

# Chicago, Rock Island & Pacific Railroad



## TIME TABLE DES MOINES DIVISION FIRST DISTRICT

No.

# 7

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

### SUNDAY, APRIL 28, 1963

B.L. SCHOECH  
Superintendent

B.F. WELLS  
General Manager

R.H. ANDERSON,  
Asst. General Manager

**This Time Table for the exclusive use  
and guidance of Employees**

Company Doctors	Location
*H. B. NEEL	Albert Lea
*C. F. PALMER	Albert Lea
J. H. McCALL	Allerton
*C. F. BRUMMITT	Centerville
*A. L. YOCOM	Chariton
*DEAN CURTIS	Chariton
*A. L. NELSON	Des Moines
*J. B. FRASER	Des Moines
*J. LAMAR	Des Moines
*G. GRUNDBERG	Dows
F. X. CRETZMEYER	Emmetsburg
*J. P. CLARK	Estherville
*G. B. JOHNSTON	Estherville
*R. P. BOSE	Estherville
D. E. MUSGRAVE	Excelsior Springs
C. W. RUMPF	Faribault
A. H. FIELD	Farmington
*R. JOHNSON	Iowa Falls
*L. F. PARKER	Iowa Falls
*R. W. DUNLAY	Iowa Falls
*G. H. ASHLINE	Keokuk
W. E. BULLOCK	Lake Park
H. L. PITLUCK	Laurens
*W. G. McALLISTER	Manly
*J. H. FAUST	Manson
*T. E. DAVIDSON	Mason City
W. H. RUCKER	Minneapolis
J. A. WILLIAMS	Minn. Transfer
R. H. MORDAUNT	Nevada
W. WILSON	Northfield
*G. H. CLARK	Oskaloosa
*G. W. BENNETT	Oskaloosa
*G. C. BLOME	Ottumwa
*K. LISTER	Ottumwa
A. J. OLSON	Owantonna
H. C. VANDER MEULEN	Pella
*W. G. BENJAMIN	Pipestone
A. C. WUNBBENA	Rock Rapids
*J. V. McGREEVY	Sioux Falls
*V. A. SANDKAMP	St. Paul
*J. J. MALENSEK	St. Paul
P. A. SCOTT	Spirit Lake
D. F. RODAWIG	Spirit Lake
*L. P. FORGRAVE	St. Joseph
*O. F. DUFFY	Trenton
*CHESTER L. CLARK	Trenton
*F. STERNAGEL	West Des Moines
C. B. HICKENLOOPER	Winterset
P. F. CHESTNUT	Winterset
*E. A. KILBRIDE	Worthington
*Examiner	

Oculist & Aurist	
T. M. GILL	Albert Lea
G. S. MARQUIS	Des Moines
J. H. McNAMEE	Des Moines
J. A. BILLINGSLEY	Kansas City, Kans.
C. A. CROCKETT	Kansas City, Mo.
A. N. ALTRINGER	Kansas City, Mo.
J. B. DIXON	Mason City
D. O. BOVENMEYER	Ottumwa
W. C. WOLFE	Ottumwa
G. E. STRATE	St. Paul
*H. C. KIMBERLIN	Trenton

SEE PAGE 23 FOR HOSPITALS

**SOUTHWARD**

**MAIN LINE**

**NORTHWARD**

FIRST CLASS				M. P. from Burlington	Station Numbers	SUBDIVISION 17 STATIONS			Capacity of Sidings	Capacity of Other Tracks	Signs	FIRST CLASS			
	15	19	17			20	16	18							
	Psg.	Psg.	Psg.			Psg.	Psg.	Psg.							
	Daily	Daily	Daily	Daily	Daily	Daily									
	P.M. 8.25	P.M. 3.30	A.M. 11.30	364.9	3364	C	MINNEAPOLIS.	11.5	TO	RFW TY	A.M. 8.40	A.M. 9.00	P.M. 7.30		
	8.50	s 3.50	s 11.50	353.4	3354	U	ST. PAUL.	7.4	TO		8.10	8.30	7.00		
	s 9.05	4.05	A.M. 12.01								s 7.55	s 8.20	s 6.45		
	9.15	4.15	12.11	346.0	3346	RT	NEWPORT	1.9	TO		7.29	7.54	6.18		
	9.19	4.20	12.15	344.1	3344	Q	INVER GROVE	10.9	TO	Yd	7.25	7.50	6.14		
	9.31	4.33	12.28	333.5	3333		ROSEMOUNT	7.0		Y	7.12	7.37	6.02		
	9.37	4.40	12.34	326.3	3326	F	FARMINGTON	6.8		W	7.04	7.30	5.54		
	9.44	4.47	12.40	319.5	3319	KS	CASTLE ROCK	6.1			6.57	7.24	5.47		
	s 9.52	s 4.59	g 12.48	313.4	3313	ND	NORTHFIELD	3.1	P		g 6.50	s 7.15	g 5.40		
	9.55	5.02	12.52	310.3	3310	DJ	DUNDAS	3.8			6.47	7.13	5.37		
	9.59	5.06	12.55	306.5	3306		COMUS	3.5	P		6.43	7.09	5.34		
				303.0			CGW Crossing	3.3							
	10.07	s 5.16	g 1.02	299.7	3300	BO	FARIBAUT	4.2	*P	W	g 6.35	s 7.01	g 5.27		
	10.12	5.22	1.06	295.5	3296		KASPER	5.2	P		6.30	6.55	19 5.22		
	10.17		1.10	290.3	3291	MU	MEDFORD	6.0	P						
	s 10.30	s 5.45	g 1.18	284.3	3284	OT	OWATONNA	9.3	*P		g 6.21	s 6.45	s 5.12		
				275.0	3275	HO	HOPE	6.3	P						
	10.46	5.58	1.32	268.7	3269	LN	ELLENDALE	7.8	P		6.08	6.27	4.57		
	10.53	6.04	1.38	260.9	3261	SA	CLARKS GROVE	7.6	P		6.01	6.20	4.51		
	s 11.10	s 6.30	s 1.48	252.7	3253	WB	ALBERT LEA--CRI&P	0.8	*P	TYd	g 5.53	s 6.12	s 4.43		
				252.4			CMS&P Crossing	0.7	P						
				252.7		AB	ALBERT LEA--C&NW	0.3	TO	RFW TY Yd					
				252.4			CMS&P Crossing	0.7	UX						
	11.12	6.32	1.50	251.7	3252		CURTIS	6.1	P		5.49	6.05	4.37		
	11.18	6.38	1.56	245.6	3246		GLENVILLE	4.7	P		5.43	5.59	4.32		
	11.22	6.42	1.59	240.9	3241		GORDON, MINN.	5.0	P		5.39	5.55	4.29		
	11.26	g 6.47	2.03	235.9	3236	KD	NORTHWOOD, IA	6.4	P		5.35	g 5.50	4.25		
	11.31	6.52	2.08	229.5	3230		KENSETT	3.0	P		5.30	5.45	4.20		
				226.5	3227		WEST YARD	1.4	*P	Yd					
	s 11.40	s 7.00	s 2.13	225.1	3225	JU	MANLY	139.8	TO	RFW TY Yd	5.25	5.40	4.15		
	P.M.	P.M.	P.M.								A.M.	A.M.	P.M.		

WHEN OPERATING UNDER RULE 356 TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

No. 17 Northfield and Faribault receive for scheduled stops Des Moines and beyond. Owatonna receive for and discharge from points where scheduled to stop.

No. 18 discharge from points where scheduled to stop Des Moines and beyond.

No. 19 receive and discharge revenue passengers to or from points where scheduled to stop.

No. 20 discharge first class revenue passengers points where scheduled to stop.

No. 15 Faribault receive for Des Moines or beyond; receive any station for Tucumcari and beyond.

Rule 93 is in effect at Manly, Albert Lea, and Inver Grove, within signal indication territory.

Between MP 224-38 and MP 225-10, movements of trains and engines are governed by signal indications.

**SOUTHWARD**

**MAIN LINE**

**NORTHWARD**

SECOND CLASS			FIRST CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 18 STATIONS				M.P. from Allerton	Distance from Des Moines	Signs	FIRST CLASS			SECOND CLASS	
67	15	17	STATIONS						16	18	68									
Freight	Psg.	Psg.	Time Table No. 7 April 28, 1963						Psg.	Psg.	Freight									
Daily	Daily	Daily					Daily	Daily	Daily											
P.M. 6.30	P.M. 11.50	P.M. 2.18	50	Yard	3225	JU.....	MANLY	T. Rule 26c	TO	202.1	202.1	RFWT Yd	s 5.30	s 4.05		P.M. 9.30				
6.52	P.M. 12.15 A.M.	s 2.33	...	...	...	H.....	C&NW Crossing	See T.T. Rule 16d	TO	193.2	121.8	...	s 5.05	s 3.50		9.00				
6.56	12.19	2.37	96	...	62193	DF.....	MASON CITY	...	TO	192.6	121.2	Yd								
7.08	12.28	2.44	53	10	62184	K.....	CLEAR LAKE JCT	...	TO	191.1	119.7	RYd	4.46	3.45		8.52				
7.16	12.34	2.50	125	25	62176	GR.....	SHEFFIELD	...	TO	174.5	103.1	...	4.38	3.36		8.40				
7.22	12.38	2.54	49	13	62172	GR.....	CHAPIN	...	P	170.1	98.7	...	4.31	3.29		8.30				
7.33	s 12.46	2.59	51	39	62165	GR.....	C&NW Crossing	...		164.2	92.8	...	4.27	3.25		8.24				
7.43	12.54	3.12	69	35	62157	GR.....	CGW Crossing	...		164.1	...	...								
7.50 68	1.01	3.20	80	38	62150	HM.....	HAMPTON	...	TO	163.7	92.3	...	s 4.20	3.19		8.14				
7.54	s 1.12	s 3.25	...	112	12074	HM.....	BRADFORD	...	P	155.4	84.0	...	4.11	3.12		8.02				
7.59	1.14	3.27	77	...	62148	HM.....	ARGON	...	P	148.2	76.8	Yd	4.03	3.04		7.50				
8.09	1.22	3.35	125	20	62139	HM.....	IC Crossing	...	P	147.7	76.3	...								
8.15	1.26	3.39	...	22	62135	HM.....	CRI&P Crossing	...		147.7	76.3	...								
8.25	1.32	3.45	49	20	62127	AO.....	IOWA FALLS	...	TO	147.4	76.0	WTY Yd	s 4.00	s 3.02		7.45				
8.38	1.36	3.50	90	28	62122	AO.....	PURINA	...	P	146.3	74.9	Yd	3.47	2.56		7.40				
8.46	1.41	3.55	50	23	62115	AO.....	BUCKEYE	...	P	137.5	66.1	...	3.40	2.49		7.29				
8.54	g 1.47	4.01	53	50	62109	AO.....	SHERMAN	...	P	133.0	61.6	...	3.36	2.45		7.23				
8.59	1.50	4.04	49	30	62105	AO.....	GARDEN CITY	...	P	125.4	54.0	...	3.30	2.40		7.14				
9.09	1.55	4.10	90	62	62098	AO.....	C&NW Crossing	...	UX	119.9	48.5	...								
9.18	2.00	4.16	...	23	62091	AO.....	McCALLSBURG	...	TO	119.8	48.4	...	3.24	2.35		7.04				
9.23	2.03	4.19	125	19	62087	AO.....	FERNALD	...	P	113.4	42.0	...	3.18	2.30		6.56				
9.31	2.08	4.25	51	30	62080	AO.....	NEVADA	...	TO	107.0	35.6	...	g 3.12	2.24		6.48				
10.30 P.M.	2.15	4.33	...	Yard	2172	AO.....	SHIPLEY	...	P	103.1	31.7	...	3.08	2.21		6.43				
	2.25 A.M.	s 4.47 P.M.	...	341	2174	AO.....	CAMBRIDGE	...	TO	96.6	25.2	...	3.02	2.16		6.35				
						AO.....	ELKHART	...	P	89.5	18.1	...	2.55	2.10		6.27				
						AO.....	ENTERPRISE	...	P	85.3	13.9	...	2.52	2.07		6.22				
						AO.....	SWANWOOD	...	P	78.6	7.2	Yd	2.45	2.02		6.14				
						AO.....	CGW Crossing	...		73.7	2.3	...								
						AO.....	X. Short Line Jct WX (CRI&P Cross.)	...	TO	73.4	2.0	RFWT Yd	2.37	1.55		6.00 P.M.				
						AO.....	D. Des Moines MS	...	TO	...	...	RFW Yd	2.30 A.M.	1.50 P.M.						

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.  
FORM Y ORDERS AUTHORIZED

No. 15-16 receive or discharge revenue passengers to or from points where scheduled to stop.

Crews will obtain permission from dispatcher before entering main track from Industry Spur at MP 77 Pole 32.

