

Company Doctors

*H. B. NEEL	Albert Lea
*C. F. PALMER	Albert Lea
J. H. McCALL	Allerton
*C. F. BRUMMITT	Centerville
*A. L. YOCUM	Chariton
*DEAN CURTIS	Chariton
*A. L. NELSON	Des Moines
*J. B. FRASER	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
*G. H. ASHLINE	Keokuk
W. E. BULLOCK	Lake Park
H. L. PITLUCK	Laurens
C. L. SHERMAN	Luverne
*W. G. McALLISTER	Manly
*J. H. FAUST	Manson
*T. E. DAVIDSON	Mason City
*O. W. YOERG	Minneapolis
*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	Owatonna
H. C. VANDER MEULEN	Pella
*W. G. BENJAMIN	Pipestone
A. C. WABBENA	Rock Rapids
A. E. DAVIS	Seymour
*J. H. THOMAS	Sibley
*J. V. McGREEVY	Sioux Falls
*H. R. TREGILGAS	So. St. Paul
P. A. SCOTT	Spirit Lake
D. F. RODAWIG	Spirit Lake
*L. P. FORGRAVE	St. Joseph
*O. F. DUFFY	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
J. H. TAIT	Des Moines
G. S. MARQUIS	Des Moines
J. H. McNAMEE	Des Moines
J. E. BRESSETTE	Kansas City, Kans.
J. A. BILLINGSLEY	Kansas City, Kans.
J. B. DIXON	Mason City
D. O. BOVENMEYER	Ottumwa
W. C. WOLFE	Ottumwa
G. E. STRATE	St. Paul
*H. C. KIMBERLIN	Trenton

SEE PAGE 3 FOR HOSPITALS

Chicago, Rock Island & Pacific Railroad



TIME TABLE DES MOINES DIVISION FIRST DISTRICT

No.

6

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

SUNDAY, FEBRUARY 19, 1961

B. R. DEW
Superintendent

B. F. WELLS,
General Manager

This Time Table for the exclusive use
and guidance of Employees

SOUTHWARD

MAIN LINE

NORTHWARD

FIRST CLASS			SUBDIVISION 17 STATIONS				FIRST CLASS		
15	19	17	Time Table No. 6 February 19, 1961				20	16	18
Psg.	Psg.	Psg.	M. P. from Burlington	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Psg.	Psg.	Psg.
Daily	Daily	Daily					Daily	Daily	Daily
P.M. 8.25	P.M. 4.00	A.M. 11.30					A.M. 8.30	A.M. 8.45	P.M. 7.30
			364.9	3364	C	MINNEAPOLIS			
						11.5			
			353.4	3354	U	ST. PAUL			
						7.4			
			346.0	3346	RT	NEWPORT			
			344.1	3344	Q	INVER GROVE			
						10.9			
			333.5	3333		ROSEMOUNT			
			326.3	3326	F	FARMINGTON			
			319.5	3319	KS	CASTLE ROCK			
			313.4	3313	ND	NORTHFIELD			
			310.3	3310	DJ	DUNDAS			
			306.5	3306		COMUS			
			303.0			CGW Crossing			
			299.7	3300	BO	FARIBAUT			
			295.5	3296		KASPER			
			290.3	3291	MU	MEDFORD			
			284.3	3284	OT	OWATONNA			
			275.0	3275	HO	HOPE			
			268.7	3268	LN	ELLENDALE			
			260.9	3261	SA	CLARKS GROVE			
			252.7	3253	WB	ALBERT LEA--CRI&P			
			252.4			CMS&P Crossing			
			252.7		AB	ALBERT LEA--M&SIL			
			252.4			CMS&P Crossing			
			251.7	3252		CURTIS			
			245.6	3246		GLENVILLE			
			240.9	3241		GORDON, MINN			
			235.9	3236	KD	NORTHWOOD, IA			
			229.5	3230		KENSETT			
			226.5	3227		WEST YARD			
			225.1	3225	JU	MANLY			
						139.8			

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 and 20 receive and discharge revenue passengers to or from
points where scheduled to stop.

- No. 15 Faribault receive for Des Moines or beyond; receive
receive any station for Tucumcari and beyond.
- No. 16 discharge from Des Moines 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	65	15	17	16				18	66	68							
Freight	Freight	Psg.	Psg.	Psg.	Psg.	Freight	Freight										
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily										
P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.										
6.30	4.50	11.50	2.18	50	Yard	3225	JU.....MANLY	1.1 Rule 26c	* TO	202.1	130.7	RFWT Yd	5.20	4.00	1.00	9.30	
		P.M.					H.....C&NW Crossing	8.9 0.6	See T.T. Rule 16d	193.2	121.8						
6.52	5.10	12.15	2.33			82194	DF.....MASON CITY	0.6 0.6		192.6	121.2	Yd	5.05	3.48	12.20	9.00	
		A.M.					.....CMS&P Crossing	0.6 0.9		192.0	120.8					
6.56	5.15	12.19	2.37	96		82193	K.....CLEAR LAKE JCT	0.9 0.0		191.1	119.7	RYd	4.46	3.43	12.15	8.52	
							.....M&C&L Crossing	0.0								
7.08	5.26	12.28	2.44	53	10	82184	.....HURLEY	8.0 7.7	P	182.2	110.8		4.38	3.35	12.01	8.40
7.16	5.34	12.34	2.50	125	25	82178	GR.....SHEPHERD	4.4 4.4	TO	174.5	103.1		4.31	3.29	11.50	8.30	
7.22	5.40	12.38	2.54	49	13	82172	.....CHAPIN	5.9 5.9	P	170.1	98.7		4.27	3.25	11.40	8.24
							.....M&S&L Crossing	0.1 0.1		164.2	92.8					
							.....CGW Crossing	0.4 0.4		164.1						
7.33	5.51	12.46	2.59	51	39	82185	HM.....HAMPTON	8.3 7.2	TO	163.7	92.3		4.21	3.19	11.30	8.14	
							.....BRADFORD	0.5 0.5	P	155.4	84.0		4.12	3.12	11.15	8.02
7.43	6.02	12.54	3.12	69	35	82157	.....ARGON	0.0 0.0	P	148.2	78.8	Yd	4.05	3.04	11.00	7.50
7.50	6.20	1.01	3.20	80	38	82150	.....IC Crossing	0.3 0.3	P	147.7	76.3					
							.....CRI&P Crossing	1.1 0.3		147.7	76.3					
7.54	6.23	1.12	3.25			112	AQ.....IOWA FALLS	8.9 8.9	TO	147.4	76.0	WTY Yd	4.01	3.02	10.40	7.45	
							.....PURINA	4.5 4.5	P	146.3	74.9	Yd	3.50	2.56	10.37	7.40
7.59	6.25	1.14	3.27	55		82148	B.....BUCKEYE	7.8 7.8	TO	137.5	68.1		3.42	2.49	10.25	7.29	
8.09	6.37	1.22	3.35	125	20	82139	.....SHERMAN	5.5 5.5	P	133.0	61.8		3.38	2.45	10.15	7.23
8.15	6.43	1.26	3.39			22	.....GARDEN CITY	6.4 6.4	P	125.4	54.0		3.32	2.39	10.05	7.14
8.25	6.53	1.32	3.45	49	20	82127	.....M&S&L Crossing	0.1 0.1	UX	119.9	48.5					
8.38	7.03	1.37	3.50	90	28	82122	JF.....McCALLSBURG	6.4 6.4	TO	119.8	48.4		3.27	2.34	9.50	7.04	
8.46	7.12	1.43	3.55	50	23	82145	.....FERNALD	5.4 5.4	P	113.4	42.0		3.21	2.29	9.40	6.56
8.54	7.21	1.50	4.01	53	50	82109	NA.....NEVADA	3.9 3.9	TO	107.0	35.6		3.15	2.23	9.30	6.48	
8.59	7.26	1.54	4.04	49	30	82105	.....SHIPLEY	6.5 6.5	P	103.1	31.7		3.11	2.20	9.20	6.43
9.09	7.36	1.59	4.10	90	62	82098	JN.....CAMBRIDGE	7.1 7.1	TO	96.6	25.2		3.05	2.15	9.10	6.35	
9.18	7.46	2.05	4.16			23	.....ELKHART	6.7 6.7	P	89.5	18.1		2.58	2.09	8.58	6.27
9.23	7.52	2.08	4.19	125	19	82087	.....ENTERPRISE	4.9 4.9	P	85.3	13.8		2.55	2.05	8.50	6.22
9.31	8.01	2.13	4.25	51	30	82080	.....SWANWOOD	0.3 0.3	P	78.8	7.2	Yd	2.48	2.00	8.40	6.14
							.....CGW Crossing	2.0 2.0		73.7	2.3					
10.30	8.10	2.20	4.33		Yard	2172	X Short Line Jct	1.1 Rule 15 and 15a	TO	73.4	2.0	RFWT YYd	2.40	1.53	6.50	6.00	
P.M.	8.66						WX(CRI&P Cross.)	1.1 Rule 15 and 15a	TO			RFW Yd	2.30	1.47	8.10	P.M.	
		2.35	4.47			341	D Des Moines	1.1 Rule 15 and 15a	TO				A.M.	P.M.			

AUTOMATIC BLOCK SIGNALS MP 191-03 to MP 73-24 Rules 350 to 356, Incl.

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.

