

Company Doctors

*H.B. NEEL	Albert Lea
*C.F. PALMER	Albert Lea
J.H. McCALL	Allerton
*D.E. WILCOX	Atlantic, Iowa
*E.M. JUEL	Atlantic, Iowa
C.C. HUNTLEY	Avoca, Ia.
*C.F. BRUMMITT	Centerville
*A.L. YOCOM	Chariton
*DEAN CURTIS	Chariton
*J.P. COGLEY	Council Bluffs
*A.L. NELSON	Des Moines
*J.B. FRASER	Des Moines
*J. LAMAR	Des Moines
*C.A. AAGSEN	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. DUNL AY	Iowa Falls
*G.H. ASHLINE	Keokuk
W.E. BULLOCK	Lake Park
H.L. PITLUCK	Laurens
*W.G. McALLISTER	Manly
*J.H. FAUST	Manson
*G.L. BRADY	Mason City
W.H. RUCKER	Minneapolis
J.A. WILLIAMS	Minn. Transfer
R.H. MORDAUNT	Nevada
*B. STREET	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. 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	

Location

OCULIST & AURIST

T.M. GILL	Albert Lea
A.M. DEAN	Council Bluffs, Ia.
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
J.H. JUDD	Omaha, Nebr.
F.L. EAGLE	Omaha, Nebr.
D.O. BOVENMEYER	Ottumwa
W.C. WOLFE	Ottumwa
G.E. STRATE	St. Paul
*H.C. KIMBERLIN	Trenton

SEE PAGE 28 FOR HOSPITALS

Chicago, Rock Island & Pacific Railroad



**TIME
TABLE
DES MOINES DIVISION
FIRST DISTRICT**

No. 8

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

SUNDAY, OCTOBER 27, 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**

Main Line Westward

SECOND CLASS				FIRST CLASS				M.P. from Chicago	Distance from Short Line Jct.	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 5 STATIONS Time Table No. 8 October 27, 1963	
91	81	59	83	7	9	13	25						
CGW Freight	Freight	Freight	Freight	Psgr.	Psgr.	CGW Psgr.	Mail						
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						
	P.M. 8.20	A.M. 9.30	A.M. 12.01					355.6	.....	.....	Yard	X... WX...	..SHORT LINE JCT.. ..(CRI&P Crossing) 0.6 DMU-CGW- ..FIDDM&S Crossing.. 1.6
								356.2	.....	.....	.....	.....	.....
				P.M. 8.00	A.M. 6.00		A.M. 12.55	357.8	2.2	.....	341	M.D. M.S.	.....DES MOINES..... 0.5.....DMU Crossing..... 0.3.....CNW JCT..... 4.0.....WEST DES MOINES..
								358.3	.....	.....	.....	.....	.....
	8.35	9.42	12.13	8.02	6.03		12.57	358.6	3.0	.....	.....	.....	.....
	8.40	9.47	12.20	8.07	6.09		1.07 8	362.6	7.0	.....	459	BR.	.....
								362.7	.....	.....	.....	.....	.....
	8.50	9.58	12.32	8.16	6.19		1.17	372.7	17.1	125	82	.....	.....CNW Jct. 10.0.....BOONEVILLE.....P
	8.56	10.04	12.37	8.20	6.23		1.21	376.6	21.0	77	34	.....	VR.....VAN METER.....TO 3.9.....DE SOTO..... 3.2.....CLUCAS.....P 3.4.....WINEAR.....P 2.4 FR.....EARLHAM.....* TO 5.7.....DEXTER.....P 5.1 CS.....STUART.....P 4.9.....MENLO.....P 7.0.....CASEY.....P 6.7 AD.....ADAIR.....TO 7.8 BG.....ANITA.....TO 7.0.....WIOTA.....P 7.4 WN.....ATLANTIC.....* TO
	9.04	10.09	12.50 8	8.26	6.31		1.28	383.2	27.6	50	.....	.....	.....
								385.6	30.0	.....	180	.....	.....
	9.09	10.14	1.01	8.30	6.35		1.31	387.4	31.8	125	50	.....	.....
	9.15	10.21	1.10	8.35	6.40		1.36	393.1	37.5	49	28	.....	.....
	9.21	10.27	1.16	8.39	6.45		1.41	398.2	42.6	80	93	.....	.....
	9.26	10.32	1.22	8.43	6.49		1.45	403.1	47.5	80	30	.....	.....
	9.33	10.40	1.30	8.49	6.56		1.53	410.1	54.5	69	34	.....	.....
								416.8	61.2	.....	84	.....	.....
	9.48	10.55	1.50	9.02	7.07		2.08	425.5	69.0	100	60	.....	.....
	9.55	11.02	1.58	9.08	7.13		2.15	432.5	76.0	49	25	.....	.....
	10.08 82	11.09	2.35	9.17	7.33		2.40	439.9	83.4	120	503	.....	.....
	10.33	11.32 84	2.55	9.32 82	7.49		3.00	455.6	99.0	300	7	.....	.....
P.M. 9.53	10.53	11.48 10	3.20 25	9.47	8.08	A.M. 5.55	3.20 83	459.3	102.7	.....	57	.....	.....
9.57								474.7	118.1	125	.....	.....	.....
								476.6	120.0	.....	.....	.....	.....
10.10 P.M.	11.05 P.M. 12.01 A.M.	A.M. 12.05 P.M. 12.30 P.M.	3.33 3.40 A.M.	9.58	8.21	6.07 A.M.	3.30	486.4	129.8	.....	.....	.....	.....
				10.00	8.23		3.32	487.8	131.4	130	Yard	.....	.....
								488.7	.....	.....	.....	.....	.....
				10.05	8.30		3.45	488.8	132.4	.....	Yard	.....	.....
								489.5	133.4	.....	.....	.....	.....
								489.8	.....	.....	.....	.....	.....
				10.15	8.45		4.15	490.0	133.6	.....	.....	.....	.....
				10.30 P.M.	9.00 A.M.		4.45 A.M.	492.7	136.3	.....	.....	.....	.....

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED BETWEEN ATLANTIC AND WEST DES MOINES.**

No. 7 discharge from Des Moines and beyond, receive for Omaha and beyond
No. 9 discharge from Minneapolis, St. Paul, Kansas City, Iowa City and beyond.

Trains handling rock cars between Earlham Quarry and West Des Moines must
not exceed speed of 30 MPH.

