

SAFETY FIRST

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Fort Dodge, Des Moines & Southern Railway Co.

TIME TABLE No.

46

Taking Effect at 12:01 a. m.

SUNDAY, NOV. 21, 1954

Superseding Time Table No. 45

**For the Government and Information
of Employees Only**

**Not intended for the information of the public, nor as an
advertisement of the time of trains. The Company
reserves the right to vary therefrom as
circumstances may require**

FORT DODGE & DES MOINES

NORTHWARD

SOUTHWARD

First Class		STATIONS	Distance from Des Moines	Capacity of Sidings	First Class	
3	1				2	
DAILY	DAILY				DAILY	
P. M.		Time Table No. 46 Nov. 21, 1954			P. M.	
1.40		LEAVE DES MOINES		Yard	1.20	
f 1.43		1.37 Dean Ave.		Yard	f 1.11	
f		.29 Grand Avenue			f	
f 1.47		.53 Easton			f 1.07	
f 1.51		2.25 Highland			f 1.03	
f 1.53		1.12 Swanwood N	5.56	20	f 1.01	
f 1.59		3.63 Oralabor	9.19	23	f 12.56	
s 2.04		2.08 Ankeny D	11.27	23	s 12.51	
f 2.09		3.13 Wagner	14.40	4	f 12.44	
s 2.15		3.09 Alleman D	17.49	50	s 12.39	
f 2.22		4.97 Huxley	22.46	47	f 12.31	
f 2.27		2.43 Midvale	24.89	6	f 12.25	
s 2.32		3.44 Kelley Y-N	28.33	43	s 12.20	
f 2.37		3.16 Napier	31.49	22	f 12.13	
f 2.47		5.25 Ericson	36.74	15	f 12.06	
2.56		4.70 East Long Track		32	11.58	
3.00	A. M.	.96 BOONE D	42.40	Yard	11.55	
3.10	8.30	.63			11.43	
s 3.15	s 8.35	Boone Shops T	43.03	12	s 11.40	
P. M.		.45 W. Pass'g Track		36		
	f 8.46	5.09 Gravel Pit	48.57	5	f 11.25	
	s 8.51	2.01 Fraser	50.58	50	s 11.21	
	f 8.57	2.07 Niles	52.65	42	f 11.17	
	f 8.59	1.05 Wolf	53.70	5	f 11.15	
	s 9.10	4.91 Boxholm D	58.61	35	s 11.04	
	s 9.16	4.12 Hope Y	62.73	40	s 10.58	
		3.90				
	s 9.22	Harcourt D	66.63	44	s 10.52	
	f 9.28	4.28 Palm Grove	70.91	17	f 10.46	
	f 9.33	2.98 Lundgren	73.89	24	f 10.41	
	f 9.39	4.02 Roberts	77.91	26	f 10.35	
	f 9.41	1. Summit	78.91		f 10.33	
	f 9.46	1.87 Shady Oak	80.78		f 10.28	
		2.05				
	s 9.52	East Fort Dodge	82.83	Yard	s 10.22	
	10.00	1.92 FT. DODGE D	84.75		10.15	
	A. M.	ARRIVE LEAVE			A. M.	
3	1				2	

**Northward Trains are Superior to
Southward Trains of the Same Class**

SPECIAL RULES

Read and Study Carefully, Important Changes Have Been Made

General Rules and Regulations governing employees of the operating department are issued in book form dated, April 1, 1916. Every employee, whose duties are in any way prescribed by these rules must always have a copy of them at hand when on duty. Important changes have been made.

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

Northward trains will take siding when meeting southward trains at East Long Track Boone and West Passing Boone.

First Class Train will not leave Des Moines or Ft. Dodge without train order clearance from train dispatcher.