SOUTHWARD

MAIN LINE

NORTHWARD

SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 31 STATIONS	M. P. From West Wye Switch Allerton	Distance From Des Moines	Signs	FIRST CLASS		SECOND CLASS	
67	65	17	15								18	16	66	68
Freight	Freight	Psg.	Psg.				Time Table No. 6 February 19, 1961				Psg.	Psg.	Freight	Freight
Daily	Daily	Daily	Daily					Daily	Daily		Daily	Daily	Daily	Daily
		P.M.	A.M.									P.M.	A.M.		P.M.
		4.52	3.15	341	2174	DES MOINES	75.6	RFW Yd	1.40	2.00				
P.M. 11.30	A.M. 10.30	4.58 ⁶⁸	3.23	Yard	2172	SHORT LINE JCT (CRIP Crossing)	73.6	RFWT YYd	1.24	1.32			A.M. 6.00	P.M. 4.58
						DMU Crossing	73.4							
						CB&Q Crossing	72.9							
11.43	10.50	5.05	3.32	115	345	AYON	66.8	8.8	1.14	1.24	5.38	4.04		
11.45 P.M.	11.00	5.07	3.35	115	20	CARLISLE	64.7	10.9	1.12	1.22	5.34	4.00		
					5	HARTFORD	59.6	16.0						
12.02 A.M.	11.17	5.19	3.47	136	20	BEECH	52.8	22.8	1.00	1.10	5.15	3.41		
					12	NEPAS	44.0	31.6						
12.21	11.37	5.33	4.01	79	15	MELCHER	39.5	36.1	12.48	12.56	4.55	3.22		
12.33	11.49	5.43	4.11	125	63	WILLIAMSON	29.9	45.7	12.39	12.47	4.40	3.08		
12.41	11.57	5.55	4.30	73	54	CHARITON	23.4	52.2	12.32	12.41	4.30	2.58		
12.55 ¹⁶	12.19 ^{8 M}	6.08	4.43	125	20	MILLERTON	11.2	64.4	12.19	12.26	3.50	2.40		
1.03 ¹⁶	12.29 ^{8 M}	6.15	4.52	48	23	CORYDON	4.5	71.1	12.12	12.20	3.40	2.30		
1.10 A.M.	12.40 P.M.	6.21 P.M.	5.05 A.M.	120	207	ALLERTON	76.0		12.07 P.M.	12.10 A.M.	3.30 A.M.	2.20 P.M.		

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

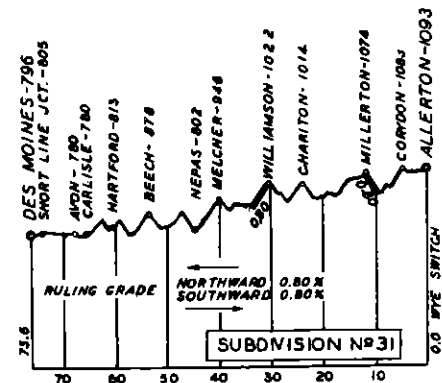
FORM Y ORDERS AUTHORIZED.

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.

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 Ave.	2700
Hampton	Lutheran - West Reeve St.	417
Iowa Falls	Ellsworth - 100 Rocksylvania	110
Nevada	Storey County	362
Des Moines	Iowa Lutheran - 716 Parnell	AM 2-9301
Trenton	Wright Memorial - 801 East 1st St.	EL 9-2221
Kansas City, Kan.	Providence - 18th & Barnett	Drexel 3140
Worthington	Manson - 1102 Farth Ave.	337
Ottumwa	Ottumwa - 1001 East Pennsylvania	5467
Ottumwa	St. Joseph - 1600 N. Ash St.	893
Keokuk	Graham - 1508 Fulten St.	231



WESTWARD

MAIN LINE

EASTWARD

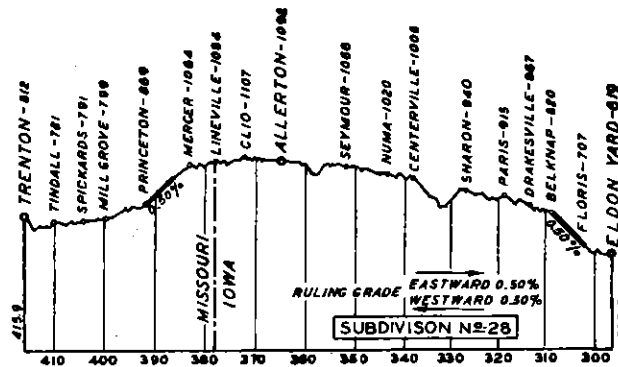
FIRST CLASS				M. P. from Chicago	Station Numbers	SUBDIVISION 28 STATIONS Time Table No. 6 February 19, 1961	Capacity of Other Tracks	Capacity of Sidings	Signs	FIRST CLASS			
3	17	15	39							4	18	16	40
Golden State	Psgr.	Psgr.	Psgr.							Golden State	Psgr.	Psgr.	Psgr.
Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily
P.M. 5.55			A.M. 3.30	296.6	292	ON			RFWY	A.M. 6.30			A.M. 1.30
				302.5	301		ELDON YARD	Yd					
6.07			3.42	308.5	308		FLORIS	P	13				
				308.5			BELKNAP	P	24	125	6.11		1.17
				311.6	311		Wabash Crossing						
6.15			3.51	316.6	317		DRAKESVILLE	P	7				
				324.4	324		PARIS	P	8	125	6.02		1.10
				331.1			SHARON	P		120			
				334.7	335		CB&Q Crossing						
g 6.32			s 4.11	343.8	344		CENTERVILLE	P	107	125	Y	g 5.44	s 12.51
				351.7	352		NUMA	P	8				
6.44			g 4.24	352.1			SEYMOUR	P	37	118		5.29	g 12.31
							CMS&P Crossing	P					
6.57	P.M. 6.22	A.M. 5.07	s 4.45	365.0	365		ALLERTON	* TO	160	120	RWY	5.01	P.M. 12.07
7.04	6.29	5.14	4.54	372.2	372		CLIO	P	16			39	A.M. 11.59
				378.2	378		LINEVILLE, IA	P	32				
7.14	6.40	5.23	5.05	383.1	383		MERCER MO	P	18	123		4.45	11.48
7.24	6.49	s 5.34	g 5.15	392.4	393		PRINCETON	P	50	102		4.37	11.39
7.30	6.55	5.40	5.21	399.8	400		MILL GROVE	P	11	135			
				404.3	404		SPICKARDS	P	21				
7.39	7.05	5.49	5.31	410.3	410		TINDALL	P	14			4.20	11.23
s 7.50	s 7.11	s 5.55	s 5.40	415.9	416		TRENTON	* TO	Yd		RFWT	4.15	11.17
P.M.	P.M.	A.M.	A.M.								Yd	A.M.	11.10
													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. 39 and 40 receive or discharge for and from stop points.

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



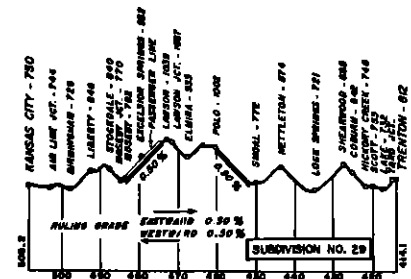
MAIN LINE WESTWARD

FIRST CLASS												SUBDIVISION 29 STATIONS	
WABASH			C.R.I. & P.							Capacity of Sidings	Capacity of Other Tracks	Time Table No. 6 February 19, 1961	
209	203								Yard				
Psgr.	Psgr.	3	17	15	39								
Daily	Daily	Golden State Daily	Psgr. Daily	Psgr. Daily	Psgr. Daily								
			P.M. 7.55	P.M. 7.15	A.M. 6.00	A.M. 5.50						RN DS .. TRENTON	
												0.9 ... YARD JCT.	
												2.4 ... LAKE	
												2.6 ... SCOTT	
			8.02	7.23	6.06	5.56						1.4 ... HICKORY CREEK ...	
												3.4 ... COBURN	
												2.3 ... SHEARWOOD	
			8.15	7.38	6.20	6.10		125	36			7.5 ... LOCK SPRINGS	
												0.1 ... WABASH CROSSING	
			8.23	7.46	6.32	6.22		125	12			8.6 ... NETTLETON	
			8.29	7.52	6.38	6.28		125	22			6.8 ... SHOAL	
			8.39	8.05	6.48	6.38		125	49			10.2 PO. ... POLO	
												7.2 ... ELMIRA	
			8.49	8.15	6.58	6.48						4.0 SN. ... LAWSON JCT.	
												1.3 ... LAWSON	
				8.27				88	24			6.6 ... EXCELSIOR SPRINGS ..	
												4.7 ... MOSEBY	
			9.00	8.32	7.08	6.58						0.6 ... MOSEBY JCT.	
												2.6 ... STOCKDALE	
												4.9 ... LIBERTY	
												5.5 BGWABASH CROSSING ..	
												2.5 ... BIRMINGHAM	
												1.5 MO. RIVER DRAWBRIDGE	
												0.3 ... FREIGHT LINE JCT. ..	
												1.3 WY WEST WYE TOWER ..	
												1.3 ... KNOCHE YARDS ...	
												0.4 ... FREIGHT LINE JCT. ..	
												0.6 ... AIR LINE JCT.	
												C&A and MO. PAC. XING	
												0.3 ... KCS JCT.	
												5.4 ... KCT JCT.	
			8.55 P.M.	2.25 P.M.								94.1 ... US KANSAS CITY, MO.	

SIGNAL INDICATION, RULE 400-406

TWO MAIN TRACKS

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.