Main Line Eastward

**SUBDIVISION 5
STATIONS**
Time Table No. 8
October 27, 1963

Distance from Council Bluffs	Signs	Station Numbers	FIRST CLASS				SECOND CLASS				
			10	14	8	192	84	60	82		
			Psgr.	CGW Psgr.	Psgr.	CGW Freight	Freight	Freight	Freight		
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
132.4	RFWYd	2172						P.M.	P.M.	A.M.	
0.6	*							2.15	6.35	1.00	A.M.
131.8	UX										
130.2	RFWYd	2174	P.M. s 1.30		A.M. s 1.30						
129.7	UX										P.M.
129.4			1.22		1.10			1.42	6.00	11.50	
129.4					1.07			1.35	5.55	11.43	
125.4	RYd	2179	1.20								
125.3											
115.3	P	2189	1.11		12.58			1.20	5.43	11.28	
111.4	TO	2193	1.08		12.55			1.13	5.38	11.21	
108.2		2196									
104.8	P	2200	1.01		⁸³ 12.50			1.06	5.31	11.12	
102.4	Y	2202									
100.6	*TO	2204	⁸⁴ 12.57		12.46			¹⁰ 12.57	5.26	11.07	
94.9	P	2209	12.53		12.41			12.39	5.19	10.59	
89.8	WY	2215	^g 12.48		12.37			12.34	5.13	10.52	
84.9	P	2219	12.44		12.34			12.29	5.07	10.46	
77.9	P	2226	12.38		12.28			12.20	4.59	10.35	
71.2	TO	2234									
63.4	TO	2242	12.27		12.17			^{P.M.} 12.05	4.43	10.18	
58.4	P	2249	12.21		12.11			^{A.M.} 11.57	4.35	10.10	
49.0	*RFWYd	2256	^s 12.15		^q 12.04			11.49	4.26	⁸¹ 10.08	
33.4	P	2272	12.01		^{A.M.} 11.47			⁵⁹ 11.32	4.08	⁷ 9.32	
29.7	P	2276	^{P.M.}								
14.3	P	2291	^{A.M.} 11.48		P.M. 9.43	11.31		A.M. 11.45	11.12	3.46	9.00
12.4	P	2293						11.40			
2.6	P	2303	11.34		9.28	11.22		11.10	11.02	3.33	8.35
1.0	RFWYd		11.31		P.M. 11.19			A.M. 11.00	11.00	^{3.30} P.M.	8.30
0.1											P.M.
	Yd	2316	^s 11.29			^s 11.17					
0.7	UX										
0.3	UX										
0.2	Yd										
2.7	TO	2320	11.22		11.02						
136.3	WRYd		11.15		10.55						P.M.

SEE FOOT NOTES ON PAGE 1.

No. 8 discharge from Omaha and beyond, receive for Grinnell and beyond.
No. 10 receive for Minneapolis, St. Paul, Kansas City, Iowa City and beyond.

SOUTHWARD

MAIN LINE

NORTHWARD

**SUBDIVISION 17
STATIONS**

**Time Table No. 8
October 27, 1963**

FIRST CLASS			FIRST CLASS			M. P. from Burlington	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs
15	19	17	20	16	18					
Psgr.	Psgr.	Psgr.	Psgr.	Psgr.	Psgr.					
Daily	Daily	Daily	Daily	Daily	Daily					
	P.M. 8.25	P.M. 3.30	A.M. 11.15	A.M. 8.40	A.M. 9.00	364.9	3364	C	MINNEAPOLIS 11.5	RFW TY
	8.50	3.50	11.35	8.10	8.30	353.4	3354	U	ST. PAUL 7.4	RFW TY
	9.05	4.05	11.45	7.55	8.15					
	9.15	4.15	11.55	7.29	7.49	346.0	3346	RT	NEWPORT 1.9	
	9.19	4.20	11.59	7.25	7.45	344.1	3344	Q	INVER GROVE 10.9	RFW TY
			A.M.							Yd
	9.31	4.33	12.11	7.12	7.32	333.5	3333		ROSEMOUNT 7.0	Y
	9.37	4.40	12.17	7.04	7.25	326.3	3326	F	FARMINGTON 6.8	W
	9.44	4.47	12.23	6.57	7.19	319.5	3319		CASTLE ROCK 6.1	
	9.52	4.59	12.31	6.50	7.11	313.4	3313	ND	NORTHFIELD 3.1	P
	9.55	5.02	12.36	6.47	7.08	310.3	3310	DJ	DUNDAS 3.8	
	9.59	5.06	12.39	6.43	7.04	306.5	3306		COMUS 3.5	P
						303.0			CGW Crossing 3.3	
	10.07	5.16	12.46	6.35	6.56	299.7	3300	BO	FARIBAULT 4.2	P
	10.12	5.22	12.51	6.30	6.50	295.5	3296		KASPER 5.2	P
	10.17		12.55			290.3	3291	MU	MEDFORD 6.0	P
	10.30	5.45	1.03	6.21	6.40	284.3	3284	OT	OWATONNA 9.3	P
						275.0	3275	HO	HOPE 8.3	P
	10.46	5.58	1.17	6.08	6.22	268.7	3269	LN	ELLEDALE 7.8	P
	10.53	6.04	1.23	6.01	6.15	260.9	3261	SA	CLARKS GROVE 7.6	P
	11.10	6.30	1.33	5.53	6.07	252.7	3253	WB	ALBERT LEA - CRISP 0.8	P
						252.4			CMS&P Crossing 0.7	P
						252.7		AB	ALBERT LEA - C&NW 0.3	RFW TY
						252.4			CMS&P Crossing 0.7	UX
	11.12	6.32	1.35	5.49	6.00	251.7	3252		CURTIS 6.1	P
	11.18	6.38	1.41	5.43	5.54	245.6	3246		GLENVILLE 4.7	P
	11.22	6.42	1.44	5.39	5.50	240.9	3241		GORDON, MINN. 5.0	P
	11.26	6.47	1.48	5.35	5.45	235.9	3236	KD	NORTHWOOD, IA 6.4	P
	11.31	6.52	1.53	5.30	5.40	229.5	3230		KENSETT 3.0	P
						226.5	3227		WEST YARD 1.4	P
	11.40	7.00	1.58	5.25	5.35	225.1	3225	JU	MANLY 139.8	RFW TY
	P.M.	P.M.	P.M.	A.M.	A.M.					Yd

