SCHEDULE TIME.....					8.50

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

Westward — Tipton Branch — Eastward

SECOND CLASS						SUBDIVISION 4-A STATIONS Time Table No. 5 July 12, 1942						SECOND CLASS		
	1063	1061	Capacity of Sidings	Capacity of Other Tracks	Station Numbers		Office Hours Week Days *Sundays and Holidays	M. P. Distance from Cedar Rapids	Distance from Stockton	Signs		1060	1062	
	Mixed	Mixed										Mixed	Mixed	
	Daily Except Sunday	Daily Except Sunday				LEAVE	From To							
	P.M. 12.50	A.M. 9.10	.....	143	A 16	.....STOCKTON.....	.....	60.3	.....	RTYd		A.M. 8.45	P.M. 12.25	
						7.2							P.M.	
	f 1.10	f 9.30	.....	25	E 7	SY.....SUNBURY.....TO	7:30 a.m. 4:30 p.m.	53.1	7.2	.....		f 8.20	f12.01	
						5.4							A.M.	
	s 1.40	s 9.55	.....	30	E 13	B.....BENNETT.....TO	7:30 a.m. 4:30 p.m.	47.7	12.6	.....		s 8.05	f11.40	
						4.9								
	f 1.55	f10.10	.....	13	E 17	.....WITMER.....	.....	42.8	17.5	.....		f 7.45	f11.15	
						3.6								
	2.15 P.M.	10.20 A.M.	.....	48	E 21	PT.....TIPTON.....TO	7:30 a.m. 4:30 p.m.	39.2	21.1	FWRT		7.30 A.M.	11.00 A.M.	
						21.1								
						LEAVE						Daily Except Sunday	Daily Except Sunday	
	14.9	18.1				.....AVERAGE SPEED PER HOUR.....						16.9	14.9	
	1.25	1.10				.....SCHEDULE TIME.....						1.15	1.25	

Westward — Montezuma Branch — Eastward

SECOND CLASS						SUBDIVISION 4-B STATIONS Time Table No. 5 July 12, 1942					SECOND CLASS		
		815	Capacity of Sidings	Capacity of Other Tracks	Station Numbers		Office Hours Week Days *Sundays and Holidays	M. P. Distance from Muscatine	Distance from Iowa City	Signs	814		
		Mixed									Mixed		
		Daily Except Sunday				LEAVE	From To						
		A.M. 11.30	.....	210	A 53	IC.....IOWA CITY.....TO	Continuous	.....	.....	YdRWY	A.M. 9.30		
						7.1							
		f11.59 A.M.	.....	31	G 7	SG.....HILLS.....TO	8:00 a.m. 5:00 p.m.	.....	7.1	.....	f 9.05		
						6.8							
		s12.19 P.M.	.....	44	G 14	VR.....RIVERSIDE.....TO	8:00 a.m. 5:00 p.m.	30.7	13.9	.....	s 8.50		
						6.5							
		s12.39	.....	23	G 21	KA.....KALONA.....TO	8:00 a.m. 5:00 p.m.	37.2	20.4	.....	s 8.30		
						7.1							
		s 1.20	23	47	G 28	WM.....WELLMAN.....TO	7:30 a.m. 4:30 p.m.	44.3	27.5	WY	s 8.05		
						5.2							
		f 1.35	.....	18	G 33	.....NIRA.....	.....	49.5	32.7	.....	f 7.22		
						3.0							
		f 1.45	.....	24	G 36	.....KINROSS.....	.....	52.5	35.7	.....	f 7.15		
						5.6							
		s 2.00	.....	24	G 42	SN.....SOUTH ENGLISH.....TO	7:00 a.m. 4:00 p.m.	58.1	41.3	.....	s 7.00		
						4.0							
		.....	.....	.....	.....	.....CMStP&P Crossing.....UX	.....	62.1	45.3	.....	.....		
						0.3							
		f 2.15	.....	13	G 46	.....WEBSTER.....	.....	62.4	45.6	.....	f 6.45		
						4.0							
		s 2.30	.....	27	G 50	KS.....KESWICK.....TO	8:00 a.m. 5:00 p.m.	66.4	49.6	.....	s 6.35		
						5.1							
		s 2.45	.....	46	G 55	.....THORNBURG.....	.....	71.5	54.7	YR	s 6.20 5.40		
						3.7							
		f 3.00	.....	18	G 59	.....GIBSON.....	.....	75.2	58.4	.....	f 5.30		
						4.7							
		f 3.20	.....	17	G 64	.....BARNES CITY.....	.....	79.9	63.1	.....	f 5.20		
						7.3							
		3.45 P.M.	.....	64	G 71	MZ.....MONTEZUMA.....TO	8:30 a.m. 5:30 p.m.	87.2	70.4	RFWT	5.00 A.M.		
						70.4							
						LEAVE					Daily Except Monday		
		16.6				.....AVERAGE SPEED PER HOUR.....					18.4		
		4.15				.....SCHEDULE TIME.....					4.30		

ON SUBDIVISIONS 4-A AND 4-B TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT ON SUBDIVISION 4-A No. 1061 IS SUPERIOR TO No. 1062.

TIME TABLE RULE No. 14 IN EFFECT ON SUBDIVISIONS 4-A AND 4-B.

Between Iowa City and Wellman cars having gross weight of 170,000 pounds, must be separated by two lightly loaded cars. Loaded 100,000 capacity cars and steam derricks must be separated from other cars and engines by one or more lightly loaded or empty cars.

Double headed engines must be separated by five or more cars.