**SOUTHWARD**

**MAIN LINE**

**NORTHWARD**

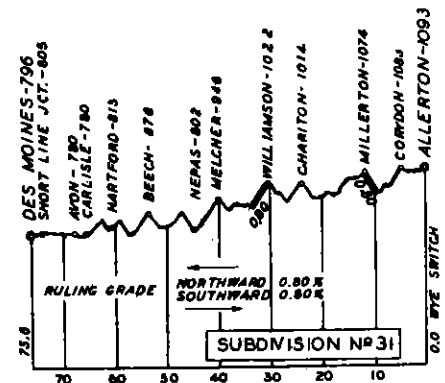
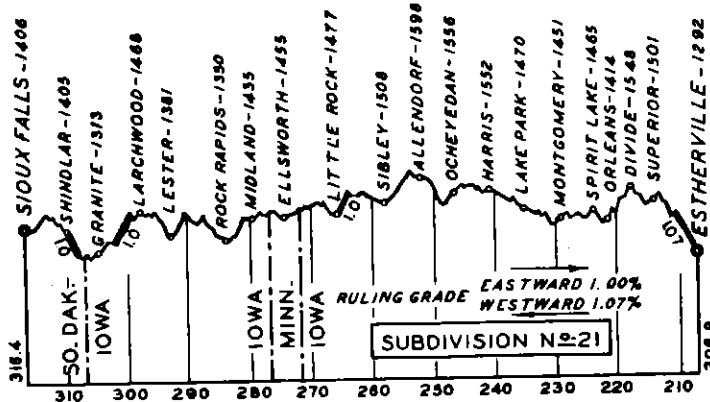
SECOND CLASS			FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 31			M. P. From West Wye Switch Allerton	Distance From Des Moines	Signs	FIRST CLASS		SECOND CLASS			
67			17	15				18	16	STATIONS				68					
Freight			Psgr.	Psgr.				Psgr.	Psgr.	Time Table No. 7				Freight	Daily		Daily		
Daily			Daily	Daily			April 28, 1963				Daily		Daily						
			P.M.	A.M.	...	341	2174	See 1.1. Rules 15 and 15a #X	DES MOINES . . . . .	TO	75.6	...	RFW Yd	P.M.	A.M.				
			4.52	3.10					DES MOINES . . . . .	TO	75.6	...	RFW Yd	1.40	2.00				
					...	Yard	2172	See 1.1. Rules 15 and 15a #X	SHORT LINE JCT (CRIP Crossing)	TO	73.6	2.0	RFWT YYd	1.24	1.40		P.M. 17 4.58		
			P.M. 11:30	4.58 68					DMU Crossing	TO	73.4	2.2	...						
					...			See 1.1. Rules 15 and 15a #X	CB&Q Crossing	TO	72.9	2.7	...						
					...				AVON	TO	66.8	8.8	...						
			11.45	5.07	115	20	30011	See 1.1. Rules 15 and 15a #X	CARLISLE	TO	64.7	10.9	...	1.12	1.30		4.00		
					...	5	62060		HARTFORD	P	59.6	16.0	...						
					...	136	20	62053	BEECH	P	52.8	22.8	...	1.00	1.19		3.41		
			11:56 P.M.	5.19	...	12	62044	See 1.1. Rules 15 and 15a #X	NEPAS	P	44.0	31.6	...						
					...	79	15		62040	MELCHER	TO	39.5	36.1	...	12.48	1.07		3.22	
			12:10 A.M.	5.33	f	3.52	125	63	62030	WILLIAMSON	P	29.9	45.7	...	12.39	12.58		3.08	
			12:20	5.43	4.04	73	54	82023	CHARITON	TO	23.4	52.2	W	12.32	12.52		2.58		
			12:25	5.55	s	4.22	125	20	82011	MILLERTON	P	11.2	64.4	...	12.19	12.37		2.40	
			12:37 16	6.08	4.34	48	23	62005	CORYDON	P	4.5	71.1	...	12.12	12.31		2.30		
			12:50	6.15	f	4.39	120	207	365	ALLERTON	TO	...	76.0	RFW Y	12.07 P.M.	12.26 A.M.		2.20 P.M.	
			1:10 A.M.	6.20 P.M.	s	4.44 A.M.													

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

FORM Y ORDERS AUTHORIZED.

No. 17 and 18 receive or discharge to or from Kansas City, Des Moines and beyond.  
No. 15-16 receive or discharge revenue passengers to or from points where scheduled to stop.

Signal Indication MP65-8 to CB&Q Crossing Rules 400-406.



WESTWARD

MAIN LINE

EASTWARD

FIRST CLASS				M. P. from Chicago	Station Numbers	SUBDIVISION 28 STATIONS				Capacity of Other Tracks	Capacity of Sidings	Signs	FIRST CLASS			
3	17	15	39			4	18	16	40							
Golden State	Psgr.	Psgr.	Psgr.			Golden State	Psgr.	Psgr.	Psgr.							
Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily					
P.M. 6.08			A.M. 3.40	296.6	292	ON	ELDON YARD	TO	Yd		RFWY	A.M. 6.30			A.M. 1.30	
				302.5	301		FLORIS	P	13							
6.20				308.5	308		BELKNAP	P	24	125		6.01			1.15	
				308.5			Wabash Crossing									
				311.6	311		DRAKESVILLE	P	7							
6.27			3.57	316.8	317		PARIS	P	8	125		5.50			1.06	
				324.4	324		SHARON	P		120						
				331.1			CB&Q Crossing									
6.44			4.17	334.7	335	CV	CENTERVILLE	P	107	125	Y	5.31			12.34	
				343.8	344		NUMA	P	8							
6.56			4.29	351.7	352	SR	SEYMOUR	P	37	118		5.16			12.20	
				352.1			CMS&P&P Crossing	P								
7.08	P.M. 6.21	A.M. 4.47	4.42	365.0	365	AR	ALLERTON	TO	160	120	RWY	5.01	P.M. 12.07	A.M. 12.24	A.M. 12.07	
				372.2	372		CLIO	P	16			39	A.M. 11.59	12.14	P.M. 11.57	
7.15	6.29	4.55	4.51	378.2	378		LINEVILLE, IA	P	32							
				383.1	383	Q	MERCER, MO	P	18	123		4.43	11.48	A.M. 12.05	11.47	
7.25	6.40	5.02	4.59	392.4	393	PR	PRINCETON	P	50	102		4.35	11.39	11.55	11.37	
7.35	6.49	5.13	5.09	399.8	400		MILL GROVE	P	11	135						
7.40	6.55	5.18	5.14	404.3	404	SB	SPICKARDS	P	21							
				410.3	410		TINDALL	P	14			4.20	11.23	11.37	11.17	
7.48	7.05	5.27	5.22	415.9	416	RN	TRENTON	TO	Yd		RFWT	4.15	11.17	11.30	11.10	
7.57	7.11	5.45	5.35									A.M.	A.M.	P.M.	P.M.	

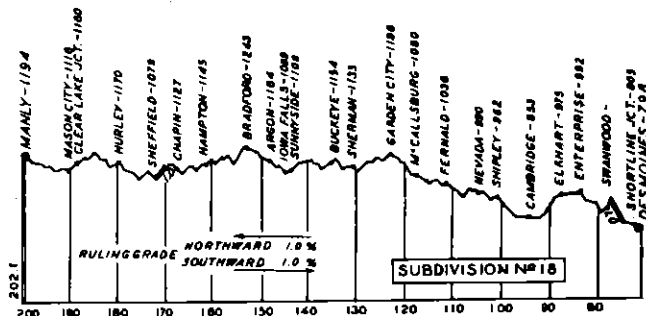
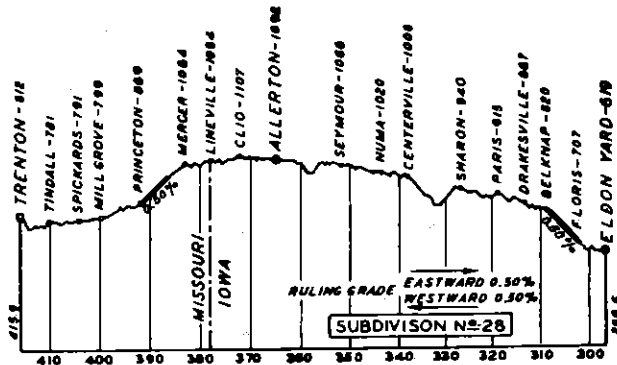
RULES 93 AND D-93 ARE IN EFFECT AT TRENTON

WHEN OPERATING UNDER RULE 356, TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

On Subdivision 28 and 29 receipt of Clearance will authorize train movement per Rules 93 and 400 to 406, incl.

Nos. 3 and 4 Centerville, receive and discharge for and from El Paso or beyond.

Nos. 39 and 40 receive or discharge passengers to or from points where scheduled to stop.



## MAIN LINE WESTWARD

WABASH		FIRST CLASS						Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 29 STATIONS	
209	203	C.R.I. & P.								Yard	Time Table No. 7 April 28, 1963
Psgr.	Pagr.				3	17	39				
Daily	Daily				Golden State	Psgrv.	Psgr.				
					P.M.	P.M.	A.M.				
					8.02	7.15	6.05				
					8.09	7.23	6.11				
									12		
					8.22	7.38	6.25	125	36		
					8.29	7.46	6.37	125	12		
					8.34	7.52	6.43	125	22		
					8.44	8.05	6.53	125	49		
								44			
					8.54	8.15	7.03				
								105	50		
						9.27		88	24		
									18		
					9.05	8.32	7.12		11		
								23			
								105	70		
					P.M.	P.M.	7.25				
					8.24	1.54	9.20	8.48	7.25		
					8.27	1.57	9.23	8.51	7.28		
					8.29	1.59	9.25	8.53	7.31		
					8.29	1.59	9.25	8.53	7.31		
					8.30	2.00	9.26	8.55	7.33		
					P.M.	P.M.	7.55				
					8.55	2.25	9.45	9.25	7.55		
					P.M.	P.M.	A.M.				

RN		TO
.. TRENTON .....	0.9	P
.... YARD JCT. ....	2.4	P
.... LAKE .....	2.8	P
.... SCOTT .....	1.4	P
.. HICKORY CREEK .....	3.4	P
.... COBURN .....	2.3	P
.... SHEARWOOD .....	7.5	P
.... LOCK SPRINGS .....	0.1	P
.. WABASH CROSSING .....	8.6	P
.... NETTLETON .....	6.8	P
.... SHOAL .....	10.2	P
PO... POLO .....	7.2	P
.... ELMIRA .....	4.0	P
.... LAWSON JCT. ....	1.3	P
SN... LAWSON .....	6.6	P
. EXCELSIOR SPRINGS .	4.7	P
.... MOSEBY .....	0.6	P
.... MOSEBY JCT. ....	2.6	P
.... STOCKDALE .....	4.9	P
.... LIBERTY .....	5.5	P
BGWABASH CROSSING ..	2.5	P
.... BIRMINGHAM .....	1.5	P
MO. RIVER DRAWBRIDGE	0.3	P
.. FREIGHT LINE JCT. ..	1.3	P
WY WEST WYE TOWER ..	0.4	P
... KNOCHE YARDS ...	0.6	P
.. FREIGHT LINE JCT. .	0.4	P
.... AIR LINE JCT. ....	0.3	P
C&A and MO. PAC. XING	5.4	P
.... KCS JCT. ....	0.3	P
.... KCT JCT. ....	5.4	P
. US KANSAS CITY, MO. ....	94.1	P

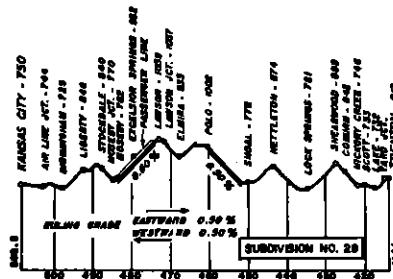
SIGNAL INDICATION, RULE 400-406

SIGNAL INDICATION  
RULE 400-406

When operating under Rule 356, trains Eastward are superior to trains of the same class Westward.

No. 17 and No. 18 stop at Excelsior Springs to receive or discharge to or from Des Moines or Topeka and beyond.

25 M.P.H. speed restriction applies at Polo for C.M. St. P. & P. trains, in both directions, due to turn-out; but does not affect trains in either direction at Lawson Junction, nor westward trains on South track at Moseby Jct., unless crossover movement is being made at these points.