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. 19-20 receive and discharge revenue passengers to or from 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				FIRST CLASS			SECOND CLASS			
67		15	17	Time Table No. 8 October 27, 1963				M. P. from Allerton	Distance from Des Moines	Signs	16	18	68					
Freight		Psg.	Psg.								Psg.	Psg.		Freight				
Daily		Daily	Daily								Daily	Daily		Daily				
P.M. 6.30		P.M. 11.50	P.M. 2.05	50	Yard	3225	JU.....MANLY	8.9 T.T. Rule 26b	* TO	202.1	130.7	RFWT Yd	A.M. s5.25	P.M. s4.07		P.M. 9.30		
		P.M. 12.15	s2.21	...	...	...	H.....C&NW Crossing	0.6 See T.T. Rule 16d	TO	193.2	121.8	....					
6.52		A.M.		...	...	...	DF.....MASON CITY	0.6	TO	192.6	121.2	Yd	s5.00	s3.51		9.00
				...	...	...	.....CMS+P&P Crossing	0.9	TO	192.0	120.6	....					
6.56		12.19	2.25	96	...	62193	K.....CLEAR LAKE JCT	0.0	TO	191.1	119.7	RYd	4.41	3.47		8.52		
				...	...	...	IOWA TERMINAL CROSSING	8.9	....	....	....	....		
7.08		12.28	2.32	53	10	62184	.....HURLEY	7.7	P	182.2	110.8	....	4.35	3.40		8.40
7.16		12.34	2.38	125	25	62176	GR.....SHEFFIELD	4.4	TO	174.5	103.1	....	4.26	3.34		8.30	
7.22		12.38	2.42	49	13	62172	.....CHAPIN	5.9	P	170.1	98.7	....	4.22	3.30		8.24
				...	...	...	.....C&NW Crossing	0.1	....	164.2	92.8	....					
				...	...	...	.....CGW Crossing	0.4	....	164.1	....	....				
7.33		s12.46	2.47	51	39	62165	HM.....HAMPTON	8.3	TO	163.7	92.3	....	s4.15	3.25		8.14	
				...	...	...	.....BRADFORD	7.2	P	155.4	84.0	....	4.06	3.18		8.02
7.43		12.54	2.55	69	35	62157	.....ARGON	0.5	P	148.2	76.8	Yd	3.58	3.05		7.50	
7.50 68		1.01	3.05	80	38	62150	.....IC Crossing	0.0	P	147.7	76.3	....					
				...	...	...	.....CRI&P Crossing	0.3	....	147.7	76.3	....					
7.54		s1.12	s3.10	...	112	12074	AO.....IOWA FALLS	1.1	TO	147.4	76.0	WTY Yd	s3.55	s3.02		7.45		
				...	...	...	.....PURINA	8.8	P	146.3	74.9	Yd	3.42	2.57		7.40
7.59		1.14	3.12	77	...	62148	B.....BUCKEYE	4.5	TO	137.5	66.1	....	3.35	2.50		7.29	
8.09		1.22	3.20	125	20	62139	.....SHERMAN	7.6	P	133.0	61.6	....	3.31	2.45		7.23
8.15		1.26	3.24	...	22	62135	.....GARDEN CITY	5.5	P	125.4	54.0	....	3.25	2.40		7.14
8.25		1.32	3.30	49	20	62127	.....C&NW Crossing	0.1	UX	119.9	48.5	....					
8.38		1.36	3.35	90	28	62122	JF.....McCALLSBURG	6.4	TO	119.8	48.4	....	3.19	2.36		7.04	
8.46		1.41	3.40	50	23	62115	.....FERNALD	3.9	P	113.4	42.0	....	3.13	2.31		6.56
8.54		g1.47	3.45	53	50	62109	NA.....NEVADA	6.4	* TO	107.0	35.6	....	g3.07	2.25		6.48	
8.59		1.50	3.48	49	30	62105	.....SHIPLEY	6.5	P	103.1	31.7	....	3.03	2.21		6.43
9.09		1.55	3.54	90	62	62098	JN.....CAMBRIDGE	7.1	TO	96.6	25.2	....	2.57	2.18		6.35	
9.18		2.00	4.00	...	23	62091	.....ELKHART	4.2	P	89.5	18.1	....	2.50	2.12		6.27
9.23		2.03	4.03	125	19	62087	.....ENTERPRISE	6.7	P	85.3	13.9	....	2.47	2.09		6.22
9.31		2.08	4.09	51	30	62080	.....SWANWOOD	4.9	P	78.6	7.2	Yd	2.40	2.03		6.14	
				...	...	...	.....CGW Crossing	0.3	....	73.7	2.3	....					
10.30 P.M.		2.15	4.14	...	Yard	2172	X. Short Line Jct WX (CRI&P Cross)	2.0	TO	73.4	2.0	RFWT YYd	2.32	1.57		6.00 P.M.		
		s2.25 A.M.	s4.32 P.M.	...	341	2174	D. Des Moines MS 130.7	15, 15a & 15b T.T. Rule	* TO	....	....	RFW Yd	2.25 A.M.	1.50 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.
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 STATIONS			M. P. From West Wye Switch Allerton	Distance From Des Moines	Signs	FIRST CLASS			SECOND CLASS			
67			17						15						18			16		68	
Freight			Psg.						Psg.						Psg.			Psg.		Freight	
Daily			Daily			Daily			Daily			Daily		Daily							
			P.M. 4.37	A.M. 3.10		341	2174	MS	DES MOINES	TO	75.6	RFW Yd	P.M. 1.40	A.M. 1.45							
P.M. 11.30			4.43 68	3.17		Yard	2172	WX	SHORT LINE JCT (CRI&P Crossing)	TO	73.6	RFW Yd	1.24	1.25		P.M. 17 4.43					
								See T.T. Rules 15, 15a & 15b	DMU Crossing		73.4	2.2									
									CB&Q Crossing		72.9	2.7									
						115	495	30009	AYON		66.8	8.8									
11.45			4.52	3.28		115	20	30011	CARLISLE	TO	64.7	10.9	1.12	1.15		4.00					
							5	62060	HARTFORD	P	59.6	16.0									
11.56 P.M.			5.04	3.39		136	20	62053	BEECH	P	52.8	22.8	1.00	1.06		3.41					
							12	62044	NEPAS	P	44.0	31.6									
12.10 A.M.			5.18	3.51		79	15	62040	MELCHER	TO	39.5	36.1	12.48	12.52		3.22					
12.20			5.28	4.00		125	63	62030	WILLIAMSON	P	29.9	45.7	12.39	12.43		3.08					
12.37 15			5.40	4.21		73	54	62023	CHARITON	TO	23.4	52.2	12.32	12.37		2.58					
12.51			5.53	4.34		125	20	62011	MILLERTON	P	11.2	64.4	12.19	12.22		2.40					
12.59			6.00	4.38		48	23	62005	CORYDON	P	4.5	71.1	12.12	12.16		2.30					
1.10 A.M.			6.05	4.44		120	207	365	ALLERTON	TO	76.0	RW Y	12.07 P.M.	12.11 A.M.		2.20 P.M.					

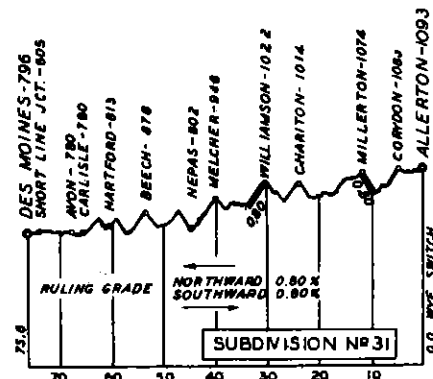
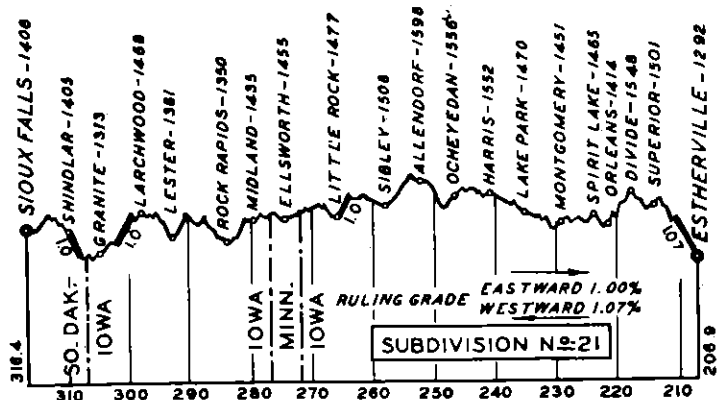
TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

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.