Westward — Keokuk and Des Moines Valley Branch — Eastward

SECOND CLASS 1039 Freight Daily Except Sunday	SECOND CLASS 1077 Mixed Daily	First Class 475 Passenger Motor Daily Except Sunday	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 4-D STATIONS Time Table No. 5 July 12, 1942 LEAVE	Office Hours Week Days *Sundays and Holidays From	To	M. P. Distance from Chicago	M. P. Distance from Keokuk	Signs	First Class 474 Passenger Motor Daily Except Sunday	SECOND CLASS 1038 Freight Daily Except Sunday	SECOND CLASS 1076 Mixed Daily
	P.M. 5.30		.....	197	N 151	DO.....KEOKUK.....TO	Continuous		.....	.....	RYdFWT			P.M. 5.15
			.....	.....	.....	0.7 CB&Q Crossing.....UX 14.1			.....	0.7	.....			
	f 6.35		.....	18	N 137	SAND PRAIRIE.....			.....	14.8	.....			f 4.30
	f 6.50		.....	2	N 131	5.2 BELFAST.....			.....	20.0	.....			f 4.15
	f 7.10		.....	.....	N 126	5.5 CROTON.....			.....	25.5	.....			f 4.05
			.....	.....	.....	4.5 CB&Q Crossing.....UX			.....	30.0	.....			
	f 7.30		.....	20	N 122	0.1 F.....FARMINGTON.....TO	7:30 a.m.	4:30 p.m.	.....	30.1	.....			f 3.45
	f 7.55		.....	38	N 116	5.5 BN.....BONAPARTE.....TO	7:30 a.m.	4:30 p.m.	.....	35.5	W			f 3.30
	f 8.15		.....	.....	N 112	3.6 BENTONSPORT.....			.....	39.1	.....			f 3.15
	s 8.30		.....	30	N 106	6.5 MT. ZION.....			.....	45.6	.....			2.55 s 1.55
	s 8.58		.....	28	N 97	9.2 DU.....DOUDS.....TO	7:45 a.m.	4:45 p.m.	.....	54.8	.....			s 1.28
	f 9.20		.....		N 93	4.1 SELMA.....			.....	58.9	.....			f 1.19
		P.M.	.....	.....	.....	4.9 CRI&P Crossing.....UX			.....	63.8	.....			
	9.40 P.M.	2.10	.....	46	294	0.0 ELDON.....			.....	63.8	RYdFWT	P.M. 12.10 A.M.		1.10 P.M.
A.M.		f 2.23	.....	14	N 81	6.5 CLIFFLAND.....			.....	70.3	.....	11.55		
10.00		2.34	.....	180	N 77	5.5 N.....OTTUMWA YARD.....	8:00 a.m.	5:00 p.m.	.....	75.8	YdWT	11.42	P.M. 2.25	
10.05		s 2.41	.....	.....	N 76	0.6 CW.....OTTUMWA U. D.....TO	Continuous		.....	76.4	RYd	s11.40	1.50	
			.....	.....	.....	0.8 CMStP&P Crossing.....			.....	77.2	.....			
f10.20		s 2.58	.....	30	N 67	7.4 KIRKVILLE.....			.....	84.6	.....	s11.22	f 1.30	
s10.35		s 3.12	8	19	N 60	7.0 VI.....EDDYVILLE.....TO	8:00 a.m.	5:00 p.m.	.....	91.6	W	s11.09	s 1.15	
			.....	.....	.....	4.9 M&StL Crossing.....UX			.....	96.5	.....			
f10.59 474		s 3.22	24	13	N 55	0.1 GIVIN.....			.....	96.6	.....	1039 s10.59	f12.45	
f11.10		s 3.29	.....	32	N 51	3.7 BEACON.....			.....	100.3	.....	s10.51	f12.30	
11.15 A.M.		3.33 3.57	.....	.....	.....	1.9 EVANS JCT.....			.....	102.2	RYd	10.48 10.22	12.20 P.M. 1039	
f12.15 P.M. 1038		f 4.00	.....	82	N 48	1.3 EVANS.....			305.9	103.5	Yd	f10.20	f12.15 A.M.	
f12.30		s 4.08	.....	21	N 44	3.9 LEIGHTON.....			309.8	107.4	.....	s10.12	f11.45	
s12.45		s 4.28	23	106	N 36	8.2 PA.....PELLA.....TO	7:30 a.m.	4:30 p.m.	318.0	115.6	W	s 9.57	s11.25	
f 1.10		s 4.43	.....	27	N 28	8.0 OTLEY.....			326.0	123.6	.....	s 9.42	f10.30	
f 1.30		s 4.54	22	27	N 22	5.5 G.....MONROE.....TO	8:00 a.m.	5:00 p.m.	331.5	129.1	.....	s 9.32	s10.15	
f 2.15		s 5.12	.....	45	N 13	9.2 PC.....PRAIRIE CITY.....TO	8:15 a.m.	5:15 p.m.	340.7	138.3	.....	s 9.15	s 9.45	
f 2.45		5.26	.....	21	N 6	7.6 NOBLETON.....			348.3	145.9	.....	9.02	f 9.20	
3.05		s 5.36	.....	41	A 163	5.6 AN.....ALTOONA..TO	Continuous		353.9	151.5	RYd	s 8.51	9.05	
3.30 P.M.		5.48	.....	1383	A 172	8.7 X.....SHORT LINE JCT. WX (RI Crossing) .TO	Continuous		.....	160.2	RYd FWTY	8.36	8.40 A.M.	
		6.00 P.M.	.....	341	A 174	2.2 D.....DES MOINES..TO MS 162.4	Continuous		.....	162.4	RYd	8.30 A.M.		
						LEAVE						Daily Except Sunday	Daily Except Sunday	Daily
15.4	15.3	28.7				.....AVERAGE SPEED PER HOUR.....						30.5	14.7	20.6
5.30	4.10	3.50				.....SCHEDULE TIME.....						3.40	5.45	3.05

See T. T. Rule 15c — TWO MAIN TRACKS

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

Local extra leaves Eldon Yard 5:00 A. M. daily, except Sunday, for Ottumwa U.D.
Local extra leaves Eldon Yard 1:00 P. M. daily, except Sunday, for Ottumwa U.D.
Local extra leaves Ottumwa U.D. 10:30 A. M. daily, except Sunday, for Eldon Yard.
Local Extra leaves Ottumwa U.D. 6:00 P. M. daily, except Sunday, for Eldon Yard.
Doubleheaded Engines must be separated by three or more cars.