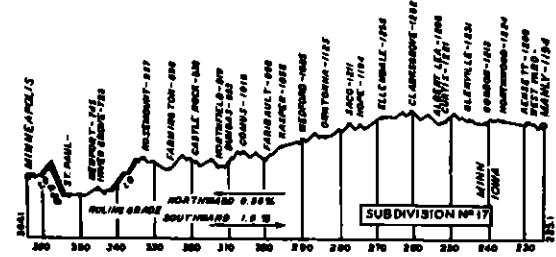
MAIN LINE EASTWARD

SUBDIVISION 29 STATIONS Time Table No. 6 February 19, 1961	M.P. from Chicago	M.P. from Davenport	Station Numbers	Signs	FIRST CLASS							
					C.R.I. & P.				WABASH			
					4	18	16	40			210	
					Golden State Daily	Psgr. Daily	Psgr. Daily	Psgr. Daily			Psgr. Daily	
..... TRENTON	414.1		416	REWT Yd.	A.M. 4.12	A.M. 11.10	P.M. 11.05	P.M. 11.15				
..... YARD JCT.	415.0				4.11	11.07	11.00	11.10				
..... LAKE	417.4											
..... SCOTT	420.2				4.06	11.01	10.54	11.04				
..... HICKORY CREEK	421.6		424									
..... COBURN	425.0		427									
..... SHEARWOOD	427.3		24002									
..... LOCK SPRINGS	434.8		24010		3.54	10.49	10.40	10.50				
..... WABASH CROSSING	434.9											
..... NETTLETON	443.5		24019		3.47	10.42	10.32	10.42				
..... SHOAL	450.3		24025		3.41	10.36	10.27	10.37				
..... POLO	460.5		24036		3.33	10.28	10.17	10.27				
..... ELMIRA	467.7		24043									
..... LAWSON JCT.	471.7				3.22	10.18	10.07	10.17				
..... LAWSON		274.8	24047									
..... EXCELSIOR SPRINGS		281.4	24055			10.09	9.57	10.07				
..... MOSEBY		286.8	24058	W								
..... MOSEBY JCT.	482.6				3.11	10.00	9.47	9.57				
..... STOCKDALE		290.1	24061									
..... LIBERTY		295.0	24066									
..... (WABASH CROSSING) BIRMINGHAM		300.5	24072		3.00	9.50	9.35	9.45		A.M. 10.45		
..... MO. RIVER DRAWBRIDGE		302.5		Yd	2.57	9.47	9.32	9.42		10.42		
..... FREIGHT LINE JCT.		304.3			2.55	9.45	9.30	9.40		10.40		
..... WEST WYE TOWER				RTY								
..... KNOCHE YARD												
..... FREIGHT LINE JCT.		304.3			2.55	9.45	9.30	9.40		10.40		
..... AIR LINE JCT.		304.8			2.54	9.44	9.29	9.39		10.39		
..... C&A and MO. PAC. XING K.C.S. JCT.												
..... K.C.T. JCT.												
..... KANSAS CITY, MO.			60054		2.40 A.M.	9.30 A.M.	9.15 P.M.	9.25 P.M.		10.25 A.M.		

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.
 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				Time Table No. 6						Mixed	
			Daily Except Sunday				February 19, 1961						Daily Except Sunday	
			A.M. 7.10			427	.....	COBURN	P	427.1	.....		P.M. 7.26
			s 7.28	26	20	431	RT.....	JAMESPORT	TO	431.5	.....	s 7.18	
						25	.....	Wabash Crossing		439.8	.....		
			s 8.05			24	441	QD.....	GALLATIN	441.2	.....	s 7.00	
			f 8.31			6	449	.....	ALTAMONT	448.7	.....	f 6.45	
			f 8.55			14	458	.....	WEATHERBY	458.0	.....	f 6.25	
			s 9.20	35	25	466	MC.....	MAYSVILLE	TO	465.6	.....	s 6.08	
			f 9.35			17	470	.....	AMITY	469.9	.....	f 5.57	
			f 10.00	58	15	478	.....	CLARKSDALE		478.2	.....	f 5.42	
			10.45 A.M.			Yard	498	SY.....	ST. JOSEPH YD.	TO	497.7	RFWY Yd	5.01	
								CB&Q Crossing	UX	497.8	.....	P.M.	

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											
	Mixed	ATSF	MoPac				Time Table No. 6				Mixed	MoPac	ATSF	
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday				February 19, 1961				Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	
	P.M. 12.40	A.M. 4.01	A.M. 12.15		Yard	58030	S.....	ATCHISON	TO	519.4	RFWY Yd	A.M. 11.30	P.M. 5.00	P.M. 6.15
	s 12.45	4.03				58030	.....	Atchison U. D., Kan.		518.8	.....	s 11.05	4.57	6.12
								WINTHROP		518.3	.....		
	s 1.03	4.13	12.32	56	25	58025	.....	RUSHVILLE		513.7	.....	s 10.53	4.30	6.00
	1.26	4.35	1.15 A.M.	52		59004	.....	DONOVAN		501.8	RYd	f 10.38	4.00	5.40
						59003	.....	SO. ST. JOSEPH		500.8	Yd		P.M.	
							.....	CB&Q Crossing	UX	499.1	.....		
	L 34	5.01 A.M.					.....	TERMINAL JCT.		499.0	Yd	10.32		5.30 P.M.
							.....	AT&SF 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	10.30 A.M.		

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

Subdiv. 30-A: Signal 4994 MP 499 Pole located left side of track governs movement of eastward trains.

Trains will register and receive train orders and clearances at No. Pac 14th street yard office Atchison.

WESTWARD

KEOKUK and DES MOINES VALLEY BRANCH

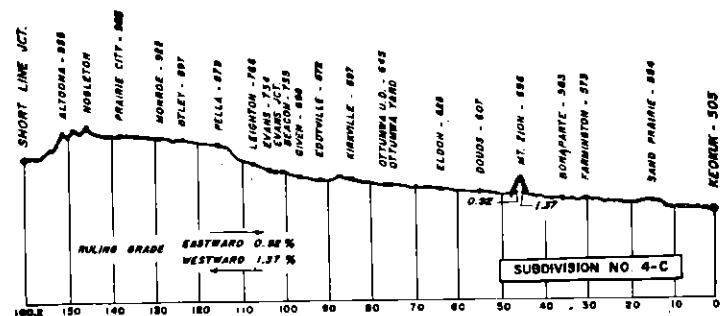
EASTWARD

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				Tuesday Thursday Saturday	Daily	Monday Wednesday Friday						
	P.M. 4.30		197	15151	DO. KEOKUK TO					RFWT Yd		P.M. 4.00		
					0.7 CB&Q Crossing UX		0.7							
	5.05		18	15137	14.1 SAND PRAIRIE		14.8					3.30		
					15.2 CB&Q Crossing UX		30.0							
	5.35		20	15122	0.1 FARMINGTON		30.1					3.00		
	5.50		16	15116	5.5 BONAPARTE		35.5					2.50		
	6.10		30	15106	10.1 MT. ZION		45.8					2.25 1.50		
	6.30		28	15097	9.2 DU. DOUDS TO		54.8					1.30		
	6.50 P.M.	A.M. 6.00	46	291	9.0 ELDON		63.8			RYd	P.M. 12.30	1.10	P.M.	
		7.20	169	15077	12.0 N. OTTUMWA YARD		75.8			Yd	A.M. 11.45			
		7.30		15076	0.6 CW. OTTUMWA U.D. TO		76.4			RYd	11.10			
					0.8 CMS&P&P Crossing		77.2							
		7.45	30	15067	7.4 KIRKVILLE		84.6					10.50		
		8.05	19	15060	7.0 VI. EDDYVILLE TO		91.6					10.30		
		8.07			1.4 CRI&P JCT		93.0					10.04		
		8.19			5.4 M&STL JCT		99.6					9.52		
		8.45	32	15051	7.7 BEACON		100.3					9.50		
					1.9 ABS MP 92 TO MP 99-191 SEE T.T. RULE 16-G									
A.M. 8.55		8.55			EVANS JCT.		102.2			RYd	9.40		A.M. 9.40	
			24	31	1.3 EVANS		305.8	103.5		Yd	9.30		9.30	
		9.01		21	3.9 LEIGHTON		309.8	107.4			2.09 9.10		9.20 9.10	
9.10 208		9.10		23	8.2 PA. PELLA TO		318.0	115.8				8.45	8.45	
9.30		9.30		27	8.0 OTLEY		328.0	123.6				8.05	8.05	
9.55		9.55		49	5.5 MONROE TO		331.5	128.1				7.45	7.45	
10.20		10.20		45	9.2 PC. PRAIRIE CITY TO		340.7	138.3				7.15	7.15	
10.50		10.50		21	8.6 NOBLETON		348.3	145.9				6.50	6.50	
11.10		11.10		41	5.6 AN. ALTOONA		353.9	151.5		R	6.30		6.30	
A.M. 12.15 P.M.		A.M. 12.15 P.M.	Yard	2172	160.2 X. SHORT LINE JCT. TO		160.2			RFWT YYd	A.M. 6.00		A.M. 6.00	

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

Ottumwa: All trains and engines stop and flag over Iowa Ave. crossing.

Trains must obtain clearance at Ottumwa, U.D.