## MAIN LINE EASTWARD

### SUBDIVISION 29 STATIONS

Time Table No. 7  
April 28, 1963

### FIRST CLASS

#### C.R.I. & P.

#### WABASH

SIGNAL INDICATION, RULE 400-406

 SIGNAL INDICATION  
RULE 400-406

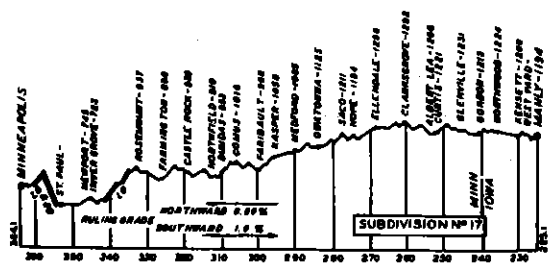
STATIONS	M.P. from Chicago	M.P. from Davenport	Station Numbers	Signs	FIRST CLASS				
					C.R.I. & P.			WABASH	
					4	18	40	210	
					Golden State	Psgr.	Psgr.	Psgr.	
					Daily				
					Daily	Daily	Daily	Daily	
..... TRENTON .....	414.1		416	RFWT Yd.	A.M. s 4.12	A.M. s 11.10	P.M. s 11.00		
..... YARD JCT. ....	415.0								
..... LAKE .....	417.4								
..... SCOTT .....	420.2				4.06	11.01	10.43		
..... HICKORY CREEK .....	421.6		424						
..... COBURN .....	425.0		427						
..... SHEARWOOD .....	427.3		24002						
..... LOCK SPRINGS .....	434.8		24010		3.54	10.49	10.30		
..... WABASH CROSSING .....	434.9								
..... NETTLETON .....	443.5		24019		3.47	10.42	10.22		
..... SHOAL .....	450.3		24025		3.41	10.36	10.17		
..... POLO .....	460.5		24036		3.33	10.28	10.08		
..... ELMIRA .....	467.7		24043						
..... LAWSON JCT. ....	471.7				3.22	10.18	9.58		
..... LAWSON .....	274.8		24047						
..... EXCEL SIOR SPRINGS .....	281.4		24055	W		10.09			
..... MOSEBY .....	286.8		24058						
..... MOSEBY JCT. ....	483.6				3.11	10.00	9.47		
..... STOCKDALE .....	290.1		24061						
..... LIBERTY .....	295.0		24066						
..... (WABASH CROSSING) .....									
..... BIRMINGHAM .....	300.5		24072		3.00	9.50	9.35		A.M. 9.50
..... MO. RIVER DRAWBRIDGE .....	302.5			Yd.	2.57	9.47	9.32		9.47
..... FREIGHT LINE JCT. ....	304.3				2.55	9.45	9.30		9.45
..... WEST WYE TOWER .....				RTY					
..... KNOCHE YARD .....									
..... FREIGHT LINE JCT. ....	304.3				2.55	9.45	9.30		9.45
..... AIR LINE JCT. ....	304.8				2.54	9.44	9.29		9.44
..... C&A and MO. PAC. XING .....									
..... K.C.S. JCT. ....									
..... K.C.T. JCT. ....									
..... KANSAS CITY, MO. ....	94.1		60054		2.40 A.M.	9.30 A.M.	9.15 P.M.		9.30 A.M.

When operating under Rule 356, trains Eastward are superior to trains of the same class Westward.

Between state line and UPRR connection at Kaw Bridge, trains will be governed by time tables and rules of UPRR.

Trains between Airline Jct. and KCS Jct. will be governed by K.C.S. rules and between K.C.S. Jct. and Kansas City, Mo. Union Station will be governed by Kansas City Terminal Ry. Co. rules.

KCS time table and rules govern between West Wye Tower and Knoche Yards.



WESTWARD

## ST. JOSEPH BRANCH

EASTWARD

SECOND CLASS					Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 30 STATIONS		M. P. from Chicago	Signs	SECOND CLASS											
				63																			
				Mixed																			
				Daily Except Sunday																			
				A.M. 7.10			427		COBURN	P	427.1												
				s 7.28	26	20	431	RT.	JAMESPORT	TO	431.5												
							25		Wabash Crossing		439.8												
				s 8.05			24	441	QD.	GALLATIN	441.2												
				f 8.31			6	449		ALTAMONT	448.7												
				f 8.55			14	458		WEATHERBY	458.0												
				s 9.20	35	25	466	MC.	MAYSVILLE	TO	465.6												
				f 9.35			17	470		AMITY	469.9												
				f 10.00	56	15	478		CLARKSDALE		478.2												
				10.45 A.M.			Yard	498	SY.	ST. JOSEPH YD.	497.7		RFWY Yd										
									CB&Q Crossing	UX	497.8												

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

WESTWARD

## ST. JOSEPH-ATCHISON BRANCH

EASTWARD

SECOND CLASS					Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 30-A STATIONS		M. P. from Chicago	Signs	SECOND CLASS										
		201	161	671													202	678	160			
		Mixed	ATSF	MoPac													Mixed	MoPac	ATSF			
		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday													Daily Except Sunday	Daily Except Sunday	Daily Except Sunday			
				P.M. 12.40			Yard	58030	N.	ATCHISON	TO	519.4	RFWT Yd									
				s 12.45				58030		Atchison U. D., Kan.		518.8										
										WINTHROP		518.3										
										CB&Q Crossing		513.9										
				s 1.03	56	25	58025			RUSHVILLE		513.7										
				1.26	52		59004			DONOVAN		501.8	RYd									
				4.35			59003			SO. ST. JOSEPH		500.8	Yd									
										CB&Q Crossing	UX	499.1										
				1.34						TERMINAL JCT.		499.0	Yd									
				5.01 A.M.						AT&S Crossing	UX	498.7										
										CB&Q Crossing	UX	498.7										
				1.40 P.M.			Yard	498	SY.	ST. JOSEPH YD.	TO	498.3	RFWY Yd									

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

Trains will register and receive train orders and clearances at Mo. Pac 5th street office - 2nd floor Atchison.



WESTWARD

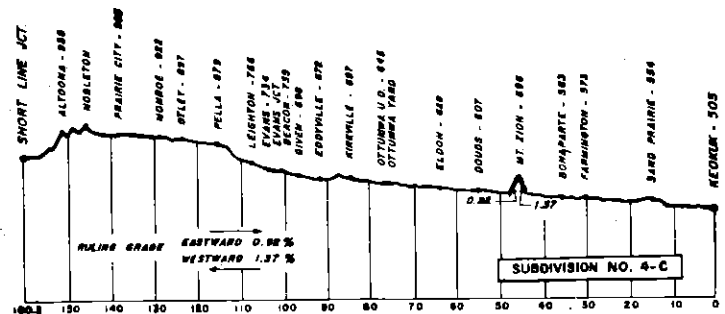
KEOKUK and DES MOINES VALLEY BRANCH

EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 4-C STATIONS	M. P. from Chicago	Distance from Keokuk	Signs	SECOND CLASS		
209	203	207								208	204	210
Freight	Freight	Freight								Freight	Freight	Freight
Tuesday Thursday Saturday	Daily	Wednesday Friday Sunday				Time Table No. 7 April 28, 1963				Tuesday Thursday Saturday	Daily	Monday Wednesday Friday
	P.M. 4.30		197	15151	DO.....	KEOKUK.....	TO	.....	RFWT Yd			P.M. 2.00
						0.7 CB&Q Crossing	UX	0.7				
	5.05		18	15137		14.1 SAND PRAIRIE		14.8				1.30
						15.2 CB&Q Crossing	UX	30.0				
	5.35		20	15122		0.1 FARMINGTON		30.1				1.00
	5.50		16	15116		3.5 BONAPARTE		35.5				12.50 P.M.
	6.10		30	15108		10.1 MT. ZION		45.8				12.25 A.M.
	6.30		28	15097	DU.....	8.2 DOUBS.....	TO	54.8				11.40
	6.50 P.M.	A.M. 6.00	46	291		9.0 ELDON		63.8	RYYGFT	P.M. 12.30		11.20
		7.20	169	15077	N.....	12.0 OTTUMWA YARD		75.8	Yd	A.M. 11.45		11.00 A.M.
						1.4 C&M&P Crossing		77.2				
		7.45	30	15087		7.4 KIRKVILLE		84.6				10.50
		8.05	19	15060	Z.....	7.0 EDDYVILLE	TO	91.6				10.30
		8.07				1.4 CRI&P JCT.	TO	93.0				10.04
		8.19				5.4 C&N W JCT.	TO	99.6				9.52
		8.45	32	15051		7.9 BEACON	TO	100.3				9.50
						1.9 EVANS JCT.		102.2	RYd			A.M. 9.40
A.M. 8.55		8.55				1.3 EVANS		103.5	Yd	9.30		9.30
	9.01	9.01	24	15048		3.9 LEIGHTON		309.8		209 9.10		207 9.10
	9.10	9.10		21	15044			107.4				
208 9.30		210 9.30	23	106	15036	PA.....	8.2 PELLA.....	318.0	115.8	Yd	8.45	8.45
	9.55	9.55		27	15028		8.0 OTLEY	328.0	123.8		8.05	8.05
	10.20	10.20		49	15022	G.....	5.5 MONROE	331.5	129.1		7.45	7.45
	10.50	10.50		45	15013	PC.....	9.2 PRAIRIE CITY	340.7	138.3		7.15	7.15
	11.10	11.10		21	15008		7.6 NOBLETON	348.3	145.9		6.50	6.50
	11.40	11.40		41	2183	AN.....	5.6 ALTOONA	353.9	151.5	R	6.30	6.30
A.M. 12.15 P.M.		A.M. 12.15 P.M.		Yard	2172	X.....	8.7 SHORT LINE JCT.	180.2	180.2	RFWT YYd	6.00 A.M.	6.00 A.M.

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

Ottumwa: Movement over Iowa Ave. crossing by all trains and engines must be protected by member of crew on the crossing.



WESTWARD			OSKALOOSA BRANCH						EASTWARD				
SECOND CLASS			Capacity of Other Tracks	Capacity of Sidings	M. P. from Chicago	SUBDIVISION 4-D STATIONS		Station Numbers	Distance from Washington	Signs	SECOND CLASS		
	209	Freight											210
		Tuesday Thursday Saturday											
	A.M. 6.00		277	.....	248.2	WA.....	WASHINGTON.....	TO 10007	.....	RFWY Yd	P.M. 1.30		
					248.7	.....	CMSIP & P Crossing.....	.....	0.5				
	6.30		49	.....	255.6	.....	WESTCHESTER.....	.....	7.4		12.55		
	6.50		68	.....	262.9	KP.....	KEOTA.....	TO 10022	14.7		12.35		
	7.10		35	.....	268.0	.....	HARPER.....	.....	19.8		12.15		
	7.40		27	12	276.6	SG.....	SIGOURNEY.....	TO 10036	28.4		11.45		
	7.59		46	.....	283.9	.....	DELTA.....	.....	35.7		11.15		
	8.20		35	.....	291.1	.....	ROSE HILL.....	.....	42.9		10.55		
	8.45		112	12	301.3	GH.....	OSKALOOSA.....	TO 10060	53.1	Yd	10.30		
					301.4	.....	C&NW Crossing.....	UX	53.2				
	8.55 A.M.				304.6	.....	EVANS JCT.....	.....	56.4	RYd	9.40 A.M.		

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

WESTWARD			KEOSAUQUA BRANCH						EASTWARD			
SECOND CLASS			Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 4-E STATIONS		M. P. from Mt. Zion	Signs	SECOND CLASS		
	205	Freight Daily										206
		A.M. 11.40 P.M. 12.05 P.M. 12.10										
			.....	30	15106	.....	MOUNT ZION.....	.....			P.M. 12.25	
			.....	25	57004	.....	KEOSAUQUA.....	4.5			205 12.10 P.M.	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 205 IS SUPERIOR TO No. 206 TIME TABLE RULE 14 IN EFFECT.

WESTWARD			INDIANOLA BRANCH						EASTWARD				
SECOND CLASS			Capacity of Other Tracks	Capacity of Sidings	Station Numbers	SUBDIVISION 31-A STATIONS		M. P. from Chicago via Des Moines	Distance from Carlisle	Signs	SECOND CLASS		
			115	20	30011	CK.....	CARLISLE.....	TO 368.8	.....				
			.....	75	31006	ND.....	INDIANOLA.....	TO 380.1	11.3				

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

## WESTWARD

## SIBLEY BRANCH

## EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 23 STATIONS			M. P. from Chicago	Distance from Short Line Jct.	Signs	SECOND CLASS		
57						58								
Freight						Freight								
Mon. Wed. Fri.						Tues. Thurs. Sat.								
A.M.				33	14062	GR.	GOWRIE	TO	425.0	69.4	RWYYd	P.M.	1.15	
7.30							6.4							
7.55				25	55005		SLIFER		431.4	75.8			12.50	
8.05			28	30	55010		3.6		435.0	79.4			12.40	
							0.2							
							CGW Crossing	UX	435.2	79.6				
							11.6							
							Illinois Central Crossing		446.8	91.2				
							0.2							
8.40				48	55022	MA.	MANSON	TO	447.0	91.4		P.M.	12.10	
8.50				25	55025		3.4		450.4	94.8		A.M.	11.50	
9.00				36	55030	J.	PALMER	TO	454.7	99.1			11.40	
9.10				10	55034		4.4		459.1	103.5			11.16	
9.15				8	55037		2.6		461.7	106.1			11.08	
9.35			39	41	55038	PO.	POCAHONTAS	TO	462.5	106.9			11.05	
9.50				31	55044		6.2		468.7	113.1			10.35	
10.10				34	55050	U.	LAURENS	TO	474.7	119.1			10.20	
							0.5							
							C&N.W. Crossing		475.2	119.6				
10.25				31	55057		7.0		482.3	126.7			9.50	
							2.0							
							CMS&P&P Crossing	UX	484.3	128.7				
							1.1							
11.00				31	55071		8.1		495.7	140.1			9.20	
							9.1							
11.15				33	55077	RO.	ROYAL	TO	501.8	146.2			8.59	
							12.4							
11.45				32	55089	HN.	HARTLEY	TO	514.2	158.8			8.30	
A.M.							0.2							
							CMS&P&P Crossing		514.4	158.8				
							5.1							
12.00				26	55095		5.0		519.5	163.9			8.00	
P.M.							5.0							
12.15				36	55099	FN.	MELVIN	TO	524.5	168.9			7.50	
							5.5							
12.30				34	55105		4.8		530.0	174.4			7.40	
							4.8							
12.50			33	150	12235	SB.	SIBLEY	TO	534.9	179.3	RWTYd		7.30	
P.M.							109.9						A.M.	