Westward — What Cheer Branch — Eastward

SECOND CLASS 1057 Mixed Daily Except Monday	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 4-C STATIONS Time Table No. 5 July 12, 1942 LEAVE	Office Hours Week Days *Sundays and Holidays From To	M. P. Distance from Muscatine	Distance from Iowa City	Signs	SECOND CLASS 1056 Mixed
A.M. 6.00	.....	34	GA 5	CH.....WHAT CHEER.....TO (4.6)	7:00 a.m. 4:00 p.m.	76.1	59.3	R	A.M. 1057 6.00
1056 6.20 A.M.	.....	28	G 55	.....THORNBURG..... (4.6)	.....	71.5	54.7	RY	5.40 A.M.
				LEAVE					Daily Except Monday
13.8				.....AVERAGE SPEED PER HOUR.....					13.8
0.20				.....SCHEDULE TIME.....					0.20

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

Westward — Keosauqua Branch — Eastward

Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 4-E STATIONS Time Table No. 5 July 12, 1942 LEAVE	Office Hours Week Days *Sundays and Holidays From To	Distance from Mt. Zion	Signs
.....	25	NA 4	K.....KEOSAUQUA.....TO (4.5)	8:00 a.m. 5:00 p.m.	4.5	W
.....	30	N 106	.....MOUNT ZION..... (4.5)	.....	.....	.....
			LEAVE			
			....AVERAGE SPEED PER HOUR			
			.....SCHEDULE TIME			

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

Local extra leaves Keosauqua 2:35 P. M. daily except Sunday for Mount Zion. Local extra leaves Mount Zion 2:05 P. M. daily except Sunday for Keosauqua.

Westward — Guthrie Center Branch — Eastward

SECOND CLASS 1015 Mixed Daily Except Sunday	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-A STATIONS Time Table No. 5 July 12, 1942 LEAVE	Office Hours Week Days *Sundays and Holidays From To	M. P. Distance from Chicago	Distance from Guthrie Center	Signs	SECOND CLASS 1014 Mixed
A.M. 11.05	80	30	A 219	GH.....MENLO.....TO (9.5)	8:30 a.m. 5:30 p.m.	403.1	14.6	R	P.M. 12.55
s11.37	.....	15	AE 9	.....MONTEITH..... (5.1)	.....	412.6	5.1	.....	s12.23
11.55 A.M.	.....	63	AE 15	GC.....GUTHRIE CENTER.....TO (14.6)	8:30 a.m. 5:30 p.m.	417.7	.....	RWT	12.05 P.M.
				LEAVE					Daily Except Sunday
17.5				.....AVERAGE SPEED PER HOUR.....					17.5
0.50				.....SCHEDULE TIME.....					0.50

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

Westward — Audubon Branch — Eastward

SECOND CLASS 1019 Mixed Daily Except Sunday	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-B STATIONS Time Table No. 5 July 12, 1942 LEAVE	Office Hours Week Days *Sundays and Holidays From	To	M. P. Distance from Chicago	Distance from Audubon	Signs	SECOND CLASS 1018 Mixed Daily Except Sunday
A.M. 10.45	N 153 S 54	453	A 256	WN ATLANTIC 6.8	Continuous		439.9	25.2	RYdFWY	P.M. 3.00
f11.05	.....	17	AF 7	LORAH 5.3			446.7	18.4	.....	f 2.30
s11.20	.....	31	AF 12	BN BRAYTON 3.7	8:30 a.m.	5:30 p.m.	452.0	13.1	.....	s 2.10
s11.45	.....	47	AF 16	XA EXIRA 5.3	8:30 a.m.	5:30 p.m.	455.7	9.4	.....	s 1.55
A.M. s12.05	.....	25	AF 21	HAMLIN 4.1			461.0	4.1	.....	s 1.30
P.M. 12.45 P.M.	.....	110	AF 25	DU AUDUBON 25.2 LEAVE	8:00 a.m.	5:00 p.m.	465.1	.....	RWT	1.15 P.M.
12.6				AVERAGE SPEED PER HOUR						14.4
2.00				SCHEDULE TIME						1.45

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 1019 IS SUPERIOR TO No. 1018.
TIME TABLE RULE No. 14 IN EFFECT.
CRI&P AND C&NW TRAINS AND ENGINES WILL USE SAME TRACKS AT AUDUBON JOINTLY, ALL MOVEMENTS MUST BE MADE AT RESTRICTED SPEED.

Westward — Griswold Branch — Eastward

SECOND CLASS 1035 Mixed Daily Except Sunday	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-C STATIONS Time Table No. 5 July 12, 1942 LEAVE	Office Hours Week Days *Sundays and Holidays From	To	M. P. Distance from Chicago	Distance from Griswold	Signs	SECOND CLASS 1034 Mixed Daily Except Sunday
A.M. 8.00	N 153 S 54	453	A 256	WN ATLANTIC 5.2	Continuous		439.9	14.6	RYdFWY	A.M. 10.00
f 8.15	.....	8	.....	HOPLEY 3.5			445.1	9.4	.....	f 9.35
s 8.30	.....	45	AG 9	W LEWIS 5.9	8:00 a.m.	5:00 p.m.	448.6	5.9	.....	s 9.25
8.45 A.M.	.....		AG 15	GD GRISWOLD 14.6 LEAVE	8:00 a.m.	5:00 p.m.	454.5	.....	RWT	9.05 A.M.
19.5				AVERAGE SPEED PER HOUR						15.9
0.45				SCHEDULE TIME						0.55

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 1035 IS SUPERIOR TO No. 1034.
TIME TABLE RULE No. 14 IN EFFECT.
CB&Q AND CRI&P TRAINS AND ENGINES WILL USE ALL TRACKS AT GRISWOLD JOINTLY, ALL MOVEMENTS MUST BE MADE AT RESTRICTED SPEED.

Westward — Harlan Branch — Eastward

Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-D STATIONS Time Table No. 5 July 12, 1942	Office Hours Week Days *Sundays and Holidays From	To	M. P. Distance from Chicago	Distance from Harlan	Signs
.....	.....	.....	HARLAN JCT 6.5			460.2	11.8	.....
.....	31	AM 7	CORLEY 5.3			466.7	5.3	.....
.....	62	AM 12	HN HARLAN 11.8	8:30 a.m.	5:30 p.m.	472.0	.....	T

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
TIME TABLE RULE No. 14 IN EFFECT.
Local extra leaves Harlan Jct. 8:10 A. M. daily, except Sunday, for Harlan. Local Extra leaves Harlan 9:10 A. M. daily, except Sunday, for Harlan Jct.