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				Time Table No. 6								210	Freight	Monday Wednesday Friday	
	Tuesday Thursday Saturday																
	A.M. 6.00		277	.....	248.2	WA	.....	WASHINGTON	.....	TO	10007	.....	RFWY Yd	P.M. 1.30			
				.....	248.7	.....	CMS&P Crossing	.....	0.5								
	6.30		49	.....	255.6	.....	WESTCHESTER	.....	7.4		10015	7.4	.....	12.55			
	6.50		88	.....	262.9	KP	.....	KEOTA	.....	TO	10022	14.7	.....	12.35			
	7.10		35	.....	268.0	.....	HARPER	.....	19.8		10027	19.8	.....	12.15			
	7.40		27	12	276.6	SG	.....	SIGURNEY	.....	TO	10036	28.4	.....	11.45			
	7.59		46	.....	283.9	.....	DELTA	.....	35.7		10043	35.7	.....	11.15			
	8.20		35	.....	291.1	.....	ROSE HILL	.....	42.9		10050	42.9	.....	10.55			
	8.45		112	12	301.3	GH	.....	OSKALOOSA	.....	TO	10060	53.1	YYd	10.30			
				.....	301.4	.....	M&StL Crossing	.....	53.2			53.2	.....			
	8.55 A.M.			.....	304.6	.....	EVANS JCT.	.....	56.4			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 Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 4-E STATIONS					M. P. from Mt. Zion	Signs	SECOND CLASS				
	205	Freight				Time Table No. 6							206	Freight	Daily		
	Daily																
	P.M. 1.50		30	15108	MOUNT ZION			P.M. 2.25				
	2.05 P.M.		25	57004	KEOSAUQUA	4.5	4.5	2.10 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 Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 31-A STATIONS					M. P. from Chicago via Des Moines	Distance from Carlisle	Signs	SECOND CLASS			
						Time Table No. 6											
			115	20	30011	CK	.....	CARLISLE	.....	TO	368.8	.....	.....		
			55	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

SUBDIVISION 23

STATIONS

Time Table No. 6

February 19, 1961

JUN 29 1961

LEWIS, IOWA

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	Freight								58	Freight	Tues. Thurs. Sat.
	Mon. Wed. Fri.											
	A.M. 8.15		33	14062	GR. GOWRIE TO	425.0	69.4	RWYYd		P.M. 1.15		
f	8.40		25	55005	. . . . . SLIFER	431.4	75.8			f 12.50		
s	8.50		28	30	55010 SOMERS	435.0	79.4			s 12.40		
					. . . . . CGW Crossing UX	435.2	79.6					
					. . . . . Illinois Central Crossing	446.8	91.2					
s	9.25		48	55022	MA. MANSON TO	447.0	91.4			P.M. 12.10		
f	9.35		25	55025	. . . . . BLANDEN	450.4	94.8			f 11.50		
s	9.45		36	55030	J. PALMER TO	454.7	99.1			s 11.40		
f	9.55		10	55034	. . . . . WEST VIEW	459.1	103.5			f 11.16		
f	10.05		8	55037	. . . . . REA	461.7	106.1			f 11.08		
s	10.20		39	41	55038 PO. POCAHONTAS TO	462.5	106.9			s 11.05		
s	10.35		31	55044	. . . . . WARE	468.7	113.1			s 10.35		
s	10.55		34	55050	U. LAURENS TO	474.7	119.1			s 10.20		
					. . . . . C&NW Crossing	475.2	119.6					
f	11.25		31	55057	. . . . . LEVERETT	482.3	126.7			f 9.50		
	A.M.				. . . . . CMS&P&P Crossing UX	484.3	128.7					
s	12.00		31	55071	. . . . . ROSSIE	495.7	140.1			s 9.20		
s	P.M. 12.20		33	55077	RO. ROYAL TO	501.8	146.2			s 8.59		
s	1.10		32	55089	HN. HARTLEY TO	514.2	158.6			s 8.30		
					. . . . . CMS&P&P Crossing	514.4	158.8					
f	1.30		26	55095	. . . . . PLESSIS	519.5	163.9			f 8.00		
s	1.50		36	55099	FN. MELVIN TO	524.5	168.9			s 7.50		
f	2.05		34	55105	. . . . . CLOVERDALE	530.0	174.4			f 7.40		
	2.15 P.M.		33	150	12235 SB. SIBLEY TO	534.9	179.3	RWTYd		7.30 A.M.		

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

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

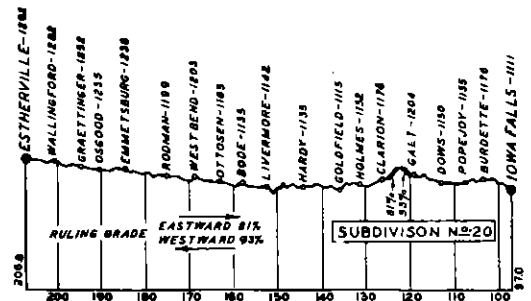
SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 20 STATIONS			M. P. from Cedar Rapids	Distance from Iowa Falls Passenger Station	Signs	SECOND CLASS						
		53				Time Table No. 6									54			
		Mixed				February 19, 1961												
		Daily Except Sunday																
	P.M.	.....	112	12074	AO..... IOWA FALLS	TO	97.0	0.0	RFWYd								
	3.10	Yard	619	12074	..... IOWA FALLS YARD		97.4	0.4	RFWY Yd			A.M.					
f	3.20	.....	18	12081	..... BURDETTE		103.4	6.4	.....			f	4.29		
f	3.30	26	21	12084	CY..... POPEJOY	TO	107.4	10.4	.....			f	4.20				
f	3.50	63	54	12090	DO..... DOWS	TO	113.2	16.2	RYdW			f	4.05					
f	4.07	.....	30	12096	..... GALT		119.3	22.3	.....			f	3.41		
f	4.23	34	55	12104	CN..... CLARION	TO	126.4	29.4	.....			f	3.24				
f	4.35	.....	25	12109	..... CGW Crossing		126.8	29.8	.....			f	3.04		
f	4.45	27	33	12114	..... HOLMES		131.7	34.7	.....			f	3.04			
f	5.02	26	43	12121	..... C&NW Crossing		135.8	38.8	.....			f	2.49			
f	5.20	33	65	12130	..... GOLDFIELD		136.0	39.0	.....			f	2.29			
		.....	.....	.....	..... HARDY		144.3	47.3	.....			f	2.05
f	5.33	26	51	12135	VR..... LIVERMORE	TO	152.7	55.7	W			f	2.05					
f	5.47	30	26	12140	..... M&StL Crossing	UX	153.0	56.0	.....			f	1.50			
f	6.10	27	52	12146	BD..... BODE	TO	158.1	61.1	.....			f	1.40				
f	6.25	.....	31	12152	..... OTTOSEN		163.2	66.2	.....			f	1.30		
f	6.50	32	55	12162	WN..... WEST BEND	TO	168.7	71.7	.....			f	1.17				
f	7.02	.....	20	12167	..... RODMAN		174.9	77.9	.....			f	1.17		
f	7.15	40	57	12172	..... CMS&P&P Crossing	UX	184.3	87.3	.....			f	12.55			
f	7.30	24	21	12179	MR..... EMMETTSBURG	TO	184.6	87.6	W			f	12.40					
	8.00 P.M.	Yard	767	12184	..... OSGOOD		190.5	93.5	.....			f	12.32			
					G..... GRAETTINGER	TO	194.4	97.4	.....			f	12.20				
					WG..... WALLINGFORD	TO	200.6	103.6	.....			f	12.01				
					SR..... ESTHERVILLE	TO	206.9	109.9	RFWT Yd			A.M.						

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

No. 53 stop at any station to handle passengers or express.
 No. 54 stop on flag to load or unload passengers only.
 Time Table Rule 14 in effect.

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

M&StL trains and engines use CR1&P main tracks between M&StL connection MP 205-19 Subdivision No. 20 and M&StL interchange Estherville. Trains and engines move at restricted speed between these locations.



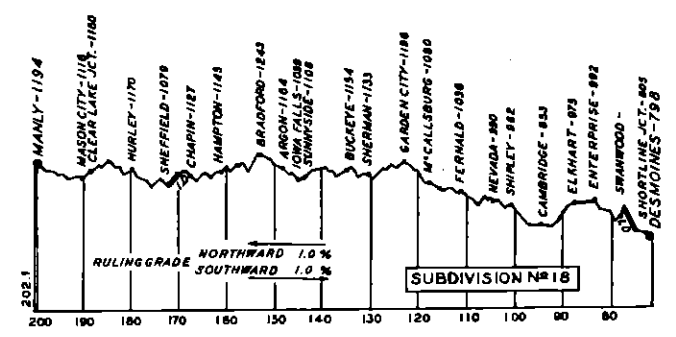
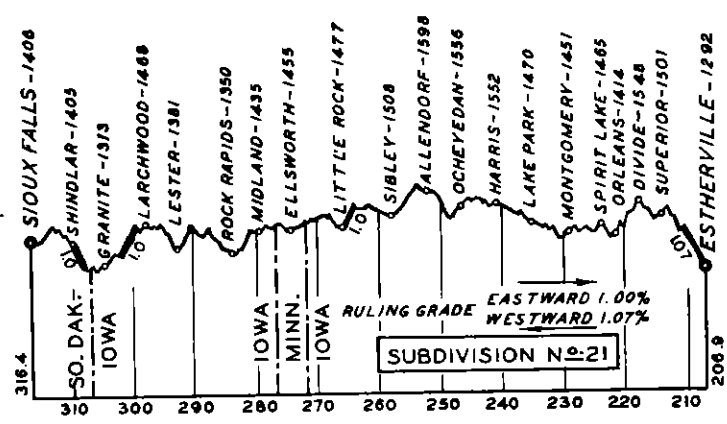
WESTWARD