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

No. 57 may leave Gowrie without clearance.

TABLE OF TRAIN SPEEDS

Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour
0	33	110.0	1	3	57.1	1	19	45.6	1	34	38.2
0	34	106.0	1	4	56.2	1	20	45.0	1	35	37.9
0	36	100.0	1	5	55.3	1	21	44.4	1	40	36.0
0	38	94.7	1	6	54.5	1	22	43.9	1	45	34.3
0	40	90.0	1	7	53.7	1	23	43.4	1	50	32.7
0	42	85.7	1	8	52.9	1	24	42.9	1	55	31.3
0	45	80.3	1	9	52.1	1	25	42.4	2	0	30.0
0	48	75.0	1	10	51.4	1	26	41.9	2	5	28.8
0	50	72.0	1	11	50.7	1	27	41.4	2	10	27.7
0	52	69.2	1	12	50.0	1	28	40.9	2	15	26.7
0	54	66.6	1	13	49.3	1	29	40.4	2	20	25.7
0	56	64.2	1	14	48.6	1	30	40.0	2	25	24.8
0	58	62.0	1	15	48.0	1	31	39.6	3	0	20.0
1	0	60.0	1	16	47.4	1	32	39.1	4	0	15.0
1	1	59.0	1	17	46.7	1	33	38.7	6	0	10.0
1	2	58.0	1	18	46.1						

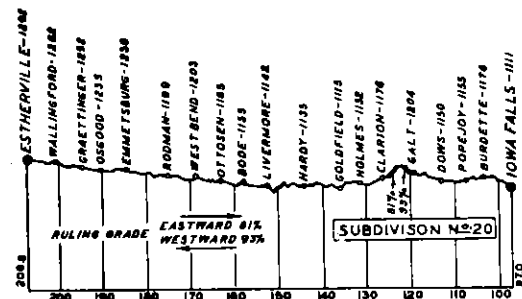
WESTWARD			ESTHERVILLE BRANCH						EASTWARD				
SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 20 STATIONS	M.P. from Cedar Rapids	Distance from Iowa Falls Passenger Station	Signs	SECOND CLASS			
		53								54			
	Freight	Daily Except Sunday								Freight	Daily Except Sunday		
			.....	112	12074	AO..... IOWA FALLS .....	97.0	0.0	RFWYd				
	P.M.					0.4							
	3.10		Yard	619	12074	..... IOWA FALLS YARD .....	97.4	0.4	RFWY Yd	A.M.			
	3.20		.....	18	12081	..... BURDETTE .....	103.4	6.4					
	3.30		26	21	12084	CY..... POPEJOY..... TO	107.4	10.4					
						5.8							
	3.50		63	54	12090	DO..... DOWS .....	113.2	16.2	RYdW				
	4.07		.....	30	12096	..... GALT .....	119.3	22.3					
	4.23		34	55	12104	CN..... CLARION..... TO	126.4	29.4					
						0.4							
	4.35		.....	25	12109	..... CGW Crossing .....	126.8	29.8					
						4.9							
	4.45		.....	27	12114	..... GOLDFIELD.....	136.0	39.0					
	5.02		26	43	12121	..... HARDY .....	144.3	47.3					
	5.20		33	65	12130	VR..... LIVERMORE..... TO	152.7	55.7	W				
						0.3							
	5.33		.....	73	12135	..... C&NW Crossing .....	153.0	56.0					
						5.1							
	5.47		30	26	12140	BD..... BODE .....	158.1	61.1					
	6.10		27	52	12146	WN..... WEST BEND .....	168.7	71.7					
	6.25		.....	31	12152	..... RODMAN.....	174.9	77.9					
						9.4							
	6.50		32	55	12162	MR..... EMMETSBURG..... TO	184.6	87.6	W				
						0.3							
	7.02		.....	20	12167	..... OSGOOD.....	190.5	93.5					
						5.9							
	7.15		40	57	12172	G..... GRAETTINGER..... TO	194.4	97.4					
						3.9							
	7.30		24	21	12179	WG..... WALLINGFORD..... TO	200.6	103.6					
						6.2							
	8.00		Yard	767	12184	SR..... ESTHERVILLE..... TO	206.9	109.9	RFWT Yd				
	P.M.					109.9							

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

Time Table Rule 14 in effect.

Estherville: All trains and engines stop and flag over Central Avenue Crossing.

C&NW trains and engines use CRI&P main tracks between C&NW connection MP 205-19 Subdivision No. 20 and C&NW interchange Estherville. Trains and engines move at restricted speed between these locations.





WESTWARD		WORTHINGTON-CLEAR LAKE BRANCH										EASTWARD			
SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 22 STATIONS				M.P. from Cedar Rapids	Distance from Lake Park	Signs	SECOND CLASS		
213	211	212				214									
Freight	Freight	Freight				Freight									
Wed.	Mon. Fri.	Tues. Sat.				Thurs.									
A.M. 7.30	A.M. 7.30	34	86	12212	AK. . . . . LAKE PARK, IOWA . . . . . TO	234.7	0.0	RFWT Yd	P.M. 2.50	P.M. 1.00					
7.50	7.50	26	22	50010	RU. . . . . ROUND LAKE, MINN. . . . . TO	244.3	9.6	....	2.30	12.40 P.M.					
9.00	9.00	....	142	50020	WR. . . . . WORTHINGTON . . . . . TO	254.0	19.3	....	2.00	12.10 A.M.					
9.20	9.20	....	29	50027	RA. . . . . READING . . . . . TO	261.9	27.2	....	1.45	11.25					
9.45	9.45	....	26	50034	WM. . . . . WILMONT . . . . . TO	269.1	34.4	....	1.25	11.05					
10.05	10.05	....	29	50041	SM. . . . . LISMORE . . . . . TO	275.3	40.6	....	1.05	10.45					
10.25	10.25	....	31	50047	KH. . . . . KENNETH . . . . . TO	281.8	47.1	....	12.35 P.M.	10.15					
11.55 A.M.	11.55 A.M.	33	26	12273	K . . . . . HARDWICK . . . . . TO	296.3	54.5	TYd W	12.10 A.M.	9.50					
12.10 P.M.	12.10 P.M.	....	29	12282	..... TROSKY . . . . .	305.1	63.2	....	11.35	9.15					
		....	....	....	..... CMS&P Crossing . . . . . UX	313.4	71.5	....							
		....	....	....	..... Great Northern Crossing . . . . . UX	313.7	71.8	....							
1.25 P.M.	1.25	32	129	12291	PI. . . . . PIPESTONE . . . . . TO	314.1	72.2	YdTW R	11.20	8.30 A.M.					
	1.40	....	29	12297	..... CAZENOVIA . . . . .	319.5	77.6	....	10.50						
	1.55	....	19	12302	..... CRESSON, MINN. . . . .	325.0	83.1	....	10.35						
	2.00	....	30	12305	..... WARD, S. DAK. . . . .	327.8	85.9	....	10.25						
	2.20	....	18	12311	..... ELKTON . . . . .	333.6	91.7	....	10.10						
		....	....	....	..... C&NW Crossing . . . . .	333.9	92.0	....							
	2.55	....	31	12321	..... BUSHNELL . . . . .	343.7	101.8	....	9.35						
	3.20	....	71	12328	WI. . . . . WHITE . . . . . TO	351.3	109.4	W	9.05						
	3.55	....	32	12338	RN. . . . . TORONTO . . . . . TO	361.2	119.3	....	8.25						
	4.15	....	29	12345	..... BRANDT . . . . .	367.6	125.7	....	7.55						
	4.45 P.M.	33	36	12352	AU. . . . . CLEAR LAKE . . . . . TO	375.4	133.5	RTW	7.30 A.M.						

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

GN trains and engines use CRI&P main tracks between GN Interchange track switch and switch at east end of CRI&P siding at Pipestone. All GN and CRI&P trains and engines must move at restricted speed between these locations

No. 212 may leave Clear Lake without clearance when operator not on duty.

WESTWARD		LIVERNE BRANCH										EASTWARD			
			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 22A STATIONS				M.P. from Cedar Rapids	Distance from Hardwick	Signs			
		33	26	12273	K . . . . . HARDWICK . . . . . TO	289.1	...	TYd W							
		31	75	12264	..... LIVERNE . . . . . TO	298.2	9.1	Yd							

When train order signal Hardwick or Liverne displays proceed indication trains or engines may operate between Hardwick and Liverne without train orders and clearances, per Rule 93.

## WESTWARD

## ALBERT LEA BRANCH

## EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 20-A STATIONS Time Table No. 7 April 28, 1963	M. P. from Cedar Rapids	M. P. from Estherville	Distance from Albert Lea	Signs	SECOND CLASS									
		55																		
		Freight																		
		Daily Except Sunday																		
		P.M. 7.30	Yard	443	3253	WB.....ALBERT LEA.....*P	.....	83.2	0.0	RFTYd		P.M. 6.45								
						.....CMS&P Crossing.....P	.....	82.9	0.3											
						.....CRI&P Crossing.....	.....	82.3	0.9											
		7.50		38	42010	CG.....CONGER.....TO	.....	73.4	9.8			6.23								
		8.05		38	42017	FW.....WALTERS.....TO	.....	66.0	17.2			6.08								
						.....C&NW Crossing.....	.....	57.7	25.5											
		8.23		40	42026	BY.....BRICELYN, MINN.....TO	.....	57.2	26.0			5.51								
		8.40		56	42033	RH.....RAKE, IOWA.....TO	.....	50.0	33.2			5.37								
		9.00	35	65	13072	GM.....LAKOTA.....TO	184.6	38.4	44.8	RTYd		5.14								
		9.20	27	25	13063	ND.....SWEA CITY.....TO	195.6	.....	55.8			4.52								
		9.45	28	27	13092	NG.....ARMSTRONG.....TO	204.4	.....	64.6			4.35								
						.....C&NW Crossing.....	209.1	.....	69.3											
		10.15		32	13098	.....MAPLE HILL.....	210.5	.....	70.7			4.25								
		10.30		31	13109	Z.....GRUYER.....TO	218.0	.....	76.2			4.14								
		11.30 P.M.	Yard	767	12184	SR.....ESTHERVILLE.....TO	223.0	.....	83.2	RFTYd		4.00 P.M.								

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

No. 55 may leave Albert Lea without clearance when no operator on duty.  
Estherville: All trains and engines stop and flag over Central Avenue Crossing.

## WESTWARD

## HOLLANDALE BRANCH

## EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 17-A STATIONS Time Table No. 7 April 28, 1963	M. P. from Clarks Grove	Signs	SECOND CLASS							
			62	39	3261	SA.....CLARKS GROVE.....P	0.0	R								
				32	.....	.....WEST SIDE.....	3.6	.....								
				144	41007	.....HOLLANDALE.....	6.7	RY								
				17	41009	.....MAPLE ISLAND.....	8.7	.....								

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

ALL TRAINS MUST STOP BEFORE PROCEEDING OVER HIGHWAY 65 ABOUT THREE FOURTHS MILE EAST OF CLARKS GROVE.

## WESTWARD

## FOREST CITY BRANCH

## EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 20-B STATIONS Time Table No. 7 April 28, 1963	M. P. from Cedar Rapids	Distance from Dows	Signs	SECOND CLASS				
219	221	217								222	218	220		
Freight	Freight	Freight								Freight	Freight	Freight		
Mon. Wed. Fri.	Tues. Thurs. Sat.	Daily Except Sun.								Tues. Thurs. Sat.	Daily Except Sunday	Mon. Wed. Fri.		
		A.M. 6.45	83	54	12090	DO. . . . . DOWS. . . . . TO	113.2	0.0	RYd W		P.M. 3.15			
						CGW Crossing . . . . . UX	119.6	6.4						
		7.15	29	24	13007	ROWAN . . . . .	119.9	6.7			2.55			
						C&NW Crossing . . . . . UX	127.8	14.6						
		7.40	27	21	13015	BN. . . . . BELMOND . . . . . TO	128.0	14.8			2.30			
						CGW Crossing . . . . . UX	128.8	15.8						
		8.00		27	13020	GOODSELL . . . . .	133.5	20.3			2.05			
		8.20	39	48	13026	KM. . . . . KLEMME . . . . . TO	139.3	26.1			P.M. 1.50			
A.M. 8.35	A.M. 9.00	8.35	32	69	13033	AN. . . . . GARNER . . . . . TO	145.8	32.8	R	P.M. 1.30	1.30	P.M. 1.30		
		A.M.				CMS&P Crossing . . . . . UX	146.1	32.9			P.M.			
		8.45			13035	HAYFIELD JCT . . . . .	148.1	34.9		1.15		1.15		
		8.55		25	13039	MILLER . . . . .	151.7	38.5		P.M.		1.00		
		9.10		22	13045	FC. . . . . FOREST CITY . . . . . TO	157.5	44.3				12.45		
		9.20		33	13050	NEILS . . . . .	163.3	50.1				12.35		
		9.35		35	13055	MN. . . . . THOMPSON . . . . . TO	168.1	54.9				12.25		
		9.50		20	13064	BC. . . . . BUFFALO CENTER . . . . . TO	177.1	63.9				P.M. 12.05		
A.M. 11.05			35	65	13072	GM. . . . . LAKOTA . . . . . TO	184.8	71.4	RTYd			A.M. 11.45		

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 217 IS SUPERIOR TO No. 218  
No. 221 IS SUPERIOR TO No. 222 AND No. 219 IS SUPERIOR TO No. 220  
TIME TABLE RULE No. 14 IN EFFECT.