Westward — Carson Branch — Eastward

SUBDIVISION 5-E
STATIONS
Time Table No. 5
July 12, 1942

SECOND CLASS 1029 Mixed Daily Except Sunday	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	LEAVE	Office Hours Week Days *Sundays and Holidays From	To	M. P. Distance from Chicago	Distance from Carson	Signs	SECOND CLASS 1028 Mixed
A.M. 11.05	73	172	A 275	HR.....AVOCA.....TO (6.4)	1:00 a.m. / *6:00 a.m. / *9:00 a.m.	5:00 p.m. / 8:00 a.m. / 5:00 p.m.	458.7	17.7	RYdFWY	P.M. 2.35
s11.30 A.M.	.....	23	AH 6	HK.....HANCOCK..... (5.9)	8:30 a.m.	5:30 p.m.	465.1	11.3	.....	s 2.10
s12.05 P.M.	.....	46	AH 12	KN.....OAKLAND..... (5.4)	8:30 a.m.	5:30 p.m.	471.0	5.4	.....	s 1.30
12.35 P.M.	.....	56	AH 18	CN.....CARSON.....TO (17.7)	8:30 a.m.	5:30 p.m.	476.4	.....	RWT	1.00 P.M.
				LEAVE						Daily Except Sunday
11.8				.....AVERAGE SPEED PER HOUR.....						11.2
1.30				.....SCHEDULE TIME.....						1.35

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 1029 IS SUPERIOR TO No. 1028.
TIME TABLE RULE No. 14 IN EFFECT.
CB&Q AND CRI&P TRAINS AND ENGINES WILL USE ALL TRACKS AT CARSON JOINTLY, ALL MOVEMENTS MUST BE MADE AT RESTRICTED SPEED.

28. Minimum clearance of bridges, tunnels, etc.:
Main Line—Height 17 feet 6 inches, width 12 feet.
Branches—Height 17 feet 6 inches, width 13 feet.

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

Sub-Div.	Mile Post	Kind of Structure	CLEARANCE: Height Above Top of Rail	CLEARANCE: Width at Height Shown
4	182.2	Truss Span	20 ft.- 2 in.	13 ft.- 0 in.
	182.5	Truss Span	21 ft.- 4 in.	13 ft.- 0 in.
	182.6	Truss Span	20 ft.- 6 in.	13 ft.- 0 in.
	199.6	Viaduct	19 ft.- 5 in.	13 ft.- 0 in.
	210.3	Truss Span	22 ft.- 0 in.	6 ft.- 9 in.
	224.8	Viaduct	21 ft.- 7 in.	13 ft.- 0 in.
	236.4	Viaduct	18 ft.- 8 in.	13 ft.- 0 in.
	239.3	Truss Span	21 ft.- 6 in.	7 ft.- 4 in.
	268.6	Truss Span	22 ft.- 0 in.	7 ft.-10 in.
	278.1	Truss Span	22 ft.-10 in.	9 ft.-10 in.
	287.7	Viaduct	23 ft.- 1 in.	16 ft.-10 in.
	293.5	Viaduct	23 ft.- 1 in.	14 ft.- 0 in.
	304.1	Viaduct	22 ft.-11 in.	14 ft.- 0 in.
	312.0	Viaduct	23 ft.- 4 in.	17 ft.- 0 in.
	323.2	Viaduct	23 ft.- 0 in.	13 ft.- 0 in.
	329.5	Truss Span	22 ft.- 1 in.	4 ft.- 8 in.
	354.4	Viaduct	22 ft.- 7 in.	13 ft.- 0 in.
	354.8	Viaduct	22 ft.- 5 in.	13 ft.- 0 in.
5	358.9	Viaduct	21 ft.- 5 in.	13 ft.- 0 in.
	361.1	Truss Span	21 ft.-10 in.	7 ft.- 2 in.
	373.0	Truss Span	21 ft.- 7 in.	6 ft.- 0 in.
	380.5	Truss Span	21 ft.-10 in.	7 ft.- 6 in.
	407.3	Viaduct	23 ft.- 5 in.	18 ft.- 4 in.
	417.6	Viaduct	22 ft.- 1 in.	16 ft.-10 in.
	436.0	Viaduct	22 ft.- 6 in.	11 ft.- 6 in.
	444.2	Viaduct	21 ft.- 2 in.	15 ft.- 4 in.
	447.2	Truss Span	22 ft.-11 in.	7 ft.- 2 in.
	449.8	Viaduct	21 ft.- 0 in.	14 ft.- 6 in.
	458.5	Truss Span	23 ft.- 6 in.	16 ft.- 0 in.
	458.9	Viaduct	22 ft.- 9 in.	13 ft.- 0 in.
	459.7	Truss Span	22 ft.- 1 in.	7 ft.- 4 in.
	496.9	Viaduct	22 ft.- 6 in.	16 ft.- 8 in.
18	81.0	Viaduct	23 ft.- 3 in.	18 ft.- 0 in.
	96.7	Viaduct	17 ft.- 6 in.	17 ft.- 6 in.
	109.8	Viaduct	22 ft.- 0 in.	18 ft.- 0 in.
23	440.4	Viaduct	21 ft.- 7 in.	17 ft.- 0 in.
	492.1	Viaduct	22 ft.- 1 in.	16 ft.- 0 in.
31	5.4	Viaduct	23 ft.- 2 in.	15 ft.- 4 in.
	6.2	Viaduct	23 ft.- 2 in.	16 ft.- 0 in.
	15.2	Viaduct	23 ft.- 3 in.	15 ft.- 0 in.
	17.9	Viaduct	23 ft.- 2 in.	14 ft.- 4 in.
	22.8	Viaduct	21 ft.-11 in.	16 ft.- 8 in.
	23.7	Viaduct	23 ft.- 4 in.	16 ft.- 0 in.
	27.6	Viaduct	23 ft.- 0 in.	16 ft.- 0 in.
	35.0	Viaduct	23 ft.- 3 in.	15 ft.- 6 in.
	36.0	Viaduct	23 ft.- 1 in.	16 ft.- 0 in.
	36.5	Viaduct	21 ft.- 7 in.	15 ft.- 8 in.
	38.7	Viaduct	22 ft.- 4 in.	15 ft.-10 in.
	40.3	Viaduct	21 ft.- 4 in.	15 ft.- 4 in.
	41.4	Viaduct	23 ft.- 3 in.	15 ft.-10 in.
	46.8	Viaduct	23 ft.- 3 in.	15 ft.-10 in.
	52.0	Viaduct	23 ft.- 3 in.	15 ft.- 8 in.
	55.0	Viaduct	21 ft.- 9 in.	15 ft.- 0 in.
	55.5	Viaduct	22 ft.- 9 in.	15 ft.- 6 in.
	72.3	Truss Span	22 ft.- 1 in.	3 ft.- 2 in.
31-A	385.4	Viaduct	21 ft.- 1 in.	14 ft.- 0 in.
4-B	32.0	Viaduct	16 ft.- 9 in.	17 ft.- 0 in.
	32.5	Viaduct	17 ft.- 5 in.	19 ft.- 0 in.
	33.6	Truss Span	19 ft.- 6 in.	14 ft.- 0 in.
	40.1	Truss Span	19 ft.- 6 in.	14 ft.- 0 in.
	39.7	Truss Span	19 ft.- 8 in.	14 ft.- 0 in.
4-D	7.0	Truss Span	21 ft.- 6 in.	7 ft.- 0 in.
	17.8	Viaduct	19 ft.- 7 in.	19 ft.- 4 in.
	36.0	Truss Span	21 ft.- 0 in.	6 ft.- 4 in.
	47.7	Truss Span	20 ft.- 9 in.	6 ft.- 0 in.
	74.5	Viaduct	21 ft.- 1 in.	14 ft.- 0 in.
	100.6	Viaduct	23 ft.- 0 in.	13 ft.- 0 in.
5-A	409.3	Truss Span	21 ft.- 0 in.	7 ft.- 2 in.
	414.5	Truss Span	20 ft.-10 in.	8 ft.-10 in.
5-C	447.0	Truss Span	20 ft.- 8 in.	6 ft.-11 in.
	449.2	Truss Span	21 ft.- 5 in.	7 ft.- 4 in.
	449.7	Truss Span	21 ft.- 9 in.	8 ft.- 2 in.
5-E	461.3	Truss Span	20 ft.- 8 in.	7 ft.- 4 in.