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

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



WESTWARD

MAIN LINE

EASTWARD

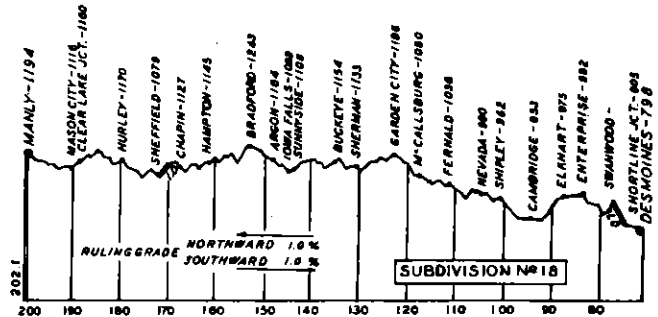
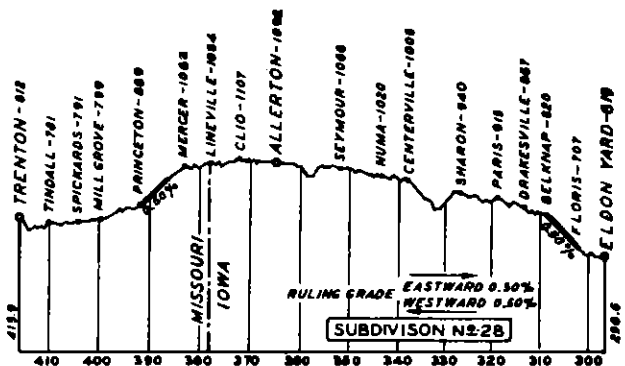
FIRST CLASS				M. P. from Chicago	Station Numbers	SUBDIVISION 28 STATIONS				Capacity of Other Tracks	Capacity of Sidings	Signs	FIRST CLASS			
3	17	15	39			4	18	16	40							
Golden State	Psgr.	Psgr.	Psgr.			Golden State	Psgr.	Psgr.	Psgr.							
Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily					
P.M. 6.08			A.M. 3.40	296.6	292	ON	...	...	...	...	...	RFWY	A.M. 6.30			A.M. 1.20
				302.5	301	...	...	...	...	...	...	...
6.20				308.5	308	...	...	...	...	...	...	...	6.01			1.00
				308.5	...	...	...	...	...	...	...	...
				311.6	311	...	...	...	...	...	...	...
6.27			3.57	316.8	317	...	...	...	...	...	...	...	5.50			12.51
				324.4	324	...	...	...	...	...	...	...
				331.1	...	...	...	...	...	...	...	...
6.44			4.17	334.7	335	CV	...	...	...	...	...	Y	5.31			12.19
				343.8	344	...	...	...	...	...	...	...
6.56			4.29	351.7	352	SR	...	...	...	...	...	...	5.16			A.M. 12.05
				352.1	...	...	...	...	...	...	...	...
7.08	P.M. 6.06	A.M. 4.47	4.42	365.0	365	AR	...	...	...	...	...	...	5.01	P.M. 12.07	A.M. 12.09	P.M. 11.52
				372.2	372	...	...	...	...	...	...	...	39	A.M. 11.59	P.M. 11.59	11.42
7.15	6.14	4.55	4.51	378.2	378	...	...	...	...	...	...	...	4.51			
7.25	6.25	5.02	4.59	383.1	383	Q	...	...	...	...	...	...	4.43	11.48	11.50	11.32
				392.4	393	PR	...	...	...	...	...	...	4.35	11.39	11.40	11.22
7.35	6.34	5.13	5.09	399.8	400	...	...	...	...	...	...	...
				404.3	404	SB	...	...	...	...	...	...
7.40	6.40	5.18	5.14	410.3	410	...	...	...	...	...	...	...
				415.9	416	RN	...	...	...	...	...	...	4.20	11.23	11.22	11.02
7.48	6.50	5.27	5.22			...	...	...	...	...	...	...	4.15	11.17	11.15	10.55
7.57	6.56	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.



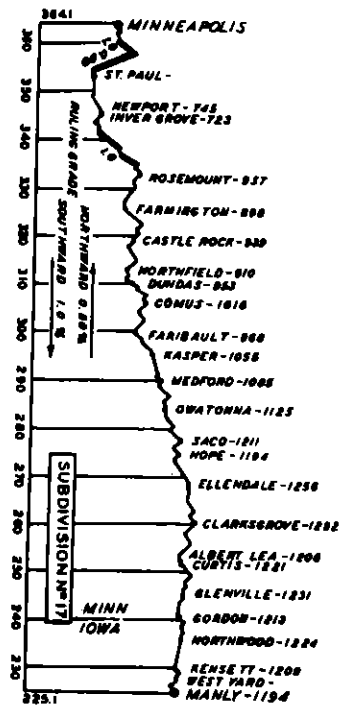
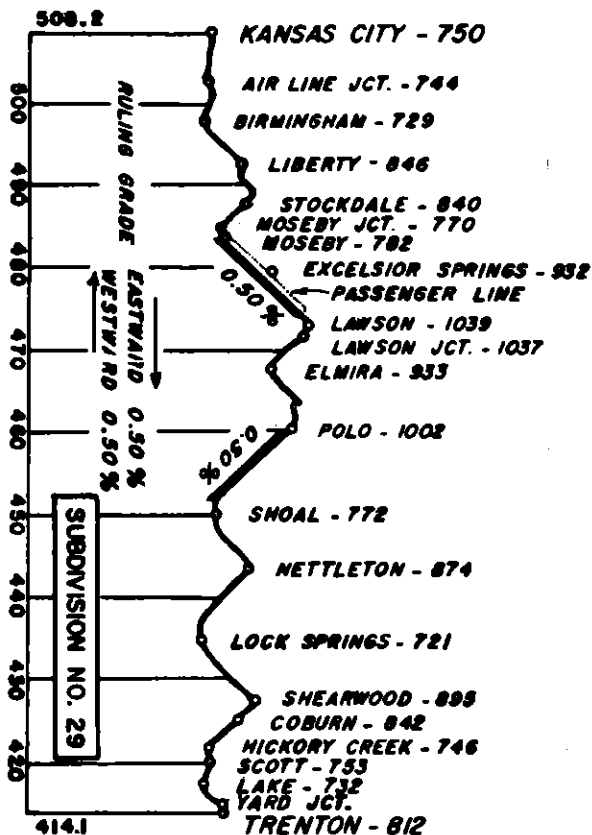
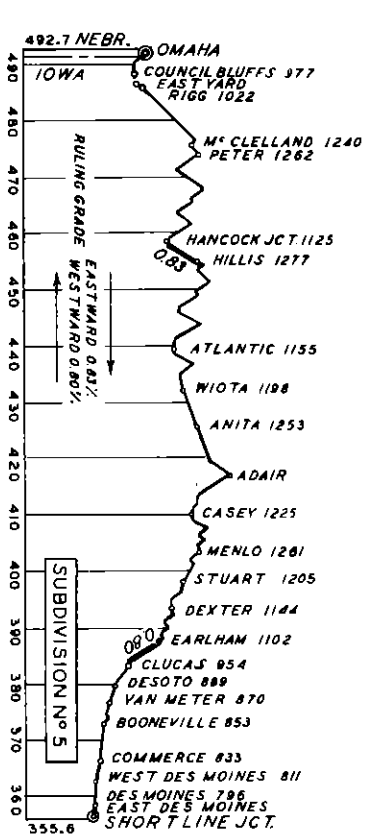
Westward