No. 217 may leave Dows, without clearance when no operator on duty if train order signal indicates 'proceed'.

## WESTWARD

## TITONKA BRANCH

## EASTWARD

SECOND CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 20-C STATIONS Time Table No. 7 April 28, 1963	M. P. from Cedar Rapids	Distance from Titonka	Signs	SECOND CLASS	
221	222								222	
Freight	Freight								Freight	
Tues. Thurs. Sat.	Tues. Thurs. Sat.								Tues. Thurs. Sat.	
		A.M. 9.10		13035	HAYFIELD JCT . . . . .	148.1	24.7		P.M. 1.15	
		9.40		38	HAYFIELD . . . . .	153.9	18.9		12.55	
					C&NW Crossing . . . . .	154.4	18.4			
		10.10		22	CRYSTAL LAKE . . . . . TO	159.9	12.9		12.40	
		10.40		28	WODEN . . . . . TO	166.2	6.6		12.20	
		11.05 A.M.	22	31	TITONKA . . . . . TO	172.8	0.0	RT	12.01 P.M.	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 221 IS SUPERIOR TO No. 222.  
TIME TABLE RULE No. 14 IN EFFECT.



WESTWARD

(Information Only)

EASTWARD

FIRST CLASS					DES MOINES TERMINAL STATIONS					FIRST CLASS					
	5	7	9	25						8	6	10			
	Psgr.	Psgr.	Psgr.	Mail						Psgr.	Psgr.	Psgr.			
	Daily	Daily	Daily	Daily						Daily	Daily	Daily			
	P.M. 11.54	P.M. 7.30	A.M. 5.06		AN	Signal Indications MP 346-33 to 362-29 Rules 450 to 453, Incl. { ..... ALTOONA ..... } { ..... SHORT LINE JCT. .... } { ..... (CRI&P Crossing) ..... } { ..... DMU-CGW-F+DDM&SCrs'g. .... } { ..... DES MOINES. .... } { ..... DMU Crossing ..... } { ..... C&NW JCT. .... } { ..... WEST DES MOINES .. } See T. T. Rules 15 and 15a TWO MAIN TRACKS TO * TO * UX TO * UX TO * TO *					A.M. 2.00	P.M. 8.20	P.M. 2.05		
	A.M. 12.02	7.38	5.16		X						1.51	8.10	1.55		
	12.15 A.M.	7.45 8.00	5.25 6.00	A.M. 12.55	WX						1.45 1.30	8.05 P.M.	1.50 1.30		
		8.02	6.08	12.57	..						1.10		1.22		
		8.07 P.M.	6.09 A.M.	1.07 8 A.M.	MS						1.07		1.18 P.M.		
					D						1.07				
					MS						1.07				
					BR						1.07				
					BR						1.07				
					BR						1.07				

On two main tracks when either is used as single track or when operating under Rule 356, trains eastward are superior to trains of the same class westward.

SOUTHWARD

FREIGHT TRAINS (Information Only)

NORTHWARD

	221	67	201						190	90	110	68
	C&NW Time Freight	Freight	C&NW Time Freight						C&NW Time Freight	Freight	C&NW Time Freight	Freight
	Daily	Daily	Daily						Daily	Daily	Daily	Daily
		P.M. 1.45		..... INVER GROVE ..... *						P.M. 10.30		A.M. 6.00
		2.40		..... NORTHFIELD ..... *						9.30		A.M. 1.30
	P.M. 7.30	4.01	A.M. 7.40	..... ALBERT LEA ..... *					P.M. 3.35	5.30	P.M. 11.40	
	8.15 P.M.	5.01 P.M.	8.25 A.M.	..... MANLY ..... *					2.55 P.M.	4.30 P.M.	10.55 P.M.	10.30 P.M.

WESTWARD

FREIGHT TRAINS (Information Only)

EASTWARD

	63	93	61	67	91						68	98	76	64
	Mixed	Freight	Freight	Freight	Freight						Freight	Freight	Freight	Mixed
	Daily Ex. Sun.	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily Ex. Sun.
		A.M. 8.10	P.M. 1.15	A.M. 1.10	P.M. 8.25	..... ELDON YARD ..... *					P.M. 2.20	P.M. 3.30	A.M. 12.45	
						..... ALLERTON ..... *								
	A.M. 6.50	11.30 11.45 A.M.	6.00 6.30	3.00 3.15	11.50 P.M. 12.05 A.M.	..... TRENTON ..... *					P.M. 1.30	P.M. 1.00	P.M. 8.50	P.M. 7.50
	7.10 A.M.					..... COBURN ..... *								7.26 P.M.
		3.30 P.M.	11.30 P.M.	7.30 A.M.	4.15 A.M.	..... ARMOURDALE YARD ..... *					10.00 A.M.	9.30 A.M.	6.00 P.M.	

# SPEED RESTRICTIONS

## ALL SUBDIVISIONS

Authorized speed through switch leads of turnouts as follows:

	Loaded 85 Ft. & Longer Cars	
No. 20 .....	35	40
No. 15 .....	20	25
No. 10 .....		15
Others .....		10

### LOCATION No. 15 AND No. 20 TURNOUTS

<b>No. 15 Turnouts:</b>		
Subdivision 17	MP 244 pole 37	South end siding Glenville
	MP 251 pole 27	Junction switch Curtis
	MP 268 pole 15	South end siding Ellendale
	MP 269 pole 22	North end siding Ellendale
	MP 284 pole 5	South end siding Owatonna
	MP 285 pole 11	North end siding Owatonna
	MP 295 pole 4	South end siding Kasper
	MP 296 pole 9	North end siding Kasper
	MP 306 pole 14	Junction switch Comus
	MP 333 pole 13	Junction switch Rosemount
Subdivision 18	MP 191 pole 3	Junction switch Clear Lake Junction
Subdivision 31	MP 64 pole 4	South end siding Carlisle
	MP 30 pole 32	North end siding Williamson
	MP 29 pole 19	South end siding Williamson
<b>Subdivision 28</b>		
	MP 306 pole 37	East end siding Belknap
	MP 308 pole 8	West end siding Belknap
	MP 316 pole 27	East end siding Paris
	MP 317 pole 34	West end siding Paris
	MP 323 pole 34	East end siding Sharon
	MP 325 pole 1	West end siding Sharon
	MP 334 pole 33	East end siding Centerville
	MP 340 pole 8	West end siding Centerville
	MP 350 pole 35	East end siding Seymour
	MP 363 pole 14	East end siding Allerton
	MP 364 pole 26	End of two main tracks Allerton
	MP 381 pole 32	East end siding Mercer
	MP 383 pole 5	West end siding Mercer
	MP 391 pole 36	East end siding Princeton
	MP 392 pole 38	West end siding Princeton
	MP 399 pole 26	East end siding Mill Grove
	MP 401 pole 6	West end siding Mill Grove
<b>Subdivision 29</b>		
	MP 425 pole 0	Junction switch C aburn
	MP 427 pole 36	End of two main tracks Shearwood
	MP 433 pole 21	East end siding Lock Springs
	MP 434 pole 34	West end siding Lock Springs
	MP 443 pole 17	East end siding Nettleton
	MP 444 pole 29	West end siding Nettleton
	MP 449 pole 22	East end siding Shoal
	MP 450 pole 33	West end siding Shoal
	MP 458 pole 34	East end siding Polo
	MP 460 pole 4	Crossover Pole
	MP 471 pole 25	Crossover Lawson Jct.
	MP 274 pole 8	East end siding Lawson
	MP 287 pole 16	Crossover Moseby Jct.
<b>No. 20 Turnouts:</b>		
Subdivision 28	MP 364 pole 30	Junction switch to Subdivision 31-Allerton
	MP 364 pole 35	Both ends main track crossover - Allerton.
	MP 372 pole 21	End of two main tracks - Clia.
	MP 410 pole 5	End of two main tracks - Tindall.
<b>Subdivision 29</b>		
	MP 417 pole 17	End of two main tracks - Lake.
	MP 420 pole 10	End of two main tracks - Scott.
	MP 460 pole 9	End of two main tracks
	MP 471 pole 28	Crossover Lawson Jct.
	MP 294 pole 8	East end siding Liberty
	MP 295 pole 8	West end siding Liberty
	MP 302 pole 32	West end two main tracks Mo River Drawbridge
	MP 303 pole 12	East end two main tracks Mo River Drawbridge
	MP 304 pole 12	Crossover Freight Line Junction

### MAXIMUM ENGINE SPEEDS

1-3, 402-404, 409, 625-656, 633B-642B, 750, 751 .....	90
400, 401 .....	85
485-499, 621, 9002-9004, 9015-9016 .....	80
38-49, 70-127, 70B-123B, 405-408, 410, 411, 425-431, 675-677, 675B-677B, 1200-1353 .....	70
128-143, 128B-135B, 450-475, 537-546, 765-779, 795-797, 811-824 .....	65

## MAXIMUM ENGINE SPEEDS (Continued)

598-599, 716-729, 731-732, 735-745, 759-764, 798-806, 9006, 9090 .....		60
825-835 .....		55
529-536 (Towing speed 65) 1000-1015 .....		45
550-563, 700-707, 900-914 .....		40
351, 361-377 .....		30
	Psg. Fr eight	
Trains and engines moving against current of traffic on two main tracks not signaled in both directions .....	60	50
Trains and engines making movement against current of traffic on two main tracks over facing point spring switches not protected by signals .....	30	
Railroad crossing not protected by interlocking except where higher speed authorized in this rule (engine only).	10	
Engines, except RDC cars, running forward light, or with only one car .....	Freight train speed	
Road freight or passenger diesels, other than road switchers, backing up .....	40	
When this being done, except in switching movements or when shoving cars, a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve.		
When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher.		
Motor cars without cars approaching interlocking signals and within interlocking limits .....	10	
Trains Handling Scale Test Car R195384 .....	40	
Scale test cars moving in trains will be handled 5 cars ahead of caboose.		
Short Wheel base ore hoppers .....	30	
Weed Spray 2231 .....	30	
Trains Handling Steam Derrick, Pile Driver, Spreader car with wings secured, Locomotive Crane, Burro and Caterpillar Crane, an own wheels, except Locomotive Crane 95260 and Pile Driver 95232 on Subdivisions 17, 18, 28, 29 and 31, unless otherwise advised by Car Inspector or Officer .....	25	
Spreader 95319 .....	25	
Except when being moved in train with wings in trailing position and coupled to loaded cars on either end .....	40	
Locomotive Crane 95260 and Pile Drivers 95231 & 95232 Sub Divisions 17-18-28-29-31 .....	35	
Sub Divisions 20-21-30-20A-30A-4C .....	25	
All other Sub Divisions .....	20	
Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized.		
These Instructions will not apply to wrecking derricks with boom trailing when trained behind engine in wreck train service, in such case speed restrictions will be as follows:		
SUBDIVISION 17 .....	35	
" 20 .....	30	
" 21 .....	30	
" 22 .....	20	
" 17 A .....	20	
" 20 A .....	25	
" 20 B .....	20	
18, 31, 28 and 29 .....	40	
All other subdivisions .....	20	
Ditcher, or other type of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made.		

## SPEED RESTRICTIONS - Continued

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.

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

Trains will not handle or move pile drivers 95231 and 95232, and locomotive crane 95260 when pile leads and platform are attached to boom in either raised or lowered position unless accompanied by operator in cab of machine.