SPEED RESTRICTIONS

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

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

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

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
ALL SUBDIVISIONS				
Class C-39, C-41, C-43 and Mikado engines handling passenger trains	.....	Freight	Train S	peed.
3000 series engines with Scullin drivers	45	45	45	45
Without Scullin drivers	30	30	30	30
Gas-electric motor cars without trailers or Diesel engines without cars, approaching home signal and between home signal limits	10	10	10	10
Through Switch Leads of Turnouts	.....	10	.....	10
Tangent track movement through spring switches	35	.....	35	.....
Trains and engines making movement against current of traffic on two main tracks over facing point switches	30	.....	30	.....
Railroad crossing not protected by interlocking, except where higher speed authorized in this rule (engine only)	10	10	10	10
Trains hauling dead engines, side rods up	.....	.....	25	20
Trains hauling dead engines, side rods down	.....	.....	15	15
Switch engines without engine trucks	.....	.....	18	18
Engines with drivers blocked up	30	30	30	30
Engines running forward without cars not to exceed freight train speed	.....	.....	.....	.....
Engines running backwards in road movement, with or without cars, Subdivisions 4, 5, 18 and 31	25	25	25	25
Other Subdivisions	15	15	15	15
Limit of Locomotive or Car Speeds in operation or when handled dead-in-train:				
260 HP Diesel Electric Switchers, D-B-C-W.	25	25	25	25
360 HP Diesel-Electric Switchers, D-B-C-W.	25	25	25	25
600 HP Diesel-Electric Switchers, in 500 Series	35	35	35	35
900 HP Diesel-Electric Switchers, in 700 Series	35	35	35	35
275 HP Gas-Electric Motor Cars Nos. 9050-9051 with Freight Gears	35	35	35	35
Motor Car No. 9012 towed or handled dead-in-train	40	40	40	40
Other motor cars towed or handled in train	60	60	60	60
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal hoists, ditcher spreaders, and any similar machines, when moving on their own car or trucks:				
With boom supported	.....	.....	25	15
With boom removed or not supported	.....	.....	15	15
NOTE: These instructions will not apply to wrecking derricks with boom supported when trained behind engine in wreck train service, in such cases following speed will govern:				
SUBDIVISIONS 4, 5, 18 and 31	.....	.....	40	40
All other Subdivisions	.....	.....	20	20

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

NOTE:

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

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

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 4 (Except as shown below).	70	60	50	50
5000 series engines with 74 inch drivers	70	60	.....	.....
Other 5000 engines	50	50	.....	.....
Doubleheaded 5000 series engines must not operate over Bridge 2103 unless separated by not less than two 40-foot cars, nor at a speed greater than 20 MPH on either main track when engines of any Series are occupying adjacent track.				
MP 211 to MP 211-20	.....	45	.....	30
MP 221.3 CRI&P crossing	25	.....	25	.....
Eastward over switch at end of Two Main Tracks Iowa City	.....	15	.....	15
When doubleheading, directly coupled, over Bridge 2393	15	.....	15	.....
When doubleheading, directly coupled, over Bridge 2686	20	.....	20	.....
MP 282.5 C&NW crossing	60	.....	50	.....
MP 305-12 to MP 305-29	.....	45	.....	30
MP 325-23 to MP 325-30	.....	45	.....	30
MP 327-20 to MP 327-30	.....	50	.....	.....
MP 333 to MP 334	.....	30	.....	20
MP 348-34 to MP 348-39	.....	45	.....	30
MP 352-10 to MP 353-10	.....	30	.....	20
5000 series engines must not be operated upon the following auxiliary tracks: West Liberty—No. 5 track, West Liberty—Engines larger than C43 class must not use Milk track and East End CR Div. No. 8. Wilton—Stock track. Carnforth—Transfer track. Grinnell—Egg track.				
Iowa City—Transfer track not safe for engines larger than 1500 series. Stock track west of viaduct not safe for engines heavier than 1800 series. Engines heavier than 2000 series must not head in on west end No. 1 track but may back in on west end this track.				
Newton—Roundhouse track must not be used by engines heavier than 1500 series.				
Eastward over switch at end of Two Main Tracks Altoona	.....	25	.....	25
SUBDIVISION 5 (Except as shown below).	60	60	45	45
5000 series engines with 74 inch drivers	60	60	.....	.....
Except MP 360.0 to MP 382.09	50	50	.....	.....
Except MP 419.62 to MP 436.87	50	50	.....	.....
Other 5000 engines	50	50	.....	.....
MP 359 to MP 362-25	.....	.....	30	30
Through spring switches at MStLJct. and end of Two Main Tracks West Des Moines	.....	30	.....	30
Trains handling rock cars between Earlham Quarry and West Des Moines	.....	.....	30	30
MP 365-26 to MP 366-11	.....	45	.....	30
When doubleheading over Bridge 3730	15	.....	15	.....
MP 377-11 to MP 378-12	.....	35	.....	25
MP 378-20 to MP 378-40	.....	45	.....	30
MP 380-6 to MP 380-32	.....	30	.....	20
MP 381-2 to MP 381-30	.....	45	.....	30
MP 383-23 to MP 384-25	.....	40	.....	30
MP 406-33 to MP 409-20	.....	45	.....	30
MP 414 to MP 414-13	.....	35	.....	25
MP 414-22 to MP 420-10	.....	45	.....	30
MP 419-25 to MP 436-35	.....	.....	40	.....
MP 423-20 to MP 423-30	.....	45	.....	30
MP 435-35 to MP 436-10	.....	45	.....	30
MP 436-38 to MP 437-21	.....	45	.....	30
MP 444-1 to MP 444-18	.....	45	.....	30
MP 454-35 to MP 479	.....	60	.....	35
Between Switches Avoca	35	35	25	25
Engines larger than Class C-43 engines must not use Wye at Avoca.				
MP 478.5 CMStP&P crossing	.....	40	.....	40
MP 493-20 to MP 495-10	.....	45	.....	30
MP 497-8 to MP 497-33	.....	40	.....	30
MP 499.1—Wabash, CB&Q, CMStP&P Crossings	20	.....	20	.....
Council Bluffs—Between CB&Q crossing and UP Transfer	.....	Restric	ted spee	d.
Following tracks are not safe for 3000, 4000 and 5000 series engines: Hawkeye Portland Cement Co., spur beyond south switch; also east storage track, Earlham Quarry. Atlantic—Water works spur and tracks south of south siding except Swift track and east and west lead to freight house.				