Guthrie Center Branch

Eastward

			SUBDIVISION 5-A			
			STATIONS			
			Time Table No. 8			
			October 27, 1963			
Capacity of Sidings	Capacity of Other Tracks	Station Numbers		M.P. from Chicago	Signs	
80	30	2219	..... MENLO.....	403.1		
	15	32009	..... MONTEITH.....	412.6		
	56	32015	..... GUTHRIE CENTER.....	417.7	T	

TRAINS AND ENGINES WILL OPERATE PER RULE 93



Westward				Audubon Branch				Eastward					
SECOND CLASS				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-B STATIONS	M.P. from Chicago	Signs	SECOND CLASS			
303										304			
Freight				Time Table No. 8				Freight					
Tuesday Thurs. Sat.				October 27, 1963				Tuesday Thurs. Sat.					
A.M.								A.M.					
			8.30	N 120 S 50	453	2256	WN ATLANTIC * TO	439.9	RFWYYd				11.40
			8.50	....	17	33007	..... LORAH	446.7	.....				11.30
			9.05	....	31	33012	..... BRAYTON	452.0	.....				11.20
			9.20	....	47	33016	..... EXIRA	455.7	.....				11.05
			9.40	....	25	33021	..... HAMLIN	461.0	.....				10.45
			10.00 A.M.	....	110	33025	..... AUDUBON	465.1	T				10.30 A.M.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 303 IS SUPERIOR TO No. 304. TIME TABLE RULE No. 14 IN EFFECT.

Southward				Oakland Branch				Northward					
				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-C STATIONS	M.P. from Avoca	Signs				
										Time Table No. 8			
				October 27, 1963									
				67	35007	HR AVOCA TO	0.0	Y				
				23	35001	..... HANCOCK	6.4	.....			
				57	2276	..... HANCOCK JCT. P	6.8	.....			
				46	34006	..... OAKLAND	12.3	.....			

TRAINS AND ENGINES WILL OPERATE PER RULE 93.

Westward				Walnut-Shelby Branch				Eastward					
				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-D STATIONS	M.P. from Walnut	Signs				
										Time Table No. 8			
				October 27, 1963									
				40	37006	..... WALNUT	0.0	.....			
				67	35007	HR AVOCA TO	6.3	Y				
				24	38009	..... SHELBY	14.8	.....			

TRAINS AND ENGINES WILL OPERATE PER RULE 93.

Westward				Winear-Winterset Branch				Eastward					
				Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 5-E STATIONS	M.P. from Chicago	Signs				
										Time Table No. 8			
				October 27, 1963									
				167	2202	..... WINEAR	385.6	Y				
				234	39012	..... WINTERSET	397.16	R . . .				

TRAINS AND ENGINE WILL OPERATE PER RULE 93.

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	Freight				58	Freight	Tues. Thurs. Sat.						
	A.M. 7.30		33	140B2	GR.	GOWRIE	TO	425.0	69.4	RWYyd	P.M. 1.15			
	7.55		25	55005		SLIFER		431.4	75.8		12.50			
	8.05		28	55010		SOMERS		435.0	79.4		12.40			
						CGW Crossing	UX	435.2	79.6					
						Illinois Central Crossing		446.8	91.2					
	8.40		48	55022	MA.	MANSON	TO	447.0	91.4		P.M. 12.10			
	8.50		25	55025		BLANDEN		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		WEST VIEW		459.1	103.5		11.16			
	9.15		8	55037		REA		461.7	106.1		11.08			
	9.35	39	41	55038	PO.	POCAHONTAS	TO	462.5	106.9		11.05			
	9.50		31	55044		WARE		468.7	113.1		10.35			
	10.10		34	55050	U.	LAURENS	TO	474.7	119.1		10.20			
						C&NW Crossing		475.2	119.6					
	10.25		31	55057		LEVERETT		482.3	126.7		9.50			
						CMSrP&P Crossing	UX	484.3	128.7					
	11.00		31	55071		ROSSIE		495.7	140.1		9.20			
	11.15		33	55077	RO.	ROYAL	TO	501.8	146.2		8.59			
	11.45 A.M.		32	55089	HN.	HARTLEY	TO	514.2	158.8		8.30			
						CMSrP&P Crossing		514.4	158.8					
	12.00 P.M.		26	55095		PLESSIS		519.5	163.9		8.00			
	12.15		36	55099	FN.	MELVIN	TO	524.5	168.9		7.50			
	12.30		34	55105		CLOVERDALE		530.0	174.4		7.40			
	12.50 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.

No. 57 may leave Gowrie without clearance when no operator on duty.

No. 58 may leave Sibley without clearance when no operator on duty.