Standard Time

2. The clock in train dispatcher office at Boone will be taken as the standard time.

Yard Limits

3. All trains must approach yards under full control, so that it shall not be possible for them to strike any train or engine that may be inside yard limits. The entire responsibility in such cases rests with the approaching train. It will be understood that yard limits extend to the outside switches, unless otherwise designated by yard limit signs or special rules.

Speed Limit

4. Trains will not exceed speed of 5 miles per hour over High Bridge No. 13, about three miles north of Boone Shops, High Bridge F-9 over the Des Moines river just south of Shady Oak, Des Moines river bridge No. 20 between Riveria Park and Gravel Pit, and 20 miles per hour between Fraser and Niles.

All first class trains will not exceed 25 miles per hour between Summit and East Fort Dodge. All other trains will not exceed 15 miles per hour between the following points: Fort Dodge and Summit, between Niles and Fraser, between Gravel Pit and Boone.

All Switch, Work and Freight Trains will not exceed five (5) miles per hour between Easton Blvd. and 18th Street, Passenger trains will not exceed ten (10) miles per hour. All trains will not exceed ten (10) miles per hour over streets in Boone.

Road Crossing Stops

5. All Motormen will be on the constant lookout for traffic ON ALL public highways, using the greatest possible caution in approaching all OBSCURE PUBLIC HIGHWAYS.

All trains will come to full stop at Story Street, Boone, and send Flagman ahead before passing over the street.

All Trains will come to full stop in both directions at crossing North of Depot in Ankeny.

Crossings and Interlocking Plants

6. At all railroad crossings at grade which are not protected by interlocking plant, trains must come to a FULL STOP not less than 25 feet nor farther away than 50 feet before crossing and in the case of passenger trains, trainmen will walk ahead of train, look in both direction and know it is safe to cross before giving signal to proceed.

7. At all railroad crossings protected by manually operated interlocking plants when plant is out of order and the Towerman is unable to give proper semaphore signals, if the route is properly established and the signals on all conflicting routes are at stop the Towerman will go on the ground and stand in the center of the track and give trains signal with a green flag in the day time and a green light at night. Under no circumstances will

trains proceed over manually controlled interlocking crossings until semaphore is properly set or signals given as above.

All trains will reduce speed to not over twenty (20) miles per hour between approach signals at all interlocking plants.

Automatic Plant Operation

At automatic interlocking plants, when the home signal is found at stop, a trainman shall go to the crossing and if no conflicting movement is evident, he shall use the push button and wait the required time. If at the end of the time interval, the home signal does not clear, the train shall not pass the home signal until adequate flag protection has been established in both directions on all opposing routes. In all cases, flagging shall consist of fusees placed not less than 200 feet from the crossing in both directions on all opposing routes.

Where color light signals are used at interlocking plants and fixed position distant signals are in use, the indication will be either a reflectorized yellow or a constant burning yellow light. Such distant signal will be identified by a round yellow background with a one (1) inch black stripe around the outside edge. The indication shall mean, proceed prepared to find the home signal at stop. Where color light indication signals are used at interlocking plants the home signal will be identified by a constant burning red marker light located five (5) feet directly below the operating signal indication. If for any reason this light is out, you will stop, be governed by the home signal indication, and report to the Dispatcher at first opportunity.

8. All southward trains will come to full stops before passing crossover between our line and C., R. I. & P. at Highland.

All northward trains will reduce speed to five (5) miles per hour and not proceed over the crossover until it is known that track is clear.

Test Brakes

9. Motormen must test air and hand brakes before starting out on each trip and know that they are in proper order.

Speed Restriction

10. Motormen must use the utmost care while running through City, Town or Suburban streets, and be prepared to stop train instantly to avoid collision with people or vehicles.

Bulletin Board

11. Conductors, Motormen, and Brakemen must examine Bulletin Board daily. Bulletin Board will be located at Boone Station, Boone Shops, Fort Dodge, E. Fort Dodge yard office, Kelley, Ames, Des Moines, Lehigh, and Webster City.