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 18 (Except as shown below).	70	70	50	50
5000 series engines with 74 inch drivers	70	70	.....	.....
Except MP 170.60 to MP 191.08	55	55	.....	.....
Other 5000 engines	50	50	.....	.....
MP 76-34 to MP 77-8	.....	50	.....	40
MP 106-19 to MP 107-2	.....	50	.....	40
MP 109-30 to MP 110-15	.....	50	.....	40
MP 119.9 M&StL crossing	60	.....	40	.....
Iowa Falls: First class trains between coal chute and IC crossing	.....	Restric	ted spee	d.
MP 163 to MP 163-20	.....	50	.....	40
MP 164.1 CGW crossing	60	.....	40	.....
MP 164.2 M&StL crossing	60	.....	40	.....
MP 170-20 to MP 190	65	65	45	45
MP 190 to MP 190-20	.....	50	.....	40
All engines thru connecting track between CGW and M&StL Manly	15	15	15	15
McCallsburg—Engines larger than 43 class must not be moved over M&StL track. When handling cars to and from M&StL Transfer, engines larger than P32 class will hold on to sufficient number of cars to keep engine on straight track.				
SUBDIVISION 23 (Except as shown below).	25	25	25	25
MP 475.2 C&NW crossing	20	.....	20	.....
MP 514.4 CMStP&P crossing	20	.....	20	.....
SUBDIVISION 31 (Except as shown below).	70	60	50	50
5000 series engines with 74 inch drivers	60	60	.....	.....
Other 5000 engines	50	50	.....	.....
Allerton—First class trains between "Y" switch MP 0.3 and passenger station	.....	Restric	ted Spee	d.
MP 42-38 to MP 43-20	50	50	30	30
MP 72-4 to MP 72-10	.....	40	.....	30
MP 72.9 CB&Q crossing	25	.....	25	.....
MP 73.4 DMU crossing	25	.....	25	.....
Williamson—Trains and engines must not exceed speed of 20 miles per hour over Mine No. 3 track.				
SUBDIVISION 4A (Except as shown below).	25	25	25	25
Bridge 600—Stockton—Consolidation Engines	5	.....	5	.....
SUBDIVISION 4B (Except as shown below).	30	30	30	30
Bridge 397	5	.....	5	.....
SUBDIVISION 4C	25	25	25	25
SUBDIVISION 4D (Except as shown below).	35	30	30	25
Ottumwa—CB&Q overhead crossing	.....	10	.....	10
Ottumwa—All street crossings May Street to Wapello Street, inclusive	5	5	5	5
Ottumwa—Packing House lead must not be used west of switch on old main track except to spot stock or fresh meat, when engine must hold on to sufficient cars to avoid putting engine around curve through gateway.				
MP 64-0 to MP 91-05	40	35	35	30
Pella—Park Street crossing	5	5	5	5
Monroe—Over two street crossings just west of depot	5	5	5	5
SUBDIVISION 4E	25	25	25	25
SUBDIVISION 5A (Except as shown below).	20	15	20	15
Over Bridges 4093 and 4145	10	.....	10	.....
SUBDIVISIONS 5B and 5D	25	25	25	25
SUBDIVISION 5C (Except as shown below).	25	25	25	25
Steam engines and loaded 100,000 capacity cars Over Bridges 4470, 4492 and 4497	10	.....	10	.....
SUBDIVISION 5E (Except as shown below).	25	25	25	25
Over Bridge 4613	10	.....	10	.....
SUBDIVISION 31A	20	20	20	20
SUBDIVISION 31B	20	20	20	20

SPECIAL INSTRUCTIONS GOVERNING THE MAXIMUM SPEED OF ROCKET TRAINS.

Distinctive roadway signs indicate maximum speeds of Rocket trains.

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

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

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

Other restrictions for Rocket trains are as follows:

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

Rocket trains approaching train order signal displaying stop indication will sound four blasts of the whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received.

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

Mars Signal Lights on Rocket engines shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains.

SPECIAL INSTRUCTIONS GOVERNING THE MAXIMUM SPEED OF ROCKET TRAINS—Concluded.

Rocket engines arriving Des Moines will turn out the Mars Signal light when stop is made for the CGW crossing East 16th Street.

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

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

Diesel passenger locomotives operating light without cars must not exceed maximum speed of 55 MPH, and where rule specifies a lower speed for steam passenger trains on curves, will be governed by such lower speed.

The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of 3 MPH must not be exceeded.