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			
217	53	54				218									
Freight	Freight	Freight				Freight									
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday												
			.....	112	12074	AO.....	IOWA FALLS	.....	*	TO	97.0	0.0	RFWYd		
A.M.	P.M.		Yard	619	12074	.....	IOWA FALLS YARD	.....	*		97.4	0.4	RFWY Yd	A.M.	P.M.
6.00	4.10													5.00	3.50
6.15	4.20		.....	18	12081	.....	BURDETTE	.....			103.4	6.4	.....	4.29	3.40
6.25	4.30		.....	26	12084	CY.....	POPEJOY	.....		TO	107.4	10.4	.....	4.20	3.30
6.35	4.50		.....	63	12090	DO.....	DOWS	.....		TO	118.2	16.2	RYdW	4.05	3.20
A.M.			.....	30	12096	.....	GALT	.....			119.3	22.3	.....	3.41	
	5.07		.....	34	12104	CN.....	CLARION	.....		TO	126.4	29.4	.....	3.24	
	5.23		.....			.....	CGW Crossing	.....			126.8	29.8	.....	
	5.35		.....	25	12109	.....	HOLMES	.....			131.7	34.7	.....	3.04	
			.....			.....	C&NW Crossing	.....			135.8	38.8	.....	
	5.45		.....	27	12114	.....	GOLDFIELD	.....			136.0	39.0	.....	2.49	
	6.02		.....	28	12121	.....	HARDY	.....			144.3	47.3	.....	2.29	
	6.20		.....	33	12130	VR.....	LIVERMORE	.....		TO	152.7	55.7	W	2.05	
			.....			.....	C&NW Crossing	.....		UX	153.0	56.0	.....	
	6.33		.....	73	12135	BD.....	BODE	.....		TO	159.1	61.1	.....	1.50	
	6.47		.....	30	12140	.....	OTTOSEN	.....			163.2	66.2	.....	1.40	
	7.10		.....	27	12146	WN.....	WEST BEND	.....		TO	168.7	71.7	.....	1.30	
	7.25		.....	31	12152	.....	RODMAN	.....			174.8	77.9	.....	1.17	
			.....			.....	CMS&P Crossing	.....		UX	184.3	87.3	.....	
	7.50		.....	32	12162	MR.....	EMMETSBURG	.....		TO	184.6	87.6	W	12.55	
	8.02		.....	20	12167	.....	OSGOOD	.....			190.5	93.5	.....	12.40	
	8.15		.....	40	12172	G.....	GRAETTINGER	.....		TO	194.4	97.4	.....	12.32	
	8.30		.....	24	12179	WG.....	WALLINGFORD	.....		TO	200.6	103.6	.....	12.20	
	8.45		Yard	767	12184	SR.....	ESTHERVILLE	.....		TO	206.9	109.9	RFWT Yd	12.01	A.M.

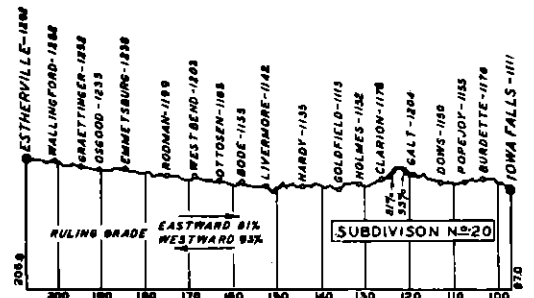
TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD EXCEPT NO. 217 IS SUPERIOR TO NO. 54 AND NO. 53 IS SUPERIOR TO NO. 218.

Time Table Rule 14 in effect.

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

No. 218 may leave Dows without clearance when no operator on duty.



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		
	Freight		Freight						Freight			
	Daily Except Sat. & Sun.		Daily Except Sat. & Sun.						Daily Except Sat. & Sun.			
	A.M.		P.M.									
	1.00	Yard	767	12184	SR. ESTHERVILLE TO	206.9	109.5	RFTW Yd	10.00			
	1.25	30	27	12191	SF. SUPERIOR TO	213.8	102.6		9.18			
	1.45	.....	.....	12199	..... ORLEANS	221.5	94.9	.....	8.58		
	1.50	34	60	12201	SK. SPIRIT LAKE TO	223.6	92.8	.....	8.53		
	2.00	.....	30	12205	..... MONTGOMERY	228.4	88.0	.....	8.43		
	2.20	38	102	12212	AK. LAKE PARK TO	234.7	81.7	RFTW Yd	8.30			
	2.35	25	59	12218	..... HARRIS	240.6	75.8	.....	8.10		
	2.50	40	54	12223	CD. OCHEYEDAN TO	246.0	70.4	.....	8.00		
	3.00	.....	39	12230	..... ALLENDORF	251.8	64.6	.....	7.45		
	3.25	33	140	12235	SB. SIBLEY TO	257.4	59.0	RWTYd	7.30			
		.....	.....	.....	..... C&Nw Crossing UX	257.6	58.8	.....			
	3.45	28	33	12242	LR. LITTLE ROCK, IOWA TO	265.0	51.4	.....	6.50		
	4.25	25	45	12251	TH. ELLSWORTH, MINN. TO	273.7	42.7	TYd	6.30			
	4.37	.....	41	51005	..... MIDLAND, IOWA	279.1	37.3	.....	6.20		
	4.52	27	57	51010	RD. ROCK RAPIDS TO	283.5	32.9	.....	6.10		
		.....	.....	.....	..... Illinois Central Crossing UX	283.7	32.7	.....			
		.....	.....	.....	..... Great Northern Crossing	292.2	24.2	.....			
	5.15	.....	60	51019	W. LESTER TO	292.3	24.1	.....	5.50		
	5.30	.....	30	51024	..... LARCHWOOD, IOWA	297.7	18.7	.....	5.39		
		.....	.....	.....	..... CMSiP&P Crossing	314.5	1.9	.....			
		.....	.....	.....	..... Great Northern Crossing UX	315.9	0.5	.....			
		.....	.....	.....	..... C&Nw Crossing UX	316.0	0.4	.....			
	6.00	Yard	180	51043	F. SIOUX FALLS S. DAK. TO	316.4	0.0	RTYd W	5.00			

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
 Time Table Rule 14 in effect. Estherville: Movement over Central Ave. crossing by all trains and engines must be protected by member of crew on the crossing.

WESTWARD			KANARANZI BRANCH							EASTWARD		
			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 21-A STATIONS	M. P. from Cedar Rapids	Distance from Ellsworth	Signs			
										Time Table No. 8		
			October 27, 1963									
			25	45	22251	TH. ELLSWORTH TO	273.7	.....	TYd		
			.....	38	22256	..... KANARANZI	278.2	5.5	Yd		

Trains and engines will operate per Rule 93.

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.

WESTWARD

LIVERNE BRANCH

EASTWARD

SECOND CLASS			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 22A STATIONS			M.P. from Cedar Rapids	Distance from Hardwick	Signs	SECOND CLASS		
213	211	212				214								
Freight	Freight	Freight				Freight								
Wed.	Mon. Fri.	Tues. Sat.				Thurs.								
			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				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	Time Table No. 8 October 27, 1963				83.2	0.0	RFTYd	P.M. 6.45					
																Freight	Daily Except Sunday	7.50	38					42010	CG. CONGER TO	73.4	9.8	6.23
			Freight	Daily Except Sunday	8.23	40	42026	BY. BRICELYN, MINN. TO	57.2	26.0	5.51																	
												Freight	Daily Except Sunday	8.40	56	42033	RH. RAKE, IOWA TO	50.0	33.2	5.37								
			Freight	Daily Except Sunday	9.00	35	65	13072	GM. LAKOTA TO	184.6	38.4										44.8	RTYd	5.14					
												Freight	Daily Except Sunday	9.20	27	25	13083	ND. SWEA CITY TO	195.6	55.8				4.52				
			Freight	Daily Except Sunday	9.45	28	27	13082	NG. ARMSTRONG TO	204.4	64.8										4.35							
												Freight	Daily Except Sunday	10.15	32	13098	. . . . . C&NW Crossing	209.1	69.3	4.25							
			Freight	Daily Except Sunday	10.30	31	13103	Z. MAPLE HILL TO	210.5	70.7	4.14																	
												Freight	Daily Except Sunday	11.30 P.M.	Yard	787	12184	SR. GRUVER TO	216.0	76.2	4.14							
			Freight	Daily Except Sunday	P.M.	Yard	787	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: Movement over Central Ave. crossing by all trains and engines must be protected by member of crew on the crossing.