LOCATION	Psg. Trains	Fr eight Trains	LOCATION	Psg. Trains	Fr eight Trains
SUBDIVISION 17 (except as shown below)	79	60	SUBDIVISION 28 (Continued)		
MP 236-12 to MP 236-20	70		MP 351-34 to MP 352-3	40	30
MP 241-24 to MP 241-34	70		MP 352-4 CMStP&P Crossing	30	25
MP 243-6 to MP 243-24	70		MP 356-8 to MP 356-18	60	50
MP 245-30 to MP 246-26	70		MP 358-38 to MP 359-6	60	50
MP 249-4 to MP 253-36 (except as shown below)	60		MP 359-39 to MP 360-15	70	60
Curtis and C&NW Albert Lea Station	Restricted Speed		MP 364 to MP 365-35	50	40
MP 252-16 CMStP&P Crossing	20	20	MP 365-35 to MP 380-21 (except as shown below)	70	60
MP 253-12 to MP 253-22	60	45	MP 369-19 to MP 369-30	60	50
MP 281-11 to MP 283-3	75		MP 371-28 to MP 372-17 (North track)	50	45
MP 283-16 to MP 283-27	55	45	MP 371-28 to MP 372-17 (South track)	50	45
MP 284-16 to MP 284-21	55	45	MP 375-17 to MP 375-33	60	50
MP 287-16 to MP 284-21	50	45	MP 379-33 to MP 380-21	60	50
MP 287-20 to MP 288-6	50	45	MP 399-20 to MP 404-10 (except as shown below)	60	50
MP 295-18 to MP 306-12 (except as shown below)	75		MP 399-20 to MP 399-26	50	45
MP 300-4 to MP 300-9	60	50	MP 401-25 to MP 401-32	50	45
MP 303 CGW Crossing	60	45	MP 415-12 to MP 416	50	40
MP 303 to MP 303-10	60	45	SUBDIVISION 29 (except as shown below)	79	60
West Crossover switch MN&S Yards	8	8	MP 414-4 to MP 416-18	50	40
MP 333-15 to MP 334	30	25	MP 418-15 to MP 418-34	70	50
MP 334 to MP 342-3 (except as shown below)	70	50	MP 419-20 to MP 419-33	50	45
MP 342-16 to MP 344-6	60	50	MP 420-10 to MP 421-2	70	50
MP 344-6 to MP 346-4	30	30	MP 423-13 to MP 424-13 (South track)	70	50
Bridge 3450 Mississippi River	20	20	MP 423-15 to MP 424-13 (North track)	55	40
SUBDIVISION 18 (except as shown below)	79	50	MP 427-30 to MP 427-35	70	50
MP 73-24 to MP 74-24	40	30	Shoal West Siding Switch Entering or Leaving	10	10
MP 74-24 to MP 82-23 (except as shown below)	70		Excelsior Springs, across Dunbar Avenue	15	15
MP 77-4 to MP 77-14	50	40	Lawson Jct. to Moseby Jct. (South track)	70	50
MP 106-19 to MP 107-2	60		Curve MP 471-28 to MP 472-16	60	50
MP 109-24 to MP 110-15	50	40	Moseby Jct. West Crossover	25	25
MP 145-29 to MP 147-10	60		Moseby Jct. East Crossover	40	40
MP 147-10 to MP 147-35	25	25	Moseby Jct. to Birmingham	70	50
MP 154-32 to MP 156-11	60		Birmingham to Air Line Jct.	50	35
MP 156-11 to MP 163-2	70		SUBDIVISION 30 (except as shown below)	35	35
MP 163-2 to MP 165-15	60		MP 427-14 to MP 428-18	30	20
MP 190-3 to MP 190-30	60		MP 439-8 Wabash Crossing	20	20
MP 190-30 to MP 191-4	30	30	MP 484-15 to MP 496-27	30	30
Manly--CGW, C&NW connecting track	15	15	MP 496-27 to MP 497	6	6
SUBDIVISION 31 (except as shown below)	79	50	Bridge 4575--trains handling derricks and pile drivers	15	15
Alerton to MP 0-20	30	30	Bridges 4614, 4645 and 4763--trains handling derricks and pile drivers	20	20
MP 4-30 to MP 5-7	60		SUBDIVISION 30A (except as shown below)	45	35
MP 6-7 to MP 9-7 (except as shown below)	70		South St. Joseph, Illinois Ave.	10	10
MP 7-21 to MP 7-28	60		MP 513-36 CB&Q Crossing	20	20
MP 8-1 to MP 8-11	60		MP 516-22 to 516-29	35	20
MP 18-5 to MP 18-23	60		MP 517-2 to 517-9	35	20
MP 22-34 to MP 25-6	60		Archison--Missouri River Bridge	15	15
MP 27-22 to MP 27-35	60		SUBDIVISION 20 (except as shown below)	50	40
MP 36-32 to MP 37-0	60		MP 99-0 to MP 145-0	45	35
MP 43-0 to MP 43-22	50	40	MP 126-28 CGW Crossing	20	20
MP 57-24 to MP 60-12	60		MP 135-28 C&NW Crossing	20	20
MP 64-8 to MP 64-28	60		Bridge 1364	25	25
MP 65-12 to MP 65-22	60		Trains handling derrick & pile drivers BR 1364	15	15
MP 67-36 to MP 72-3	60		MP 136-13 to MP 136-30	45	35
MP 72-3 to MP 73-24 (except as shown below)	35	35	MP 151-2 to MP 151-12	30	25
MP 72-31 CB&Q Crossing	25	25	MP 154-26 to MP 155	40	30
MP 73-14 DMU Crossing	25	25	MP 184-4 to MP 184-21	10	10
SUBDIVISION 28 (except as shown below)	79	60	MP 185 to MP 185-10	35	30
MP 291-29 to MP 299-93	50	40	MP 193-31 to MP 194-5	35	30
MP 299-33 to MP 341-20	70	50	MP 198-27 to MP 199-8	30	25
MP 341-20 to MP 344-13	60	50	SUBDIVISION 21 (except as shown below)	50	35
MP 349-15 to MP 349-32	75	60	MP 207-4 to MP 209-3	25	15
			MP 221-29 to MP 222-14	30	25
			MP 223-16 to MP 223-25	40	30
			MP 248-27 to MP 250-3	40	30
			MP 257-6 C&NW Crossing	20	20
			MP 263-15 to MP 268-10	40	30
			MP 282-22 to MP 283-22	40	30
			MP 288-25 to MP 289-10	40	30
			MP 292-7 GN Crossing	20	20
			MP 292-25 to MP 293-14	40	30
			MP 299-36 to MP 302-15	40	30
			MP 306 to MP 308-35	40	30
			MP 314-20 CMStP&P Crossing	10	10
			Sioux Falls - Cliff Ave.	10	10
			Bismark Spur trains handling derricks & pile drivers	15	15

## SPEED RESTRICTIONS - Concluded

## SPECIAL INSTRUCTIONS

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, unless otherwise instructed by officer at location of high water. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.

	Maximum Height of Water Above Rail
Diesel engines and motor cars .....	3 inches
RDC cars 9002-9003-9004-9015-9016 .....	5 inches
Lightweight passenger cars .....	7 inches
Conventional passenger cars .....	12 inches

LOCATION	Psg. Trains	Freight Trains
<b>SUBDIVISION 22 (except as shown below)</b>		
MP 235-17 to MP 235-26 .....	35	35
MP 237-18 to MP 238-5 .....	30	30
MP 244-0 to MP 253-21 (except as shown below) .....	25	25
MP 253-17 to MP 253-21 .....	25	25
MP 253-17 to MP 253-21 .....	10	10
MP 264-9 to MP 288-25 .....	20	20
MP 313-38 to MP 314-10 .....	15	15
MP 319-21 to MP 333-0 .....	25	25
MP 333-0 to MP 375-20 .....	15	15
<b>SUBDIVISION 23 (Except as shown below)</b>		
MP 425-8 to MP 443-21 .....	35	35
MP 446-24 IC Crossing .....	25	25
MP 447-10 to MP 475 .....	20	20
MP 475-6 C&NW Crossing .....	25	25
MP 484-9 CMStP & P Crossing .....	10	10
MP 514-12 CMStP & P Crossing .....	10	20
MP 490 to MP 532 .....	20	20
MP 490 to MP 532 .....	25	25
<b>SUBDIVISION 4C (except as shown below)</b>		
MP 18-16 to MP 19-13 .....	40	40
MP 42-10 to Altoona (except as shown below) .....	10	10
MP 43 to MP 46-18 .....	35	35
Ottumwa - CB&Q Overhead Crossing .....	30	30
Ottumwa - May St. to Wapello St. incl. ....	10	10
MP 77-5 - CMStP&P Crossing .....	5	5
Pella - Clark St. Crossing .....	20	20
Monroe - Over two street crossing just West of depot ..	5	5
Bridge 909 trains handling derricks & pile drivers ..	5	5
Bridge 909 trains handling derricks & pile drivers ..	15	15
<b>SUBDIVISION 4D (except as shown below)</b>		
MP 248-21 CMStP&P Crossing .....	30	30
Oskaloosa - All street crossings .....	20	20
Oskaloosa - All street crossings .....	5	5
<b>SUBDIVISION 4E</b>		
MP 373-15 to MP 378-15 .....	25	25
MP 373-15 to MP 378-15 .....	15	15
<b>SUBDIVISION 31A (except as shown below)</b>		
MP 373-15 to MP 378-15 .....	25	25
MP 373-15 to MP 378-15 .....	15	15
<b>SUBDIVISION 31B</b>		
MP 373-15 to MP 378-15 .....	15	15
<b>SUBDIVISION 17A (except as shown below)</b>		
MP 264 to 268 .....	25	25
MP 264 to 268 .....	10	10
<b>SUBDIVISION 20A (except as shown below)</b>		
MP 82-27 CMStP&P Crossing .....	40	40
MP 82-9 CRI&P Crossing .....	20	20
MP 81-25 to MP 80-0 .....	20	20
MP 61-16 to MP 62-0 .....	35	25
MP 61-16 to MP 62-0 .....	25	25
MP 57-21 C&NW Crossing .....	20	20
MP 205-6 to 207 .....	20	25
MP 209-3 C&NW Crossing .....	30	20
<b>SUBDIVISION 20B (except as shown below)</b>		
MP 113-15 to MP 122-9 .....	35	35
MP 119-18 CGW Crossing .....	25	25
MP 119-18 CGW Crossing .....	20	20
MP 126-4 to MP 126-12 .....	20	25
MP 150 to MP 165-6 .....	25	25
MP 165-6 to MP 184 .....	20	20
<b>SUBDIVISION 20C (except as shown below)</b>		
Bridge 1489 .....	25	25
MP 148-3 to MP 151-12 .....	15	15
MP 148-3 to MP 151-12 .....	20	20
MP 154-12 to C&NW Crossing .....	20	20
MP 160 to MP 161-16 .....	20	20
MP 165-5 to MP 173 .....	20	20
<b>SUBDIVISION 21A</b>		
MP 165-5 to MP 173 .....	15	15
<b>SUBDIVISION 22A</b>		
MP 165-5 to MP 173 .....	20	20

1. When Northward absolute signal at south end of Carlisle siding, MP 64 pole 3, displays CLEAR aspect, Rule 281, or an APPROACH aspect, Rule 285, Northward trains may move on main track at Carlisle to next signal governing.

2. Newport is the initial station for southward trains.  
2a. Inver Grove is the initial station for southward extra trains.  
2b. Clear Lake Junction is the initial station for Southward trains.  
2c. Short Line Junction is the initial station for trains originating there.

2d. Des Moines is the initial station for trains originating there.  
2e. Washington is the initial station for trains originating there.  
2f. Atchison, Mo. Pac. 14th Street yard office is the initial station for trains leaving Atchison.

2g. Altoona is the initial station for Eastward trains Sub. Div. 4-C.  
3. Trains departing from Trenton must obtain clearance.

3a. Trains may leave Coburn without clearances.  
3b. Westward Union Pacific trains and Eastward Santa Fe trains will be required to get their train orders at St. Joseph yard office at the time they register.

3c. Trains may leave Evans Jct., Mt. Zion, Keosauqua, Hollandale, Indianola, Titonka and Hayfield Jct., without clearance.

3d. Trains may leave Washington and Keokuk without clearance, when train order office is closed.

3e. Trains Subdivision 17a may leave Clarks Grove without clearance.

3f. Trains Subdivision 20b may leave Lakota and Garner without clearance when train order signal indicates proceed.

3g. IC northward trains may leave Glenville without a clearance.  
3h. Northward trains originating at Inver Grove need not obtain clearance.

3i. Southward first class trains and extra passenger trains will secure CRI&P clearance at Minneapolis.

Rule 83: Manly, Trenton, Keokuk, Eldon Yard  
Albert Lea, Inver Grove, Iowa Falls Yard, Dows, Lakota, Lake Park, Sibley, Short Line Jct., Des Moines for trains originating or terminating. Clarks Grove and Hollandale for trains originating and terminating Subdivision 17A. Allerton and Evans Jct. for regular trains. Pipestone for trains originating or terminating.

3k. Trains originating at Kansas City U.D. will secure CRI&P clearance at that location.

3l. Eastward CMStP&P trains originating at Kansas City U.D. or West Wye Tower that are to operate beyond Polo on CMStP&P must obtain a CMSt&P clearance Form A in addition to the required CRI&P clearance.

3m. Eastward Second Class and Extra trains originating Armourdale Yard will obtain clearance at West Wye Tower except when routed via Kansas City U.D. KCT and KCS to Air Line Jct. will obtain clearance at Mo. River Drawbridge.

3n. Westward CMStP&P trains that are to enter Subdivision 29 at Polo must obtain CRI&P clearance Form CT-94-A at Laredo.

3o. Southward trains may leave Newport without clearance.

4a. At Manly Nos. 17-18 and Nos. 19-190 and Nos. 201-20 will register by form 1339.

4b. At Manly C&NW trains may register by form 1339.

4c. Nos. 17 and 18 will register by form 1339 at Allerton.

## SPECIAL INSTRUCTIONS - Continued

4d. First class trains may register by form 1339 at Eldon Yard and Trenton.

4e. At Donovan only westward regular trains are required to register.  
4f. Southward trains Subdivision 31 for movement to Subdivision 28 be governed by signal indications at Allerton and need not obtain clearance at Allerton. Northward trains Subdivision 31 be governed by Rule 83 at Allerton.