	Maximum Height of Water Above Rail
Rocket Diesel power units and Diesel Switchers	4½ inches
Rocket train cars only	7 inches
Gas-Electric motor cars	3 inches
Conventional passenger cars	12 inches

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

SPECIAL INSTRUCTIONS

2. Silvis is the initial and terminal station for Second Class and Extra trains.

2a. Rock Island is the initial and terminal station for First Class trains.

2b. Short Line Junction is the initial station for trains originating there.

2c. Des Moines is the initial station for trains originating there.

2d. Council Bluffs is the initial station for eastward trains.

2e. Clear Lake Junction is the initial station for southward trains.

2f. Gowrie is the initial station for westward trains.

3. When provided with clearance at initial stations, westward trains may leave Mo. Div. Jct. without additional clearance.

3a. A train must not leave Ottumwa Union Depot without clearance.

3b. Trains will leave Stockton, Harlan Jct., Thornburg, Ottumwa Yard, Evans Jct., Mt. Zion and Summerset Jct. without clearance.

3c. Trains will leave Tipton, Montezuma, What Cheer, Keosauqua and Winterset without clearance, when train order office is closed.

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

3e. No. 475 will leave Eldon without clearance.

3f. Train order signal located near north wye switch Short Line Jct.—Subdivision 18, also train order signal located near south wye switch, Subdivision 31, will govern all trains.

3g. At Council Bluffs Lower Train Order Signal governs Eastward CMStP&P trains.

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

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

4b. All trains will register by Form 1339 at West Liberty.

4c. All trains, except trains originating, will not be required to check or obtain a clearance of register by train order at West Liberty.

4d. All trains will register by Form 1339 at Iowa City.

4e. Eastward trains, except trains originating, will not be required to check or obtain a clearance of register by train order at Iowa City.

4f. All trains will register by Form 1339 at Altoona.

4g. Westward trains except trains originating, will not be required to check or obtain a clearance of register by train order at Altoona.

4h. All trains will register by Form 1339 at West Des Moines.

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

4k. Nos. 6 and 14 will register by Form 1339 at Council Bluffs.

4l. All trains will register by Form 1339 at Clear Lake Junction.

4m. Nos. 507 and 508 will register by Form 1339 at Allerton.

4n. Nos. 7 and 8 will register by Form 1339 at Des Moines.

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

Iowa City—Yard Office.	Council Bluffs—Passenger Station.
Iowa City—Round House.	Council Bluffs—Round House.
Marengo.	Council Bluffs—Yard Office.
Newton.	Manly—Passenger Station.
Short Line Jct.—Yard Office.	Manly—Round House.
Short Line Jct.—Round House.	Iowa Falls.
Des Moines—Passenger Station.	Allerton.
Des Moines—9th Street Yard.	Tipton.
Des Moines—M&StL Round House.	Keokuk.
Stuart.	Eldon.
Atlantic.	Sibley.
Avoca.	Montezuma.

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

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

6. Standard Clocks are located at:

West Liberty—Telegraph Office.	Council Bluffs—Passenger Station.
Iowa City.	Council Bluffs—Yard Office.
Marengo.	Manly.
Short Line Jct.—Yard Office.	Iowa Falls.
Short Line Jct.—Round House.	Allerton.
Des Moines—Telegraph Office.	Tipton.
Des Moines—9th Street Yard.	Keokuk.
Des Moines—M&StL Round House.	Eldon.
Stuart.	Ottumwa Union Depot.
Atlantic.	Sibley.
Avoca.	Montezuma.

7. Official Hospitals:

Name	Place	Telephone
Iowa Methodist	Des Moines, 1200 Pleasant St.	3-5121
Jennie Edmundson	Co. Bluffs, Oak and Pierce Sts.	2769
St. Luke's	Davenport, 1228 East High St.	Davenport 516

7a. Emergency Hospitals:

Name	Place	Telephone
Mercy	Iowa City, 516 East Market St.	4161
Grinnell Community	Grinnell, 102½ Nassau St.	98
Mercy	Des Moines, Fourth and Ascension Sts.	4-6231
Iowa Lutheran	Des Moines, 712 Parnell	6-5141
Atlantic	Atlantic, Fifth and Oak Sts.	236
Graham	Keokuk, 1508 Fulton St.	231
Ottumwa	Ottumwa, 508 E. Second St.	1406
St. Joseph	Ottumwa, 1600 N. Ash St.	893
Iowa Sanitorium	Nevada	362
Lutheran	Hampton, West Reeve St	417
Park	Mason City, 102 N. Washington Ave.	2700

7b. General Claim Agent—C. E. Mekota, La Salle St. Station, Chicago.

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

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

Sub-Div.	MP	Crossing	Remarks	Operated by	Normal Position Gates Against	Light Arrangement for Stop	Light Arrangement for Proceed
4	221.3	CRDiv.	Electric Lock Gate.	Trainmen	CRDiv.	Red	
4	302.7	M&StL.	Gate.	Trainmen	M&StL.	Red	
4	356.2	DMU-CGW.. FtDDM&S.					
4	357.2	C&NW.	Gate.	Gateman.	C&NW.	Red	
5	358.3	DMU.	Gate.	Gateman.	DMU.	Red	
5	499.9	IC & C&NW.					
5	500.2	C&NW-CB&Q.					
4b	62.1	CMStP&P.	Gate.	Trainmen	CRI&P.	Red	
4d	0.7	CB&Q.					
4d	30.0	CB&Q.					
4d	63.8	RkIDiv.	Gate.	Trainmen	Des Moines Div.	Red	Yellow
4d	96.5	M&StL.	Gate.	Trainmen	CRI&P.	Red	Yellow
23	435.2	CGW.	Gate.	Trainmen	CRI&P.	Red	
31a	385.1	CB&Q.					

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

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

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

Sub-Div.	MP	Crossing	Sub-Div.	MP	Crossing
4	282.5	C&NW	18	164.2	M&StL
5	362.7	M&StLJct	23	475.2	C&NW
18	119.9	M&StL	23	514.4	CMStP&P
18	164.1	CGW			

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

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

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

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

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

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

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

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

It must be understood, except as to authority given to occupy main tracks on the time of first class trains, General Rules 93, 99 and 505 to 518 must be complied with in their entirety.

15b. Engines and trains may move between Short Line Jct. and West Des Moines without train orders, under Yard Rules.