WESTWARD

HOLLANDALE BRANCH

EASTWARD

			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	SUBDIVISION 17-A STATIONS				M. P. from Clarks Grove	Signs									
						Time Table No. 8 October 27, 1963						8.7	RY							
						17	41009 MAPLE ISLAND	2.0								6.7	RY		
			32		. . . . . WEST SIDE	3.6	3.6	RY											
											62	39	3261	SA CLARKS GROVE P	0.0	R				

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			SUBDIVISION 20-B STATIONS										SECOND CLASS			
219	221 ¹	217										222	218	220		
Freight	Freight	Freight	Capacity of Sidings	Capacity of Other Tracks	Station Numbers	Time Table No. 8 October 27, 1963			M. P. from Cedar Rapids	Distance from Dows	Signs	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	.....	UX	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	.....		GODELL	.....	TO	133.5	20.3	.....		2.05	
		8.20	39	48	13026	KM.	.....	KLEMM	.....	TO	139.3	26.1	.....		P.M. 1.50	
A.M. 8.35	A.M. 9.00	8.35	32	89	13033	AN.	.....	GARNER	.....	TO	145.8	32.8	R	P.M. 1.30	1.30	P.M. 1.30
		A.M.				.....		CMS&P&P Crossing	.....	UX	146.1	32.9	.....		P.M.	
		8.45			13035	.....		HAYFIELD JCT	.....	TO	148.1	34.9	.....	1.15		P.M. 12.05
		8.55		25	13039	.....		MILLER	.....	TO	151.7	38.5	.....	P.M.		A.M. 11.30
		9.10	22	78	13045	FC.	.....	FOREST CITY	.....	TO	157.5	44.3	.....			11.35
		9.20		33	13050	.....		NEILS	.....	TO	163.3	50.1	.....			11.20
		9.35		35	13055	MN.	.....	THOMPSON	.....	TO	168.1	54.9	.....			11.05
		9.50	20	53	13064	BC.	.....	BUFFALO CENTER	.....	TO	177.1	83.9	.....			10.40
		10.10 A.M.	35	85	13072	GM.	.....	LAKOTA	.....	TO	184.6	71.4	RTYd			10.25 A.M.

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			SUBDIVISION 20-C STATIONS										SECOND CLASS		
221												222			
Freight			Capacity of Sidings	Capacity of Other Tracks	Station Numbers	Time Table No. 8 October 27, 1963			M. P. from Cedar Rapids	Distance from Titonka	Signs	Freight			
Tues. Thurs. Sat.												Tues. Thurs. Sat.			
		A.M.			13035	.....		HAYFIELD JCT	.....	TO	148.1	24.7	.....	P.M. 1.15	
		9.10			53006	.....		HAYFIELD	.....	TO	153.9	18.9	.....	12.55	
		9.40		38		.....		C&NW Crossing	.....	UX	154.4	18.4	.....	
		10.10		22	53012	.....		CRYSTAL LAKE	.....	TO	159.9	12.9	.....	12.40	
		10.40		28	53018	.....		WODEN	.....	TO	166.2	6.6	.....	12.20	
		11.05 A.M.	22	31	53025	.....		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. 11.43	P.M. 7.30	A.M. 5.06		AN	.. ALTOONA	A.M. 2.01	P.M. 8.21	P.M. 2.05				
11.54 P.M.	7.38	5.16		X WX	8.7 SHORT LINE JCT. .. (CRI&P Crossing) ..	1.51	8.11	1.55				
				..	0.6 DMU-CGW-FIDDM&SCrs'g							
12.15 A.M.	7.45 P.M.	5.25 6.00 A.M.	A.M. 12.55 A.M.	D MS	1.7 .. DES MOINES	1.45 1.30 A.M.	8.05 P.M.	1.50 1.30 P.M.				

Signal Indications
MP 346-33 to 362-29
Rules 450 to 453, Incl.

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

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	
		11.30 A.M.	6.00 6.30	3.00 3.15	11.50 P.M. 12.05 A.M.	..... ALLERTON				
	A.M. 6.50	11.45 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	40	35
No. 15	25	20
No. 10	15	
Others	10	

LOCATION No. 15 AND No. 20 TURNOUTS

No. 15 Turnouts:		
Subdivision 5	MP 473 pole 25	East end siding
	MP 475 pole 0	West end siding
	MP 487 pole 4	East end siding
	MP 489 pole 4	End of two main tracks
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
Subdivision 28	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
Subdivision 29	MP 401 pole 6	West end siding Mill Grove
	MP 425 pole 0	Junction switch Coburn
	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 5	MP 362 pole 24	end of two main tracks
	MP 362 pole 28	C&NW connection
	MP 454 pole 4	East end siding
	MP 457 pole 0	West end siding
	MP 474 pole 26	CGW Connection
	MP 486 pole 16	CGW Connection
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, 626, 628-656, 633B, 634B, 637B-642B, 750, 751	90	
400, 401	85	
485-499, 621, 9002-9004, 9015, 9016	80	
38-40, 42-49, 70-77, 70B, 72B, 73B, 88-90, 92, 93, 97-99, 88B-99B, 92B, 93B, 96B-98B, 100-143, 100B-109B, 120B-123B, 128B-135B, 200-211, 404-408, 410, 411, 425-431, 675-677, 675B-677B, 1200-1237, 1250-1300, 1302-1353	70	
450-462, 464-475, 537-546, 765-779, 795-797, 811-840 ..	65	
735-745, 598, 599, 716-732, 759, 760, 763, 764, 798-806	60	
529-536 (Towing Speed 65), 1000, 1001, 1003-1015	45	
550-563, 700-707, 900-914	40	
351, 361-373, 375-377	30	
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	
Trains handling alumina ore	45	
30,000 gallon "Jumbo" Tank cars 5 MPH less than authorized speed Subdivision 5-B and Subdivision 5-C.		
Weed Spray W.S.-6	30	
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 95232 on Subdivisions 5, 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 Subdivisions 5, 17, 18, 28, 29, 31	35	
Subdivisions 20, 21, 30, 20A, 30A, 4C	25	
All other Subdivisions	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 5	40	
" 17	40	
" 20	30	
" 21	30	
" 22	20	
" 17A	20	
" 20A	25	
" 20B	20	
" 18, 31, 28 and 29	40	
All other Subdivisions	20	