SIoux FALLS BRANCH

EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 21 STATIONS			M. P. from Cedar Rapids	Distance from Sioux Falls	Signs	SECOND CLASS		
	53					54								
	Mixed					Mixed								
	Daily Except Sunday		Daily Except Sunday											
	A.M.	Yard	767	12184	SR	ESTHERVILLE	TO	206.9	109.5	RFWT Yd	P.M.			
f	1.25	30	27	12191	SF	SUPERIOR	TO	213.8	102.6		f	9.18		
f	1.45			12199		ORLEANS		221.5	94.9		f	8.58		
f	1.50	34	60	12201	SK	SPIRIT LAKE	TO	223.6	92.8		f	8.53		
f	2.00		30	12205		MONTGOMERY		228.4	88.0		f	8.43		
s	2.20	38	102	12212	AK	LAKE PARK	TO	234.7	81.7	RFWT Yd	s	8.30		
f	2.35	25	59	12218		HARRIS		240.6	75.8		f	8.10		
f	2.50	40	54	12223	CD	OCHEYEDAN	TO	248.0	70.4		f	8.00		
f	3.00		39	12230		ALLEN DORF		251.8	64.6		f	7.45		
s	3.25	33	140	12235	SB	SIBLEY	TO	257.4	59.0	RWTYd	s	7.30		
						C&N W Crossing	UX	257.6	58.8					
f	3.45	28	33	12242	LR	LITTLE ROCK, IOWA	TO	265.9	51.4		f	7.05		
s	4.25	25	135	12251	TH	ELLSWORTH MINN.	TO	273.7	42.7	RTYd	s	6.45		
	4.37		41	51005		MIDLAND, IOWA		279.1	37.3			6.20		
f	4.52	27	57	51010	RD	ROCK RAPIDS, IOWA	TO	283.5	32.9		f	6.10		
						Illinois Central Crossing	UX	283.7	32.7					
						Great Northern Crossing		292.2	24.2					
f	5.15		60	51019	W	LESTER	TO	292.3	24.1		f	5.50		
f	5.30		30	51024		LARCHWOOD, IOWA		297.7	18.7		f	5.39		
						CMS&P Crossing		314.5	1.9					
						Great Northern Crossing	UX	315.9	0.5					
						C&N W Crossing	UX	316.0	0.4					
	6.00 A.M.	Yard	180	51043	F	SIoux FALLS S. DAK.	TO	316.4	0.0	RTYd W		5.00 P.M.		

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 Ave. Crossing.



WESTWARD

PIPESTONE BRANCH

EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 22 STATIONS			M. P. from Cedar Rapids	Distance from Clear Lake	Signs	SECOND CLASS			
	213	211				212	214								
	Freight	Freight				Freight	Freight								
	Wed.	Mon. Fri.				Tues. Sat.	Thur.								
			Yard	189	12251	TH	ELLSWORTH	TO	273.7	101.7	RTYd				
				38	12256		KANARANZI		270.2	96.2	Yd				
							C&NW Crossing	UX	286.9	88.5					
	A.M. 11.55	A.M. 11.55	31	75	12264	VN	LIVERNE	TO	287.2	88.2	Yd	A.M. 11.50	A.M. 9.35		
	P.M. 12.10	P.M. 12.10	33	26	12273	K	HARDWICK	TO	296.3	79.1	TYdR W				
				29	12282		TROSKY		305.1	70.3		11.35	9.15		
							CMS&P&P Crossing	UX	313.4	62.0					
							C&NW Crossing	UX	318.6	61.8					
							Great Northern Crossing	UX	313.7	61.7					
	1.25 P.M.	1.25	32	129	12291	PI	PIPESTONE	TO	314.1	61.3	YdTW R	11.20	8.30		
		1.40		29	12297		CAZENOVIA		319.5	55.9		10.50	A.M.		
		1.55		19	12302		CRESSON, MINN.		325.0	50.4		10.35			
		2.00		30	12305		WARD, S. DAK.		327.8	47.8		10.25			
		2.20		18	12311		ELKTON		333.6	41.8		10.10			
		2.55					C&NW Crossing		333.9	41.5					
		3.20		31	12321		BUSHNELL		343.7	31.7		9.35			
		3.20		71	12328	WI	WHITE	TO	351.3	24.1	W	9.05			
		3.55		32	12338	RN	TORONTO	TO	361.2	14.2		8.25			
		4.15		29	12345		BRANDT		387.6	7.8		7.55			
		4.45 P.M.	33	36	12352	AU	CLEAR LAKE	TO	375.4	0.0	RTW	7.30 A.M.			

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT NO. 211 IS SUPERIOR TO NO. 212. 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.

When train order signal Ellsworth, Hardwick or Luverne displays proceed

indication trains or engines may operate between Ellsworth and Kanaranzi and Hardwick and Luverne without train orders and clearances per Rule 93. No. 212 may leave Clear Lake without clearance. No. 211 may leave Hardwick, without clearance when operator not on duty and train order signal indicates 'proceed'.

WESTWARD

HOLLANDALE BRANCH

EASTWARD

SECOND CLASS			Capacity of Siding	Capacity of Other Tracks	Station Numbers	SUBDIVISION 17-A STATIONS			M. P. from Burlington	Signs	SECOND CLASS				
	223					224									
	Freight					Freight									
	Daily Ex. Sunday					Daily Ex. Sunday									
	P.M. 5.00		62	39	3261	SA	CLARKS GROVE	P	260.9	R		P.M. 6.30			
				32			WEST SIDE		264.5						
	5.20 P.M.			144	41007		HOLLANDALE		267.6	RY		6.10 P.M.			
				17	41009		MAPLE ISLAND		269.6						

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT NO. 223 IS SUPERIOR TO NO. 224. 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

ALBERT LEA BRANCH

EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 20-A STATIONS Time Table No. 6 February 19, 1961	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										
						..... CR&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&N 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	19072	GM..... LAKOTA.....TO	184.6	38.4	44.8	RTYd		5.14								
		9.20	27	25	19083	ND..... SWEA CITY.....TO	195.6		55.8			4.52								
		9.45	28	27	19092	NG..... ARMSTRONG.....TO	204.4		64.6			4.35								
						..... C&N Crossing.....	209.1		69.3										
		10.15		32	13098	..... MAPLE HILL.....	210.5		70.7			4.25							
		10.30		31	13103	Z..... GRUYER.....TO	216.0		76.2			4.14								
						..... M&StL Crossing..... UX	222.1		82.3										
		11.30 P.M.	Yard	767	12184	SR..... ESTHERVILLE.....TO	223.0		83.2	RFTW Yd		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

WORTHINGTON BRANCH

EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 21-A STATIONS Time Table No. 6 February 19, 1961	M. P. from Cedar Rapids	Distance from Lake Park	Signs	SECOND CLASS								
		215																
		Freight																
		Monday Wednesday Friday																
		A.M. 7.30	34	88	12212	AK..... LAKE PARK, IOWA.....TO	234.7	0.0	RFTW Yd		P.M. 2.00	P.M. 4.00						
		7.50	28	22	50010	(RU)..... ROUND LAKE, MINN.....TO	244.3	9.6			P.M. 1.30	P.M. 3.30						
		9.00		142	50020	WR..... WORTHINGTON.....TO	254.0	19.3			P.M. 1.00	P.M. 3.00						
		9.20		29	50027	(RA)..... READING.....TO	281.9	27.2			11.25	1.45						
		9.45		28	50034	(WM)..... WILMONT.....TO	269.1	34.4			11.05	1.25						
		10.05		29	50041	(SM)..... LISMORE.....TO	275.3	40.6			10.45	1.05						
		10.25		31	50047	(KH)..... KENNETH.....TO	281.8	47.1			10.15	12.35						
		10.45 A.M.	27	28	12273	K..... HARDWICK.....TO	289.1	54.4	RTW Yd		9.50 A.M.	12.10 P.M.						

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

No. 216 may leave Hardwick without clearance when operator not on duty and Train Order Signal indicates "Proceed"

TIME TABLE RULE No. 14 IN EFFECT.

WESTWARD

FOREST CITY BRANCH

EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 20-B STATIONS	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			
						^{6.4} CGW Crossing UX	119.6	6.4						
		7.15	29	24	13007	^{0.3} ROWAN	119.9	6.7			2.55			
						^{7.9} M&StL Crossing UX	127.8	14.6						
		7.40	27	21	13015	^{0.2} BN. BELMOND TO	128.0	14.8			2.30			
						^{0.8} CGW Crossing UX	128.8	15.6						
		8.00		27	13020	^{4.7} GOODSELL	133.5	20.3			2.05			
		8.20	39	48	13028	^{5.8} KM. KLEMME TO	139.3	26.1						
A.M. 8.35	A.M. 9.00	8.35	32	69	13033	^{6.5} AN. GARNER TO	145.8	32.8	R	P.M. 1.30	1.30	P.M. 1.30		
		A.M.				^{0.3} CMS&P&P Crossing UX	146.1	32.9			P.M.			
8.45	9.10				13035	^{2.0} HAYFIELD JCT	148.1	34.9		1.15		1.15		
8.55	A.M.			25	13039	^{3.6} MILLER	151.7	38.5		P.M.		1.00		
9.10			22	78	13045	^{5.8} FC. FOREST CITY TO	157.5	44.3	R			12.45		
9.20				33	13050	^{5.8} NEILS	163.3	50.1				12.35		
9.35				35	13055	^{4.8} MN. THOMPSON TO	168.1	54.9				12.25		
9.50			20	53	13064	^{9.0} BC. BUFFALO CENTER TO	177.1	63.9				P.M. 12.05		
11.05 A.M.			35	65	13072	^{7.5} GM. LAKOTA. ✓ TO	184.6	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	M. P. from Cedar Rapids	Distance from Titonka	Signs	SECOND CLASS	
	221								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	53006	^{5.8} HAYFIELD.	153.9	18.9		12.55	
					^{0.5} M&StL Crossing	154.4	18.4			
	10.10		22	53012	^{6.5} CRYSTAL LAKE. TO	159.9	12.9		12.40	
	10.40		26	53018	^{8.3} WODEN TO	166.2	6.6		12.20	
11.05 A.M.		22	31	53025	^{6.8} 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 Time Table No. 6 February 19, 1961	FIRST CLASS				
	5	7	9	25		8	6	10		26
	Psgr.	Psgr.	Psgr.	Mail		Psgr.	Psgr.	Psgr.		Mail
	Daily	Daily	Daily	Daily		Daily	Daily	Daily		Daily
	A.M. 12.15	P.M. 7.31	A.M. 5.06		AN		A.M. 1.47	P.M. 8.30	P.M. 2.05	
	12.22	7.40	5.16		X		1.36	8.20	1.55	
					WX					
	12.30 A.M.	7.55 8.05	5.25 6.00	A.M. 12.50	Signal Indications MP 346-33 to 362-29 Rules 450 to 453, Incl.	TO	1.30	8.15 P.M.	1.50 1.30	A.M. 12.30
					DMU-CGW-FIDDM&SCra'g C&NW Crossing DES MOINES DMU Crossing M&St. JCT. WEST DES MOINES	TO	1.04		1.22	12.22
		8.07	6.03	12.52	MS	TO	1.01		1.18	12.18 A.M.
		8.12 P.M.	6.09 A.M.	1.01 A.M.	BR.	TO	1.01 A.M.		1.18 P.M.	12.18 A.M.