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

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

15e. Subdivision 31 trains entering Allerton yard will use track North of Main track in movement between wye and depot, wye switch to be lined against siding.

15f. All trains and engines may move between Council Bluffs and UP Transfer without train orders or clearances under Yard rules.

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

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

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

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

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

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

18b. At M&StLJct. (MP 358.6 Subdiv. 5) Trains moving with current of traffic will not be required to stop when switches are lined up for main line movement.

Trains moving against current of traffic will stop before crossing intersection.

All trains must approach intersection at restricted speed and be sure switches are properly lined, main track clear, and not exceed 10 miles per hour through intersections.

Signal No. 3587 will govern train and engine movements from M&StL track to Des Moines Division Eastward main track and through crossover between Des Moines Division Eastward and Westward main tracks. The normal position of signal will be "STOP."

Trains or engines moving from M&StL will stop clear of this signal and not proceed until signal indicates "PROCEED." Signal will indicate "PROCEED" when the switch entering Des Moines Division and crossover switches between Des Moines Division main tracks have been lined for an M&StL movement. None of these switches will be lined for an M&StL movement towards the Des Moines Division when the signals on the Des Moines Division, on either track, are in the proceed position.

Automatic block signals, 3585 Westward and 3588 Eastward govern train and engine movements on their respective tracks at M&StL Jct. Normal position of both signals will be stop, and will clear on the approach of a train or engine only when junction and crossover switches are set for main tracks, and main tracks are clear.

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

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

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

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

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

21. At Interlockings following whistle signals designate route desired:
Short Line Jct. for trains and engines:
To Subdiv. 18—One long and one short.
To Subdiv. 31—One long and four shorts.
To Westward Main Track—Two long and two short.
To Eastward Main Track—Two long.
From Short Line Jct. Yard to Des Moines—One short, two long and one short.
To enter Short Line Jct. Yard from Des Moines—One short, one long and one short.
Iowa Falls:
To or from Main Track—One long.
To or from "Old Main Track"—One long, four short.
To or from "SL" Transfer—Two long, one short.
To or from IC Transfer—Four short.
Manly:
CRI&P Main Track—One long.
To M&StL Main Track—Four short.
To CGW Main Track—One long, one short.

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

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

26. Automatic block system rules are in effect as follows:
Between Missouri Division Jct. and End of block sign at MP 498-41, Council Bluffs, except on westward track from end of block sign West 1st Street, Des Moines to Signal 3585, and except on eastward track between end of block sign west of West 11th Street, Des Moines, to signal 3574.
Between Allerton and Northward Home Signal, Clear Lake Jct.

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

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

26c. BLOCK SIGNALS, Rules 261 to 264 inclusive, are located as follows:
Westward Signal MP 354-37, Subdivision 4.
Southward Signal MP 74-23, Subdivision 18.
Telephones are located adjacent to these signals.

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

Sub. Div.	Mile Post	Name	Car Capacity
4	186.0	Farnam	32
4	238.0	Stadium	76
4	239.6	Coralville Spur	
4d	94.9	Atlas Coal Co.	12
5	385.6	Quarry	125
18	76.8	IU Transfer	30
18	105.8	Wilson Spur	4
18	159.8	Federated Power Plant	20
31	69.7	Coon River Co-Op. Sand Ass'n	60
31	72.0	Goodwin Brick and Tile Co.	62

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

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

DISPATCHERS

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

TRAINMEN AND ENGINEMEN

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

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

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

TABLE OF TRAIN SPEEDS

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

OPERATORS HOURS OF SERVICE—SUBDIVISION 4

	Week Days *Sundays and Holidays	
	From	To
Mo. Div. Jct.	Continuous	
Walcott	6:45 a.m.	3:45 p.m.
Durant	7:00 a.m.	4:00 p.m.
Wilton	7:00 a.m.	4:00 p.m.
West Liberty	Continuous	
Downey	8:15 a.m.	5:15 p.m.
Iowa City	Continuous	
Oxford	7:30 a.m.	4:30 p.m.
Homestead	8:00 a.m.	5:00 p.m

	Week Days *Sundays and Holidays	
	From	To
Marengo	Continuous	
Ladora	8:30 a.m.	5:30 p.m.
Victor	7:30 a.m.	4:30 p.m.
Carnforth	8:30 p.m.	5:30 a.m.
	*8:30 p.m.	5:30 a.m.
Brooklyn	7:30 a.m.	4:30 p.m.
Malcom	8:30 a.m.	5:30 p.m.
Grinnell	Continuous	

	Week Days *Sundays and Holidays	
	From	To
Kellogg	6:00 a.m.	3:00 p.m.
Newton	Continuous	
Colfax	6:30 a.m.	3:30 p.m.
	* 6:30 a.m.	8:30 a.m.
Mitchellville	6:30 a.m.	3:30 p.m.
Altoona	Continuous	
Short Line Jct.	Continuous	
Des Moines	Continuous	

I. D. MAY, Trainmaster,
Subdivisions 4, 4a, 4b, 4c, 5, 5a, 5b, 5c, 5d and 5e.

D. BERMAN, Trainmaster,
Subdivisions 18, 23, 31, 31a, 31b, 4d and 4e.

O. Q. JOHNSON, Terminal Trainmaster.

C. E. FARLEY, Master Mechanic.

F. H. SPRENGER, Road Foreman of Equipment, Des Moines, Iowa.
All Subdivisions, except Subdivision 31.

J. F. CHRISTOFFEL, Road Foreman of Equipment, Trenton, Mo. Subdivision 31.

J. L. HALPIN, Chief Dispatcher.

G. H. LEFFLER, Night Chief Dispatcher.

C. Z. POLLOCK,
B. J. DONOHUE,
E. W. STUART,
A. G. TJADEN,
V. B. DAVIS,
R. C. AMOS,
H. M. GOODIN
C. H. BELL,
E. BYLANDER,
G. L. HUTCHINSON,
F. T. LEASURE,
} Train Dispatchers, Des Moines, Iowa. All Subdivisions Except Subdivision 23.

E. B. CALLENDER, Chief Dispatcher.

S. C. HANSEN,
H. M. SULLIVAN,
A. J. ODEGAARD,
K. V. TURNER,
} Train Dispatchers, Cedar Rapids, Iowa. Subdivision 23.