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

Minneapolis-Passenger station.	Keokuk.
Inver Grove-Yard Office and engine house.	Eldon-Yard and engine house.
Albert Lea-CRI&P passenger station.	Sibley.
C&NW Yard office.	Laredo, CMStP&P Enginemen's Room and Depot.
	Washington.
Manly-Passenger station and yard office.	Kansas City, Kan.-Yard Office and engine house.
Iowa Falls-Yard	Kansas City, Mo.-U.D. telegraph office.
Short Line Jct.-Yard office and engine house.	Knoche Yard CMStP&P Yard office room house and West Wye Tower.
Des Moines-Passenger station,	St. Joseph-Yard office.
C&NW Yard Welfare Room.	Atchison-Mop 5th St. office.
C&NW-Engine house.	Dows, Passenger Station
West Des Moines.	Estherville Engine House.
Ottumwa Yard.	Lake Park, Sioux Falls.
Trenton Yard and Enginemen Room	Gowrie

5a. 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:

Trenton	Des Moines - C&NW Engine House
Polo	House
Kansas City, Kan. - Yard Office	West Des Moines
Kansas City, Kan. - Engine House	Laredo
Kansas City, Mo. - Union Depot	Albert Lea { C&NW Yard Office
St. Joseph - Yard Office	{ CRI&P Psgr. Station
St. Joseph - U.T. Co. Yard Office	Inver Grove - Yard Office
Atchison-Mop - 5th St. Office	Minneapolis- Psgr. Station
Manly { Psgr. Station	Iowa Falls { Psgr. Station
{ Yard Office	{ Yard Office
Short Line Jct. - Yard Office	Dows
Short Line Jct. - Engine House	Estherville
Des Moines - Telegraph Office	Lake Park
	Sibley
	Sioux Falls
	Gowrie
	Allerton
	Eldon Yard
	Washington.

7. 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.

8. f - Flag stop to receive or discharge traffic.  
g - Conditional stop for revenue passengers only.  
s - Regular Stop.

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

Sub-Div.	MP	Crossing	Remarks	Operated by	Normal Position Gates AGAINST	Light Arrangement for	
						Stop	Proceed
4c	0.7	CB&Q .....	.....	.....	.....	.....	.....
4c	30.0	CB&Q .....	.....	.....	.....	.....	.....
4d	301.4	C&NW .....	.....	.....	.....	.....	.....
17	252.4	CMStP&P ..	.....	.....	.....	.....	.....
18	119.9	C&NW .....	.....	.....	.....	Red	.....
20	153.0	C&NW .....	.....	.....	.....	.....	.....
20	184.3	CMStP&P ..	.....	.....	.....	.....	.....
20b	119.6	CGW	Electric Lock Gate	Trainmen	CRI & P...	Red	.....
20b	127.8	C&NW .....	.....	.....	.....	.....	.....
20b	128.8	CGW	.....	.....	.....	.....	.....
20b	146.1	CMSt P&P ..	Gate	Trainmen	CRI&P...	Red	.....
21	257.6	C&NW .....	Electric Lock Gate	Trainmen	CRI&P...	Red	.....
21	283.7	IC .....	.....	.....	.....	.....	.....
21	315.9	GN .....	.....	.....	.....	.....	.....
21	316.0	C&NW .....	.....	.....	.....	.....	.....
22	313.4	CMStP&P ...	.....	.....	.....	.....	.....
22	313.7	GN .....	.....	.....	.....	.....	.....
23	435.2	CGW .....	Gate	Trainmen	CRI&P....	Red	.....
23	484.3	CMSt&P&P ..	.....	.....	.....	.....	.....
30	497.8	CB&Q .....	.....	.....	.....	.....	.....
30a	498.2	CB&Q .....	.....	.....	.....	.....	.....
30a	498.7	CB&Q .....	.....	.....	.....	.....	.....
30a	498.7	AT & SF .....	.....	.....	.....	.....	.....
30a	499.1	CB&Q .....	.....	.....	.....	.....	.....

11a. Des Moines, West 11th St. MP 358.3. 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.

11b. Inver Grover Draw Bridge 3450 protected by Automatic Interlocking.

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

Sub-Div.	MP Location	Crossing	Sub-Div.	MP Location	Crossing
4d	248.7	CMStP & P	20a	209.1	C&NW
17	303.0	CGW	20c	154.4	C&NW
18	164.1	CGW	21	292.2	GN
18	164.2	C&NW	21	314.5	CMStP&P
20	126.8	CGW	22	333.9	C&NW
20	135.8	C&NW	23	446.8	I.C.
20a	57.7	C&NW	23	514.4	CMStP&P
			30	439.8	Wabash
			30A	513.9	CBQ

14. Following rule in effect on Subdivision 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.

## SPECIAL INSTRUCTIONS - Continued

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

Between E. 4th St. and W. 11th St., Des Moines, all trains and engines will move at LOW SPEED.

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

Trains and engines may move against the current of traffic between Des Moines passenger station and Short Line Tower when protection has been afforded by yardmaster and crew so notified.

15b. Trains operating in back up movement between Short Line Jct. and Des Moines passenger station reduce speed to 10 MPH over all street crossings.

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

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

16b. Trains between Division and Robert Streets, St. Paul, will be governed by St. Paul Union Depot operating rules.

White oscillating headlight must be turned out between east yard limits South Minneapolis and passenger depot Minneapolis, and between Division Street and Chestnut Street, St. Paul.

16c. Trains between Comus and Rosemount will be governed by CMStP&P (Iowa, Minnesota and Dakota Division) time table and operating rules.

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

16e. Trains between Winthrop and Atchison U.D. will be governed by rules of the Atchison & Eastern Bridge Co.

16f. Trains between Atchison U.D. and Atchison Yd. will be governed by time table and rules of the AT&SF Ry.

16g. Sub-Division 4c between CRI&P and C&NW Jct., trains will be governed by special instructions in current time table of M&StL Division of C&NW Ry.

18. At C&NW Junction Mile Post 358-6, trains moving against current of traffic will stop before crossing intersection. All trains and engines moving with current of traffic approach intersection at RESTRICTED SPEED.

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

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

If Signal 3587 does not indicate proceed after junction switch and both crossover switches have been lined, be governed by Rule 351.

18a. West Des Moines: The end of Two Main Tracks and C&NW 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 First St. When ready to proceed, Home Interlocking signal will clear if block is unoccupied when forward end of engine, or car, is a short distance West of First Street.

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.

18b. At Liberty, eastward and westward movements from the siding are governed by Dwarf signals located at the clearance points, these signals will not display Proceed-indication until the switches have been lined nor until the block is clear.

At Liberty, the Dwarf signals governing movements from the siding will display a Proceed-indication only when the switches are lined to correspond with the setting of the levers at Missouri River Drawbridge and Birmingham; the operator at Missouri River Drawbridge will notify the trainman or the engineer how these switches are to be lined.

At Excelsior Springs a two unit routing signal is located at the approach to the west end of the siding. When the upper unit displays a Proceed-indication, trains will hold the main track prepared to stop at the next signal, and when the lower unit displays a Proceed at Restricted Speed indication, the train must take the siding.

18c. In case of failure of an interlocking home signal at the crossing with Wabash at Birmingham and Lock Springs, train or enginemen will

operate emergency switch in sealed box on side of relay house at the crossing in accordance with posted instructions.

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, one long
- To or from "SL" Transfer - Two long, one short
- To or from IC Transfer - Four short

Manly:

- CRI&P Main Track - One long
- To C&NW Main Track - Four short
- To CGW Main Track - One long, one short

At St. Joseph, Missouri River Bridge and Interlocking:

- East End of Missouri River Bridge:
  - CRI&P Route - One long, one short, one long
  - Union Pacific Route - One long, one short

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

21b. Westward trains enroute to C&NW will sound four short blasts of whistle approaching West Des Moines. A train holding main track at meeting point must not pass beyond overlap sign nor open switch beyond the overlap sign until opposing train has entered siding and siding switch has been lined normal.

26a. Authority to pass absolute signals indicating stop at Draw Br idge 3450 may be given by bridge tender.

Southward absolute signal located at the north end of draw bridge 3450 also protects spring switch at Wye track.

26b. Manly - Between MP 224-38 and MP 225-10, movements of trains and engines are governed by signal indication controlled by operator Manly train order office.

Within these limits trains or engines must not enter or foul main track or reenter main track after having cleared it, except by authority of operator. Southward (D warf) absolute signal located on siding at MP 225-10 governs movements through cross over to main track southward to "End of block Sign."

26c. In event an IC train is delayed Glenville, doing station work, its crew will push the button located in iron box east of highway crossing near absolute signal to indicate train is ready to enter the control section.

27. Drawbridges are located as follows:

- Inver Grove; Mississippi River.
- St. Joseph; Missouri River.
- Atchison; Missouri River.
- Sub-Div. 29 MP 303; Missouri River.

28. 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
28	300.1	Thru Truss.
28	328.7	Thru Truss.
28	399.4	Thru Truss.
28	415.8	Viaduct.
29	419.5	Thru Truss.
29	435.5	Thru Truss.
29	451.3	Thru Truss.
29	460.4	Delivery Chute & Apron, Polo South Track.
29	Missouri River	Thru Truss Truman Bridge.
29	Locust Street	ASB Bridge Viaduct.
29	CGrand Avenue	Viaduct.
29	Hannibal Bridge	Railway Bridge Overhead.
29	4th & Bluff St.	Railway Br idge KCS Overhead.
29	4th & Bluff St.	Viaduct.
29	6th Street	Intercity Viaduct.
29	Henning St.	Foot Br idge overhead
29	9th Street	Street railway overhead.
29	Santa Fe St.	Viaduct.
29	James St.	Viaduct.
29	U.P. Ry. Br.	Thru Truss Kansas River
29	Near Berger St.	Viaduct KCT
29	10th St. K.C.Ks.	Viaduct

## SPECIAL INSTRUCTIONS - Continued

28.-Continued.

Sub-Div.	Mile Post	Kind of Structure
30	456.7	Thru Truss.
30	484.4	Viaduct.
30	489.2	Thru Truss.
30-A	499.3	Viaduct 6th St. St. Joseph.
30-A	518.7	Thru Truss Mos. River
30-A	Atchison Yard	Viaduct 6th St.
17	253.1	Viaduct.
	284.6	Viaduct.
	284.9	Viaduct.
	297.1	Viaduct.
	299.6	Viaduct.
	339.7	Viaduct.
	340.0	Viaduct.
18	81.0	Viaduct.
	96.7	Viaduct.
	109.8	Viaduct.
21-A	253.3	Viaduct.
23	440.4	Viaduct.
	492.1	Viaduct.
31	6.2	Viaduct.
	10.4	Viaduct.
	14.4	Viaduct.
	15.2	Viaduct.
	17.9	Viaduct.
	22.8	Viaduct.
	23.7	Viaduct.
31	27.6	Viaduct.
	28.7	Viaduct.
	35.0	Viaduct.
	36.0	Viaduct.
	36.5	Viaduct.
	38.7	Viaduct.
	40.3	Viaduct.
	41.4	Viaduct.
	46.8	Viaduct.
	52.0	Viaduct.
	55.0	Viaduct.
	55.5	Viaduct.
	58.5	Viaduct.
	61.0	Viaduct.
	61.9	Viaduct.
	68.6	Viaduct.
4-C	72.3	Truss Span
	7.0	Truss Span
	17.8	Viaduct.
	36.0	Truss Span
	45.3	Viaduct
	47.7	Truss Span
	74.5	Viaduct
4-D	100.6	Viaduct
	251.7	Truss Span
	271.9	Truss Span
	285.1	Viaduct
	288.3	Truss Span
	290.5	Viaduct
	294.0	Truss Span
	301.8	Viaduct
	301.9	Viaduct
31-A	302.0	Viaduct
	385.4	Viaduct

31. Industrial or spur tracks are located at:

Sub. Div.	Mile Post	Name	Car Capacity
17	286.5	Wickes Lumber Co. . . . .	24
4c	36.5	Midwest Rendering Works . . . . .	10
4c	54	Douds Stone Co. . . . .	12
4c	94.9	Atlas Coal Co. . . . .	12
4c	306.7	Carbon Hill Coal Co. . . . .	7
18	76.8	IU Transfer . . . . .	30
18	78.5	General Mills Spur . . . . .	39
18	159.8	Federated Power Plant . . . . .	20
20	196.3	Graettinger Gravel Pit . . . . .	68
20	205.2	Virginia Spur . . . . .	11
21	256.7	Town & Country Gas Co. . . . .	1
21	284.9	Champlin . . . . .	30
21a	251.12	Granstead Spur . . . . .	4
22	299.1	Granstead Spur . . . . .	2
22	312.8	Botsford Lbr. Co. . . . .	5
20b	137.3	Power Spur . . . . .	4
23	464.2	PAM . . . . .	12
23	508.2	Moneta . . . . .	39
28	341.0	Casale Coal Mine . . . . .	20
29	473.0	Mud Spur Setout Track . . . . .	11
31	66.8	General Mills . . . . .	156
31	66.8	Farmers Elevator Co. . . . .	184
31	72.0	Goodwin Brick & Tile Co. . . . .	62

34. "Precautions, unusual conditions," When snow plows are operated preceding or following other trains, Absolute Block between open stations must be maintained between such trains in territory involved. If necessary, Dispatchers must call Operators to establish communication. These requirements do not modify Rule 99.

When handling snow plows in snow territory a maximum speed of 30 MPH must not be exceeded, except when using Vanderbilt type snow plow the officer in charge is authorized to permit a maximum speed of 40 MPH if conditions permit.

Snow plows, and Diesel Units with pilot plows, while in road operation will not exceed 5 MPH when meeting or passing or being passed by a passenger train.