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

	65	221	67	201		70	190	90	110	68
	Freight	M.&St.L Time Freight	Freight	M.&St.L Time Freight		Freight	M.&St.L Time Freight	Freight	M.&St.L Time Freight	Freight
	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily
	P.M. 10.30		P.M. 1.45		INVER GROVE	P.M. 5.00		P.M. 10.30		A.M. 6.00
	11.50 A.M.		2.40		NORTHFIELD	P.M. 3.30		9.30		A.M. 1.30
	2.15	P.M. 7.30	4.01	A.M. 7.40	ALBERT LEA	A.M. 10.30	P.M. 3.35	5.30	P.M. 11.40	
	3.15 A.M.	8.15 P.M.	5.01 P.M.	8.25 A.M.	MANLY	9.30 A.M.	2.55 P.M.	4.30 P.M.	10.55 P.M.	10.30 P.M.

WESTWARD

FREIGHT TRAINS (Information Only)

EASTWARD

	65	63	93	61	67	91		68	98	76	64	66
	Freight	Mixed	Freight	Freight	Freight	Freight		Freight	Freight	Freight	Mixed	Freight
	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily Ex. Sun.	Daily
	P.M. 12.40		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		A.M. 3.30
	2.00	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.	ALLERTON	P.M. 1.30	P.M. 1.00	P.M. 8.50	P.M. 7.50	A.M. 1.20
		7.10 A.M.					TRENTON					
	6.00 P.M.		3.30 P.M.	11.30 P.M.	7.30 A.M.	4.15 A.M.	COBURN	10.00 A.M.	9.30 A.M.	6.00 P.M.	7.26 P.M.	9.00 P.M.
							ARMOURDALE YARD					

SPEED RESTRICTIONS

LOCATION		MAXIMUM ENGINE SPEEDS (Continued)	
ALL SUBDIVISIONS			Psgv. Fr eight
Authorized speed through switch leads of turnouts as follows:			
No. 20	40	Trains and engines moving against current of traffic on two main tracks not signaled in both directions	60 50
No. 15	25	Trains and engines making movement against current of traffic on two main tracks over facing point spring switches not protected by signals	30
No. 10	15	Railroad crossing not protected by Interlocking except where higher speed authorized in this rule (engine only).	10
LOCATION No. 15 AND No. 20 TURNOUTS		Engines, except RDC cars, running forward light, or with only one car	Freight train speed
No. 15 Turnouts:		Road freight or passenger diesels, other than road switchers, backing up	40
Subdivision 17	MP 244 pole 37 South end siding Glenville	When this being done, except in switching movements of 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.	
	MP 251 pole 27 Junction switch Curtis	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.	
	MP 268 pole 15 South end siding Ellendale	Motor cars without cars approaching Interlocking signals and within Interlocking limits	10
	MP 269 pole 22 North end siding Ellendale	Trains Handling Scale Test Car R195384	40
	MP 284 pole 5 South end siding Owatonna	Scale test cars moving in trains will be handles 5 cars ahead of caboose.	
	MP 285 pole 11 North end siding Owatonna	Short Wheel base ore hoppers	30
	MP 295 pole 4 South end siding Kasper	Weed Spray 2231	30
	MP 296 pole 9 North end siding Kasper	Trains Handling Steam Derrick, Pile Driver, Spreader car with wings secured, Locomotive Crane, Burro and Caterpillar Crane, on own wheels, except Locomotive Crane 95260 and Pile Driver 95231 on Subdivisions 17, 18, 28, 29 and 31, unless otherwise advised by Car Inspector or Officer	25
	MP 306 pole 14 Junction switch Comus	Spreader 95319	25
	MP 333 pole 13 Junction switch Rosemount	Except when being moved in train with wings in trailing position and coupled to loaded cars on either end	40
Subdivision 18	MP 191 pole 3 Junction switch Clear Lake Junction	Locomotive Crane 95260 and Pile Driver 95231 on Subdivisions 17, 18, 28, 29 and 31	35
Subdivision 31	MP 64 pole 4 South end siding Carlisle	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.	
	MP 30 pole 32 North end siding Williamson	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:	
	MP 29 pole 19 South end siding Williamson	SUBDIVISION 17	35
Subdivision 28	MP 306 pole 37 East end siding Belknap	" 20	30
	MP 308 pole 8 West end siding Belknap	" 21	30
	MP 316 pole 27 East end siding Paris	" 22	20
	MP 317 pole 34 West end siding Paris	" 17 A	20
	MP 323 pole 34 East end siding Sharon	" 20 A	25
	MP 325 pole 1 West end siding Sharon	" 20 B	20
	MP 334 pole 33 East end siding Centerville	18, 31, 28 and 29	40
	MP 340 pole 8 West end siding Centerville	All other subdivisions	20
	MP 350 pole 35 East end siding Seymour	Ditcher, or other type of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made.	
	MP 363 pole 14 East end siding Allerton	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.	
	MP 364 pole 26 End of two main tracks Allerton	Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN.	
	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		
Subdivision 29	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.		
No. 20 Turnouts:			
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.		
Subdivision 29	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, 403, 409, 625-656, 633B-642B, 750, 751	90		
400, 401	85		
485-499, 621-623, 9002-9004, 9015, 9016	80		
404-408, 410, 411, 425-429, 675-677, 675B-677B, 48-49, 70-127, 70B-88B-123B, 430-441, 1200-1343	70		
128-143, 128B-135B, 450-475, 537-546, 765-779, 795-797, 811-840	65		
716-732, 735-745, 598, 599, 759-764, 798-806, 9006, 9013-9014	60		
773, 774 (Towing speed 55)	50		
529-536 (Towing speed 65) 1000-1015	45		
550-563, 700-707, 900-914 (Towing Speed 25)	40		
351, 361-377	30		