12. Southward freight or work trains will stop at Niles. Conductor will secure permission from dispatcher to proceed. Dispatcher will see that main line at Fraser is clear before allowing freight train to proceed down Fraser Hill. If conductor is unable to get permission on account of telephone trouble he may proceed on time table rights but must use extra precaution in approaching Fraser yards and be prepared to stop train instantly. All southward freight trains will come to full stop two hundred feet north of old main line switch near Fraser power house and know the main line is clear before proceeding.

Brakes Fraser Hill

13. On southward freight trains between Niles and Fraser, Trainmen must first examine brakes at Niles and see that they are in good working condition and turn up brake retainers to keep train under control before starting down the grade.

14. Northward freight, work or switch trains must not use main line from Fraser to Niles after a northward first class train is due out of Boone Shops and has not passed Niles without securing train order permission from Train Dispatcher to do so.

15. While a freight train is ascending the hill between Fraser and Niles no other train will be permitted to occupy main track between Gravel Pit and Niles.

16. Freight trains when doubling the hill from Fraser to Niles must take the rear portion of train to Niles on first trip,

SPECIAL RULES-Continued

leaving head portion of train on side-track at Fraser into clear of main line. This in order to avoid the necessity of leaving rear portion of train standing on Fraser hill while picking up head portion when same has been taken to Niles first. When necessary to cut freight train in two and double the hill from any point between Fraser and Niles, the portion to be left standing on the hill must not be detached until all hand brakes on same have been securely set.

Freight Trains on Lehigh Hill

17. While freight trains are moving in either direction between Border Plain and Lehigh no other train shall be permitted to occupy main line between these points.

Explanation of Characters.

D—Day Telephone Office.

F—Flag Stop.

N—Day and Night Telephone Office.

S—Regular Stop.

Registering Stations:—Boone, Rockwell City, Kelley, Ames, East Ft. Dodge, Lehigh, Webster City and Des Moines for all Trains.
Fort Dodge Passenger Terminal for passenger Trains.

Track Scales at East Fort Dodge Yard.

Turn Tables or Wyes:—Boone, Rockwell City, Kelley, Ames, Hope, Fort Dodge, East Fort Dodge, Evanston Jct., Webster City and East 18th Street, Des Moines.

INTERLOCKING PLANTS

Road	Location
C. G. W. R. R., Automatic	Fort Dodge
I. C. R. R. Mechanical	Fort Dodge Yard
C. & N. W. Ry., Mechanical	Harcourt
C. & N. W. Ry., Automatic	Kelley
C. M. & St. P. Ry., Mechanical	Rockwell City
I. C. R. R., Mechanical	Rockwell City
C. G. W. R. R., Mechanical	Rinard
M. & St. L. R. R., Automatic	Gowrie
C. & N. W. Ry., Automatic	Gowrie

PHYSICIANS AND SURGEONS

Dr. W. H. LONGWORTH Chief Surgeon & Examining Physician, Boone	
Dr. H. F. Keisling, Lehigh	Dr. T. J. Dorsey, Ft. Dodge
Dr. Geo. Montgomery, Ames	Dr. W. B. Lewis, Webster City
Dr. J. B. Priestley, Des Moines	
Dr. E. B. Dawson, (Alternate), Ft. Dodge	

AVOID DAMAGE

SWITCH CUSTOMER'S CARS CAREFULLY

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. with a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR — A BRISK WALK.

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

	Car Coupled at	Units of Destructive Force
Safe	1 mph	1
	2 "	4
	3 "	9
	4 "	16
Damaging	5 "	25
	6 "	36
	7 "	49
	8 "	64
	9 "	81
	10 "	100

ARTHUR P. WHEELLOCK, President

C. J. HILTS, Superintendent

DISPATCHERS

C. M. KELLY

F. H. BOSTWICK

L. W. KELLY

H. E. GUSTOFSON

C. C. NUTT

F. E. SHAEFFER