When temperature is 10 degrees or more below zero, maximum speed of Rocket trains and trains 3 & 4 will be 70 MPH. Conventional passenger trains and freight trains must not exceed a speed of 10 MPH less than the maximum authorized speed.

34a. Speedometers on road engines in main line service must be checked by observing time between mile post twice on each trip. The location, speed, and any variation must be shown on work report.

34b. Engines must not be operated over car dump new elevator Avon.

The following letters and symbol 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.
- \*--Radio Installation.

Subdivision 28.  
Centerville, Iowa. The mine tippie at Casale coal mine spur at New Block Coal Co., MP 341.0 will not clear box cars or engines on tracks Nos. 2 and 3.

# COMMUNICATION OFFICES

## OFFICE HOURS

Week Days  
Except Saturdays

\*Sundays and Holidays

\*\*Saturdays

### SUBDIVISION 17

Manly	Continuous	
Northwood	7:30 a.m.	4:30 p.m.
Albert Lea (R.I.)	*-*** 7:30 a.m.	4:30 p.m.
	3:30 p.m.	11:30 p.m.
Albert Lea (C&NW)	Continuous	
Clarks Grove	8:00 a.m.	5:00 p.m.
(B) Ellendale	7:30 a.m.	11:30 a.m.
	3:30 p.m.	4:30 p.m.
(B) Hope	1:00 p.m.	3:00 p.m.
Owatonna	*-*** 6:00 a.m.	2:00 p.m.
	3:00 p.m.	11:00 p.m.
Medford	7:30 a.m.	4:30 p.m.
Faribault	*-*** 6:00 a.m.	3:00 p.m.
Inver Grove	Continuous	

### SUBDIVISION 18

Manly	Continuous	
Clear Lake Jct.	Continuous	
Sheffield	8:00 a.m.	5:00 p.m.
Hampton	7:30 a.m.	4:30 p.m.
Iowa Falls	*-*** 9:00 a.m.	5:00 p.m.
	*-*** 9:00 p.m.	5:00 a.m.
Buckeye	7:30 a.m.	4:30 p.m.
McCallsburg	7:00 a.m.	4:00 p.m.
Nevada	7:30 a.m.	4:30 p.m.
Cambridge	7:00 a.m.	4:00 p.m.
Short Line Jct.	Continuous	
Des Moines	Continuous	

### SUBDIVISION 31

Des Moines	Continuous	
Short Line Jct.	Continuous	
Carlisle	8:00 a.m.	5:00 p.m.
Melcher	7:00 a.m.	4:00 p.m.
Chariton	*-*** 12:01 a.m.	8:00 a.m.
	*-*** 10:30 a.m.	6:30 p.m.
Allerton	Continuous	

### SUBDIVISION 28

Eldon Yard	Continuous	
Centerville	*-*** 8:00 a.m.	4:00 p.m.
	*-*** 11:30 p.m.	7:30 a.m.
Seymour	7:00 a.m.	4:00 p.m.
Allerton	11:00 a.m.	7:00 p.m.
	11:30 p.m.	7:30 a.m.
Princeton	7:15 a.m.	4:15 p.m.
(L) Mercer	7:00 a.m.	11:00 a.m.
(L) Spickards	12:45 p.m.	3:05 p.m.
Trenton	Continuous	

### SUBDIVISION 29

Trenton	Continuous	
Palo	7:00 a.m.	4:00 p.m.
Lawson	7:00 a.m.	4:00 p.m.
Excelsior Springs	7:30 a.m.	4:30 p.m.
Liberty	7:00 a.m.	4:00 p.m.
Birmingham	Continuous	
Mo. River Drawbridge	Continuous	
West Wye Tower	Continuous	
Kansas City U.D.	Continuous	

### SUBDIVISION 30

(M) Jamesport	7:00 a.m.	11:00 a.m.
(M) Gallatin	12:30 p.m.	3:30 p.m.
Maysville	7:30 a.m.	4:30 p.m.

( ) Dualized stations.

### SUBDIVISION 30-A

St. Joseph Yd.	7:00 a.m.	3:00 p.m.
	*-*** 3:30 p.m.	11:30 p.m.

Atchison Mo.Pac.

5th St. Office	7:00 a.m.	4:00 p.m.
	9:00 a.m.	5:00 a.m.

### SUBDIVISION 31-A

Carlisle	8:00 a.m.	5:00 p.m.
Indianola	8:30 a.m.	5:30 p.m.

### SUBDIVISION 23

Gowrie	8:00 a.m.	5:00 p.m.
Manson	7:00 a.m.	4:00 p.m.
Palmer	8:30 a.m.	5:30 a.m.
Pocahontas	8:00 a.m.	5:00 p.m.
Laurens	8:00 a.m.	5:00 p.m.
Royal	8:30 a.m.	5:30 p.m.
Hartley	8:15 a.m.	5:15 p.m.
Melvin	7:45 a.m.	4:45 p.m.
Sibley	7:30 a.m.	4:30 p.m.

### SUBDIVISION 21-A

(I) Kanranza	12:30 p.m.	2:00 p.m.
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### SUBDIVISION 22-A

(K) Luverne	9:00 a.m.	3:00 p.m.
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### SUBDIVISION 4-C

Keokuk	8:30 a.m.	5:30 p.m.
Douds	7:00 a.m.	4:00 p.m.
Ottumwa Yard	7:30 a.m.	4:30 p.m.
Eddyville	8:00 a.m.	5:00 p.m.
Pella	8:00 a.m.	5:00 p.m.
(N) Monroe	1:00 p.m.	4:30 p.m.
(N) Prairie City	8:00 a.m.	11:30 a.m.
Altoona	Continuous	
Short Line Jct.	Continuous	
Des Moines	Continuous	

### SUBDIVISION 4-D

Washington	7:00 a.m.	4:00 p.m.
Keota	7:30 a.m.	4:30 p.m.
Sigourney	7:30 a.m.	4:30 p.m.
Oskaloosa	*-*** 7:30 a.m.	4:30 p.m.

### SUBDIVISION 4-E

Keosauqua	8:00 a.m.	5:00 p.m.
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### SUBDIVISION 20

Iowa Falls	*-*** 9:00 a.m.	5:00 p.m.
	*-*** 9:00 p.m.	5:00 a.m.
(E) Popejoy	1:00 p.m.	3:00 p.m.
(E) Dows	11:30 a.m.	11:30 a.m.
	3:30 p.m.	4:30 p.m.
Clarion	7:30 a.m.	4:30 p.m.
Livermore	7:30 a.m.	4:30 p.m.
Bode	7:00 a.m.	4:00 p.m.
West Bend	7:30 a.m.	4:30 p.m.
Emmetsburg	7:00 a.m.	4:00 p.m.
Graettinger	8:00 a.m.	5:00 p.m.
Wallingford	8:30 a.m.	5:30 p.m.
Estherville	8:00 a.m.	4:00 p.m.
	10:00 p.m.	6:00 a.m.

### SUBDIVISION 21

Estherville	8:00 a.m.	4:00 p.m.
	10:00 p.m.	6:00 a.m.
Superior	8:00 a.m.	5:00 p.m.
Spirit Lake	8:00 a.m.	5:00 p.m.
Lake Park	7:00 a.m.	4:00 p.m.
(J) Ocheydan	8:00 a.m.	12:00 p.m.
	4:00 p.m.	5:00 p.m.
Sibley	7:30 a.m.	4:30 p.m.
Little Rock	8:00 a.m.	5:00 p.m.
(I) Ellsworth	7:00 a.m.	11:00 a.m.
	2:30 p.m.	4:00 p.m.
Rock Rapids	7:15 a.m.	4:15 p.m.
Lester	7:30 a.m.	4:30 p.m.
Sioux Falls	*-*** 8:00 a.m.	5:00 p.m.

### SUBDIVISION 22

Lake Park	7:00 a.m.	4:00 p.m.
(J) Round Lake	1:45 p.m.	3:15 p.m.
Worthington	7:00 a.m.	4:00 p.m.
(G) Reading	1:30 p.m.	3:00 p.m.
(G) Wilmont	8:30 a.m.	12:00 noon
Wilmont	3:30 p.m.	5:30 p.m.
(H) Lismore	8:30 a.m.	2:30 p.m.
(H) Kenneth	7:00 a.m.	8:00 a.m.
Kenneth	3:00 p.m.	4:00 p.m.
(K) Hardwick	7:30 a.m.	8:30 a.m.
Hardwick	3:30 p.m.	4:30 p.m.
Pipestone	8:00 a.m.	5:00 p.m.
(A) White	12:30 p.m.	3:00 p.m.
(A) Toronto	8:00 a.m.	11:00 a.m.
Toronto	3:30 p.m.	5:00 p.m.
Clear Lake	7:00 a.m.	4:00 p.m.

### SUBDIVISION 20-A

Albert Lea	*-*** 7:30 a.m.	9:00 p.m.
	1:00 p.m.	5:00 p.m.
(C) Conger	7:00 a.m.	7:30 a.m.
	3:30 p.m.	4:00 p.m.
(C) Walters	8:00 a.m.	3:00 p.m.
Bricelyn	7:30 a.m.	4:30 p.m.
Rake	8:00 a.m.	5:00 p.m.
Lakota	8:00 a.m.	5:00 p.m.
Swea City	7:00 a.m.	4:00 p.m.
Armstrong	8:00 a.m.	5:00 p.m.
Gruver	7:00 a.m.	4:00 p.m.
Estherville	8:00 a.m.	4:00 p.m.
	10:00 p.m.	6:00 a.m.

### SUBDIVISION 20-B

(E) Dows	7:30 a.m.	11:30 a.m.
	3:30 p.m.	4:30 p.m.
Belmond	7:30 a.m.	4:30 p.m.
Klemme	7:30 a.m.	4:30 p.m.
Garner	7:30 a.m.	4:30 p.m.
(D) Forest City	1:00 p.m.	3:00 p.m.
(D) Thompson	7:30 a.m.	11:30 a.m.
	3:30 p.m.	4:30 p.m.
Buffalo Center	7:00 a.m.	4:00 p.m.
Lakota	8:00 a.m.	5:00 p.m.

### SUBDIVISION 20-C

(F) Crystal Lake	10:30 a.m.	12:00 p.m.
	1:00 p.m.	2:00 p.m.
(F) Woden	8:00 a.m.	10:00 a.m.
	2:30 p.m.	5:00 p.m.
Titonka	8:30 a.m.	5:30 p.m.

### SUBDIVISION 17-A

Hollendale	8:00 a.m.	5:00 p.m.
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D. E. VISNEY - Asst. Superintendent . . . . . Des Moines  
 R. E. WILLIAMS - Asst. Superintendent . . . . . St. Paul  
 C. B. MURRAY - Asst. Superintendent . . . . . Estherville  
 C. K. HOLT --- Trainmaster . . . . . Trenton  
 R. G. VICK ---- Terminal Trainmaster . . . . . Des Moines  
 H. W. HEADLEY - Asst. Terminal Trainmaster . . . . . Des Moines  
 C. H. MEYERS -- Asst. Trainmaster . . . . . St. Joseph  
 K. O. THOMAS -- Master Mechanic . . . . . Des Moines  
 J. A. MEREDITH - Asst. Master Mechanic . . . . . Des Moines  
 E. F. JOHNSON -- Asst. Master Mechanic . . . . . Minneapolis  
 F. H. SPRENGER - Road Foreman Equipment . . . . . Des Moines  
 H. D. DAY -- Road Foreman Equipment . . . . . Trenton

C. W. GUENTHER - Chief Dispatcher . . . . . Des Moines  
 P. E. MANKINS --- Night Chief Dispatcher . . . . . Des Moines

W. H. WEBSTER  
 W. E. MURPHY  
 BLAIR HULL  
 H. M. ROZENBERG  
 K. E. ELYEA  
 J. E. MARSENGILL  
 D. B. YATES  
 D. K. SHORT  
 C. S. WINSHIP

} -- Dispatchers . . . . . Des Moines

#### OFFICIAL HOSPITALS

PLACE	NAME	TELEPHONE
Minneapolis . . . . .	Eitel . . . . .	FEderal 3-0505
St. Paul . . . . .	St. Joseph - 9th and Exchange . . . . .	CApital 2-6321
Mason City . . . . .	Park - 102 No. Washington . . . . .	423-4120
Hampton . . . . .	Franklin General - 17 1st SW . . . . .	456-2546
Iowa Falls . . . . .	Ellsworth - 110 Rocksylvana . . . . .	648-2537
Nevada . . . . .	Storey County . . . . .	EV. 2-2117
Des Moines . . . . .	Iowa Lutheran - 716 Parnell . . . . .	AM. 2-9301
Trenton . . . . .	Wright Memorial - 801 East 1st St. . . . .	EL. 9-2221
Kansas City, Kans. . . . .	Providence - 18th & Barnett . . . . .	DRexel 1-3140
Worthington . . . . .	Municipal - 1102 Forth Ave. . . . .	376-4141
Ottumwa . . . . .	Ottumwa - 1001 East Pennsylvania . . . . .	MU. 2-7511
Ottumwa . . . . .	St. Joseph - 1600 N. Ash St. . . . .	MU. 4-4651
Keokuk . . . . .	Graham - 1508 Fulton St. . . . .	524-1240