SPEED RESTRICTIONS - Continued

LOCATION	Psg. Trains	Fr eight Trains	LOCATION	Psg. Trains	Fr eight Trains
SUBDIVISION 17 (except as shown below)	79	60	MP 423-13 to MP 424-13 (South track)	70	50
MP 236-12 to MP 236-20	70	60	MP 423-15 to MP 424-13 (North track)	55	40
MP 241-24 to MP 241-34	70	60	MP 427-30 to MP 427-35	70	50
MP 243-6 to MP 243-24	70	60	Shoal West Siding Switch Entering or Leaving	10	10
MP 245-30 to MP 246-26	70	60	Excelsior Springs, across Dunbar Avenue	15	15
MP 249-4 to MP 253-36 (except as shown below)	60	60	Lawson Jct. to Moseby Jct. (South track)	70	50
Curtis and M & StL Albert Lea Station	60	60	Curve MP 471-28 to MP 472-16	60	50
MP 252-16 CMStP&P Crossing	20	20	Moseby Jct. West Crossover	25	25
MP 253-12 to MP 253-22	60	45	Moseby Jct. East Crossover	40	40
MP 281-11 to MP 283-3	75	60	Moseby Jct. to Birmingham	70	50
MP 283-16 to MP 283-27	55	45	Birmingham to Air Line Jct.	50	35
MP 284-16 to MP 284-21	55	45	SUBDIVISION 30 (except as shown below)	35	35
MP 287-16 to MP 284-21	50	45	MP 427-14 to MP 428-18	30	20
MP 287-20 to MP 288-6	50	45	MP 439-8 Wabash Crossing	20	20
MP 295-18 to MP 306-12 (except as shown below)	75	60	MP 484-15 to MP 496-27	30	30
MP 300-4 to MP 300-9	60	50	MP 496-27 to MP 497	6	6
MP 303 CGW Crossing	60	45	Br idge 4575--trains handling derricks and pile drivers.	15	15
MP 303 to MP 303-10	60	45	Bridges 4614, 4645 and 4763--trains handling derricks and pile drivers	5	5
MP 333-15 to MP 334	30	25	Bridges 4371, 4379--trains handling derricks and pile drivers	20	20
MP 334 to MP 342-3 (except as shown below)	70	50	SUBDIVISION 30A (except as shown below)	45	35
MP 342-16 to MP 344-6	60	50	South St. Joseph--Illinois Ave.	10	10
MP 344-6 to MP 346-4	30	30	MP 513-36 CB&Q Crossing	20	20
Bridge 3450 Mississippi River	20	20	MP 516-22 to 516-29	35	20
SUBDIVISION 18 (Except as shown below)	79	50	MP 517-2 to 517-9	35	20
MP 73-24 to MP 74-24	40	30	Atchison--Missouri River Bridge	15	15
MP 74-24 to MP 82-23 (Except as shown below)	70	60	SUBDIVISION 20 (except as shown below)	50	40
MP 77-4 to MP 77-14	50	40	MP 126-28 CGW Crossing	20	20
MP 106-19 to MP 107-2	60	60	MP 135-28 C&NW Crossing	20	20
MP 109-24 to MP 110-15	50	40	Bridge 1364	25	25
MP 145-29 to MP 147-10	60	60	MP 136-13 to MP 136-30	45	35
MP 147-10 to MP 147-35	25	25	MP 151-2 to MP 151-12	30	25
MP 154-32 to MP 156-11	60	60	MP 154-26 to MP 155	40	30
MP 156-11 to MP 163-2	70	60	MP 184-4 to MP 184-21	10	10
MP 163-2 to MP 165-15	60	60	MP 185 to MP 185-10	35	30
MP 190-0 to MP 190-30	60	60	MP 193-31 to MP 194-5	35	30
MP 190-30 to MP 191-4	30	30	MP 198-27 to MP 199-8	30	25
Manly--CGW M&StL connecting track	15	15	SUBDIVISION 21 (except as shown below)	50	35
SUBDIVISION 31 (Except as shown below)	79	50	MP 207-4 to MP 209-3	25	15
Allerton to MP 0-20	30	30	MP 221-29 to MP 222-14	30	25
MP 4-30 to MP 5-7	60	60	MP 223-16 to MP 223-25	40	30
MP 6-7 to MP 9-7 (Except as shown below)	70	60	MP 248-27 to MP 250-3	40	30
MP 7-21 to MP 7-28	60	60	MP 257-6 C&NW Crossing	20	20
MP 8-1 to MP 8-11	60	60	MP 263-15 to MP 268-10	40	30
MP 18-5 to MP 18-23	60	60	MP 282-22 to MP 283-22	40	30
MP 22-34 to MP 25-6	60	60	MP 288-25 to MP 289-10	40	30
MP 27-22 to MP 27-35	60	60	MP 292-7 GN Crossing	20	20
MP 36-32 to MP 37-0	60	60	MP 292-25 to MP 293-14	40	30
MP 43-0 to MP 43-22	50	40	MP 299-36 to MP 302-15	40	30
MP 57-24 to MP 60-12	60	60	MP 306 to MP 308-35	40	30
MP 64-8 to MP 64-28	60	60	MP 314-20 CMStP&P Crossing	10	10
MP 65-12 to MP 65-22	60	60	Sioux Falls--Cliff Ave.	10	10
MP 67-36 to MP 72-3	60	60	SUBDIVISION 22 (except as shown below)	35	35
MP 72-3 to MP 73-24 (Except as shown below)	35	35	MP 274 to MP 281-27	25	25
MP 72-31 CB&Q Crossing	25	25	MP 284-37 to MP 286-14	30	30
MP 73-14 DMU Crossing	25	25	MP 286-36 C&NW Crossing	20	20
SUBDIVISION 28 (Except as shown below)	79	60	MP 290-39 to MP 293-4	25	25
MP 291-29 to MP 299-93	50	40	MP 313-38 to MP 314-10	15	15
MP 299-33 to MP 341-20	70	50	MP 319-21 to MP 324-8	25	25
MP 341-20 to MP 344-13	60	50	MP 330 to MP 375-20	15	15
MP 349-15 to MP 349-32	75	60	SUBDIVISION 23 (Except as shown below)	35	35
MP 351-34 to MP 352-3	40	30	MP 425-8 to MP 443-21	25	25
MP 352-4 CMStP&P Crossing	30	25	MP 446-24 IC Crossing	20	20
MP 356-8 to MP 356-18	60	50	MP 447-10 to MP 475	25	25
MP 358-38 to MP 359-6	60	50	MP 475-6 C&NW Crossing	10	10
MP 359-39 to MP 360-15	70	60	MP 484-9 CMStP & P Crossing	20	20
MP 364 to MP 365-35	50	40	MP 514-12 CMStP&P Crossing	20	20
MP 365-35 to MP 380-21 (except as shown below)	70	60	MP 490 to MP 532	25	25
MP 369-19 to MP 369-30	60	50	SUBDIVISION 4C (except as shown below)	40	40
MP 371-28 to MP 372-17 (North track)	50	45	MP 18-26 to MP 19-4	10	10
MP 371-28 to MP 372-17 (South track)	50	45	MP 42-10 to Altoona (except as shown below)	35	35
MP 375-17 to MP 375-33	60	50	MP 43 to MP 46	30	30
MP 379-33 to MP 380-21	60	50	Ottumwa--CB&Q Overhead Crossing	10	10
MP 399-20 to MP 404-10 (except as shown below)	60	50	Ottumwa--May St. to Wapella St. incl.	5	5
MP 399-20 to MP 399-26	50	45	MP 77-5 CMStP&P Crossing	20	20
MP 401-25 to MP 401-32	50	45	Pella - Clark St. Crossing	5	5
MP 415-12 to MP 416	50	40	Monroe--Over two street crossing just West of depot	5	5
SUB-DIVISION 29 (except as shown below)	79	60			
MP 414-4 to MP 416-18	50	40			
MP 418-15 to MP 418-34	70	50			
MP 419-20 to MP 419-33	50	45			
MP 420-10 to MP 421-2	70	50			

SPEED RESTRICTIONS - Concluded

LOCATION	Psg. Trains.	Freight Trains
SUBDIVISION 4D (except as shown below)	30	30
MP 248-21 CMSTP&P Crossing	20	20
Bridge 2966	10	10
Oskaloosa - All street crossings	5	5
SUBDIVISION 4E	25	25
SUBDIVISION 31A (except as shown below)	20	20
MP 373-15 to MP 378-15	10	10
SUBDIVISION 31B	15	15
SUBDIVISION 17A (except as shown below)	25	25
MP 264 to 268	10	10
SUBDIVISION 20A (except as shown below)	40	40
MP 82-27 CMSTP&P Crossing	20	20
MP 82-9 CRI&P Crossing	20	20
MP 81-15 to MP 80-0	35	25
MP 61-16 to MP 62-0	25	25
MP 57-21 C&NW Crossing	20	20
MP 209-3 C&NW Crossing	20	20
SUBDIVISION 20B (except as shown below)	35	35
MP 113-15 to MP 122-9	25	25
MP 119-18 CGW Crossing	20	20
MP 126-4 to MP 126-12	25	25
MP 150 to MP 184	25	25
SUBDIVISION 20C (except as shown below)	30	30
Bridge 1489	15	15
MP 148-10 to MP 151-12	25	25
MP 154-12 to M&StL Crossing	20	20
MP 160 to MP 161-15	20	20
MP 164 to MP 173	20	20
SUBDIVISION 21A (except as shown below)	35	35
MP 235-17 to MP 235-26	30	30
MP 237-18 to MP 238-5	25	25
MP 242-11 to MP 253-21 (except as shown below)	25	25
MP 253-17 to MP 253-21	10	10
MP 263-9 to MP 288-25	20	20

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

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 yard.
- 2g. Altoona is the initial station for Eastward trains Sub. Div. 4-C.
3. Trains departing from Trenton or Yard Jct. 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, 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. I.V. 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:

Albert Lea, Inver Grove, Iowa Falls Yard, Dows, Lakota, Lake Park, Sibley, Ellsworth, Hardwick, Short Line Jct., Des Moines, and Allerton for trains originating or terminating. Clarks Grove and Hollandale for trains originating and terminating Subdivision 17A. Evans Jct. for regular trains.

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 CMSTP&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.

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

3q. 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 MStL trains may register by form 1339.

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

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-P assenger station,	Keokuk,
Inver Grove-Yard Office and engine house,	Eldon-Yard and engine house,
Albert Lea-CRI&P passenger station,	Sibley,
M&StL-Yard office,	Laredo, CMSTP&P Enginemen's Room and Depot.
	Washington,
Manly-P assenger 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 & West Wye Tower.
Des Moines-P assenger station,	St. Joseph-Yard office.
M&StL-Engine house,	Atchison-Mop Yard office.
West Des Moines,	Dows, (Passenger Station
Ortunwa Yard,	Estherville Engine House,
Ottumwa U.D.,	Lake Park, Sioux Falls,
	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,	Albert Lea	M&St L Yard Office:
Polo		CRI&P Psg. Station
Kansas City, Kan.-Yard Office,	Inver Grove-Yard Office,	
Kansas City, Kan.-Engine House,	Minneapolis-P sgr. Station,	
Kansas City, Mo.-Union Depot Knoche Yard	Iowa Falls P sgr. Station,	Yard Office.
St. Joseph-Yard Office	Dows,	
St. Joseph-U.T.Co. Yard Office	E stherville,	
Atchison-Mop Yard office.	Lake Park,	
Manly P sgr. Station,	Sibley,	
Yard Office,	Sioux Falls,	
Short Line Jct.-Yard Office,	Gowrie	
Short Line Jct.-Engine House,	Allerton,	
Des Moines-Telegraph Office,	Keokuk,	
Des Moines-M & StL Engine House,	Ottumwa Union Depot,	
West Des Moines,	Eldon Yard	
Laredo	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-Flat stop to receive or discharge traffic.
- g-Conditional stop for revenue passengers only.
- s-Regular St op.

SPECIAL INSTRUCTIONS - Continued

17. 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	M&StL .....	.....	.....	.....	.....	.....
17	252.4	CMStP&P .....	.....	.....	.....	.....	.....
18	119.9	M&StL .....	.....	.....	.....	Red	.....
20	153.0	M&StL .....	.....	.....	.....	.....	.....
20	184.3	CMStP&P .....	.....	.....	.....	.....	.....
20a	222.1	M&StL	Gate	Trainmen	CRI&P	Red	.....
20b	119.6	CGW	Electric Lock Gate	Trainmen	CRI&P...	Red	.....
20b	127.8	M&StL .....	.....	.....	.....	.....	.....
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	286.9	C&NW	Electric Lock Gate	Trainmen	CRI&P....	Red	.....
22	313.6	C&NW .....	.....	.....	.....	.....	.....
22	313.7	GN .....	.....	.....	.....	.....	.....
23	435.2	CGW	Gate	Trainmen	CRI&P....	Red	.....
23	484.3	CMStP&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	M&StL
18	164.1	CGW	21	292.2	GN
18	164.2	M&StL	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
			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.

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. Forest City Branch main track Downs from junction switch MP 112.8 to crossover switch MP 113.5 is used as siding by trains on Subdivision 20.

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 (La Crosse 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 M&StL Jct., trains will be governed by special instructions in current time table of M&StL Division of C&NW Ry.

18. At M&StL 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 M&StL 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 M&StL Jct. at MP 362.7 is protected by Home interlocking signals.

Westward trains meeting eastward trains at end of Two Main Tracks will stop with forward end of engine or car immediately east of First Street.

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, train or enginemen will operate emergency switch in sealed box on south 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-Four long, one short.

To or from IC Transfer-Four short.

Manly:

CRI&P Main Track-One long.

To M&StL Main Track-Four short.

To CGW Main Track-One long, one short.

At St. Joseph, Missouri River Bridge and Interlocking:

East End of Missouri River Bridge:

CRI&P Route 1 long, 1 short, 1 long.

Union Pacific Route 1 long, 1 short.

SPECIAL INSTRUCTIONS - Continued

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

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

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

26b. 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.

26c. 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."

26d. 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 employees 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	GGrand 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
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 Trus 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.

28.-Continued.

Sub-Div.	Mile Post	Kind of Structure
	38.7	Viaduct.
	40.3	Viaduct.
	41.4	Viaduct.
	46.8	Viaduct.
	52.0	Viaduct.
	55.0	Viaduct.
	55.0	Viaduct.
	58.5	Viaduct.
	61.0	Viaduct.
	61.9	Viaduct.
	68.6	Viaduct.
4-C	72.3	TrussSpan
	7.0	TrussSpan
	17.8	Viaduct.
	36.0	Truss Span
	45.3	Viaduct
	47.7	TrussSpan
	74.5	Viaduct
4-D	100.6	Viaduct
	251.7	Truss Span
	271.9	TrussSpan
	285.1	Viaduct
	288.3	Truss Span
	290.5	Viaduct
	294.0	Truss Span
	301.8	Viaduct
	301.9	Viaduct
	302.0	Viaduct
31-A	385.4	Viaduct

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.

31. Industrial or spur tracks are located at:

Sub. Div.	Mile Post	Name	Car Capacity
4c	36.5	Midwest Rendering Works	10
4c	54	Douds Stone Co.	12
4c	94.9	Atlas Coal Co.	12
4c	98.8	Parik Coal Co.	17
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	281.12	Granstead Spur	4
22	299.1	Gr anstead 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	Farmers Elevator Co.	35
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 Operator to establish communication. These requirements do not modify Rule 99.

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.

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.

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.
1:00 p.m. 9:00 p.m.
Albert Lea (M. St. L.) . Continuous
Clarks Grove 8:00 a.m. 5:00 p.m.
Ellendale 8:30 a.m. 5:30 p.m.
Hope 8:30 a.m. 5:30 p.m.
Owatonna * ** 12:01 a.m. 8:45 p.m.
10:00 p.m. 12:01 a.m.
Medford 8:00 a.m. 5:00 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 8:00 a.m. 5:00 p.m.

Iowa Falls Continuous
Buckeye 7:30 a.m. 4:30 p.m.
McCallsburg 7:00 a.m. 4:00 p.m.
Nevada 8:00 a.m. 5:00 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 p.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 8:00 a.m. 5:00 p.m.
Allerton Continuous
Princeton 7:15 a.m. 4:15 p.m.
Mercer * 7:00 a.m. 11:00 a.m.
Spickards 12:45 p.m. 3:05 p.m.
Trenton Continuous

SUBDIVISION 29

Trenton Continuous
Polo 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

Jamesport 7:00 a.m. 11:00 a.m.
Gallatin 12:30 p.m. 3:30 p.m.
Maysville 8:00 a.m. 5:00 p.m.

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. Yard Office . . Continuous

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 p.m.
Pocahontas 8:00 a.m. 5:00 p.m.
Laurens 8:30 a.m. 5:30 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

Lake Park 7:00 a.m. 4:00 p.m.
* Round Lake 7:30 a.m. 4:30 p.m.
Worthington 8:00 a.m. 5:00 p.m.
Reading 8:00 a.m. 5:00 p.m.
Wilmont 8:30 a.m. 5:30 p.m.
Lismore 8:30 a.m. 5:30 p.m.
Kenneth 8:00 a.m. 5:00 p.m.

SUBDIVISION 4-C

Keokuk U.D. Continuous
Douds 7:00 a.m. 4:00 p.m.
Ottumwa Yard 7:00 a.m. 4:03 p.m.
8:00 a.m. 5:00 p.m.
Ottumwa UD Continuous
Eddyville 8:00 a.m. 5:00 p.m.
Pella 8:00 a.m. 5:00 p.m.
* Monroe 8:30 a.m. 5:30 p.m.
* Prairie City 7:30 a.m. 4:30 p.m.

Altoona Continuous
Short Line Jct. Continuous
Des Moines Continuous

SUBDIVISION 4-D

Washington * ** 7:30 a.m. 4:30 p.m.
Kepta 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.

SUBDIVISION 20

Iowa Falls Continuous
* Popejoy 7:45 a.m. 4:45 p.m.
* Dows 6:30 a.m. 3:30 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.
11:00 p.m. 7:00 a.m.

SUBDIVISION 21

Estherville 8:00 a.m. 4:00 p.m.
11:00 p.m. 7:00 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.
* Ocheyan 8:00 a.m. 5:00 p.m.
Sibley 7:30 a.m. 4:30 p.m.
Little Rock 8:00 a.m. 5:00 p.m.
Ellsworth 8:00 a.m. 5:00 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

* Ellsworth 8:00 a.m. 5:00 p.m.
* Luverne 8:00 a.m. 5:00 p.m.
Hardwick 7:30 a.m. 4:30 p.m.
Pipestone 8:00 a.m. 5:00 p.m.
White 8:00 a.m. 5:00 p.m.
Toronto 8:00 a.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.
Conger 7:00 a.m. 4:00 p.m.
Walters 7:00 a.m. 4:00 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 7:30 a.m. 4:30 p.m.
Armstrong 8:00 a.m. 5:00 p.m.
Gruver 7:30 a.m. 4:30 p.m.
Estherville 8:00 a.m. 4:00 p.m.
11:00 p.m. 7:00 a.m.

SUBDIVISION 20-B

Dows 6:30 a.m. 3:30 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.
* Forest City 8:00 a.m. 5:00 p.m.
* Thompson 7:30 a.m. 4:30 p.m.
Buffalo Center 8:30 a.m. 5:30 p.m.
Lakota 8:00 a.m. 5:00 p.m.

SUBDIVISION 20-C

Garner 7:30 a.m. 4:30 p.m.
* Crystal Lake 8:30 a.m. 5:30 p.m.
* Woden 8:30 a.m. 5:30 p.m.
Titonka 8:30 a.m. 5:30 p.m.

SUBDIVISION 17-A

Hollendale 8:00 a.m. 5:00 p.m.

* Dualized -

B. L. SCHOECH,
Asst. Superintendent Des Moines

R. E. WILLIAMS,
Asst. Superintendent St. Paul

C. B. MURRAY,
Asst. Superintendent Estherville

W. J. PASTA,
Trainmaster Trenton

F. E. WHEELER,
Terminal Trainmaster Des Moines

F. J. GARNER,
Asst. Terminal Trainmaster Des Moines

D. B. SHEA,
Asst. Trainmaster St. Joseph

K. O. THOMAS,
Master Mechanic Des Moines

J. H. HENSEN,
Asst. Master Mechanic Minneapolis

F. H. SPRENGER,
Road Foreman Equipment Des Moines

J. F. WADDICAR,
Road Foreman Equipment Trenton

C. W. GUENTHER, Chief Dispatcher, Des Moines
B. HULL, Night Chief Dispatcher, Des Moines

ELDER BYLANDER,
W. E. MURPHY,
H. M. ROZENBERG, } Dispatchers, Des Moines
W. K. STEGALL,
D. B. YATES,
C. J. STOFFER,

K. E. ELYEA, Chief Dispatcher, Trenton

W. H. WEBSTER,
P. E. MANKINS,
J. E. MARSENGILL, } Dispatchers, Trenton
D. K. SHORT,