SPEED RESTRICTIONS - Continued

			LOCATION	Psg. Trains	Freight Trains
Ditcher, or other type of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made.					
Air Rail Loaders must not be moved in through trains with booms up. When moved in through trains the booms must be disconnected, taken down and securely fastened to the floor of the car.					
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	Pass. Trains	Frts. Trns			
SUBDIVISION 5 (Except as shown below)					
MP 357.11 to MP 358.33	79	60			
MP 358.33 to MP 363.3 (Except as shown below)	30	30			
MP 362.28 to MP 363.3	60	50			
MP 365.11 to MP 366.12	35	35			
MP 377.11 to MP 377.38	55	40			
MP 377.38 to MP 384.36 (Except as shown below)	45	35			
MP 377.39 to MP 378.13	60	50			
MP 378.21 to MP 378.35	45	40			
MP 380.5 to MP 380.31	55	50			
MP 381.1 to MP 381.30	50	45			
MP 395.0 to MP 406.34 (Except as shown below)	55	50			
MP 406.0 to MP 406.14	75	-			
MP 406.34 to MP 410.0	65	50			
MP 421.31 to MP 423.34 (Except as shown below)	55	50			
MP 423.20 to MP 423.34	75	55			
MP 426.8 to MP 426.17	60	50			
MP 435.34 to MP 437.24	75	55			
MP 474.24 to MP 474.28	60	50			
MP 477.34 to MP 481.8	40	40			
MP 484.16 to MP 484.21	75	55			
MP 486.6 to MP 488.26	50	40			
MP 488.26 to MP 489.39 (Except as shown below)	40	30			
MP 488.36 (Wabash-CB&Q-CMSTP&P Crossings)	30	30			
MP 489.39 to MP 490.1	20	20			
	20	20			
SUBDIVISION 17 (except as shown below)					
MP 236-12 to MP 236-20	79	60			
MP 241-24 to MP 241-34	70				
MP 243-6 to MP 243-24	70				
MP 245-30 to MP 246-26	70				
MP 249-4 to MP 253-36 (except as shown below)	60				
Curtis and C&NW Albert Lea Station	Restricted Speed				
MP 252-16 CMSTP&P Crossing	20	20			
MP 253-12 to MP 253-22	60	45			
MP 281-11 to MP 283-3	75				
MP 283-16 to MP 283-27	55	45			
MP 284-16 to MP 284-21	55	45			
MP 287-16 to MP 284-21	50	45			
MP 287-20 to MP 288-6	50	45			
MP 295-18 to MP 306-12 (except as shown below)	75				
MP 300-4 to MP 300-9	60	50			
MP 303 CGW Crossing	60	45			
MP 303 to MP 303-10	60	45			
West Crossover switch MN&S Yards	8	8			
MP 333-15 to MP 334	30	25			
MP 334 to MP 342-3 (except as shown below)	70	50			
MP 342-16 to MP 344-6	60	50			
MP 344-6 to MP 346-4	30	30			
Bridge 3450 Mississippi River	20	20			
SUBDIVISION 18 (Except as shown below)					
MP 73-24 to MP 74-24	79	50			
MP 74-24 to MP 82-23 (Except as shown below)	40	30			
MP 77-4 to MP 77-14	70				
MP 106-19 to MP 107-2	50	40			
MP 109-24 to MP 110-15	60				
MP 145-29 to MP 147-10	50	40			
MP 147-10 to MP 147-35	60				
MP 154-32 to MP 156-11	25	25			
MP 156-11 to MP 163-2	70				
MP 163-2 to MP 165-15	60				
MP 190-0 to MP 190-30	60				
MP 190-30 to MP 191-4	60				
Manly--CGW, C&NW connecting track	30	30			
	15	15			
SUBDIVISION 31 (Except as shown below)					
Allerton to MP 0-20	79	50			
MP 4-30 to MP 5-7	30	30			
MP 6-7 to MP 9-7 (Except as shown below)	60				
MP 7-21 to MP 7-28	70				
MP 8-1 to MP 8-11	60				
MP 18-5 to MP 18-23	60				
MP 22-34 to MP 25-6	60				
MP 27-22 to MP 27-35	60				
MP 36-32 to MP 37-0	60				
MP 43-0 to MP 43-22	60				
MP 57-24 to MP 60-12	60	40			
MP 64-8 to MP 64-28	50				
MP 65-12 to MP 65-22	60				
MP 67-36 to MP 72-3	60				
MP 72-3 to MP 73-24 (Except as shown below)	60				
MP 72-31 CB&Q Crossing	35	35			
MP 73-14 DMU Crossing	25	25			
	25	25			
SUBDIVISION 28 (Except as shown below)					
MP 291-29 to MP 299-93	79	60			
MP 299-33 to MP 341-20	50	40			
MP 341-20 to MP 344-13	70	50			
MP 349-15 to MP 349-32	60	50			
MP 351-34 to MP 352-3	75	60			
MP 352-4 CMSTP&P Crossing	40	30			
MP 356-8 to MP 356-18	30	25			
MP 358-38 to MP 359-6	60	50			
MP 359-39 to MP 360-15	60	50			
MP 364 to MP 365-35	70	60			
MP 365-35 to MP 380-21 (except as shown below)	50	40			
MP 369-19 to MP 369-30	70	60			
MP 371-28 to MP 372-17 (North track)	60	50			
MP 371-28 to MP 372-17 (South track)	50	45			
MP 375-17 to MP 375-33	50	45			
MP 379-33 to MP 380-21	60	50			
MP 399-20 to MP 404-10 (except as shown below)	60	50			
MP 399-20 to MP 399-26	60	50			
MP 401-25 to MP 401-32	50	45			
MP 415-12 to MP 416	50	40			
SUBDIVISION 29 (except as shown below)					
MP 414-4 to MP 416-18	79	60			
MP 418-15 to MP 418-34	50	40			
MP 419-20 to MP 419-33	70	50			
MP 420-10 to MP 421-2	50	45			
MP 423-13 to MP 424-13 (South track)	70	50			
MP 423-15 to MP 424-13 (North track)	70	50			
MP 427-30 to MP 427-35	55	40			
Shoal West Siding Switch Entering or Leaving	70	50			
Excelsior Springs, across Dunbar Avenue	10	10			
Lawson Jct. to Moseby Jct. (South track)	15	15			
Curve MP 471-28 to MP 472-16	70	50			
Moseby Jct. West Crossover	60	50			
Moseby Jct. East Crossover	25	25			
Moseby Jct. to Birmingham	40	40			
Birmingham to Air Line Jct.	70	50			
	50	35			
SUBDIVISION 30 (except as shown below)					
MP 427-14 to MP 428-18	35	35			
MP 439-8 Wabash Crossing	30	20			
MP 484-15 to MP 496-27	20	20			
MP 496-27 to MP 497	30	30			
Bridge 4575--trains handling derricks and pile drivers.	6	6			
Bridges 4614, 4645 and 4763--trains handling derricks and pile drivers	15	15			
	20	20			
SUBDIVISION 30A (except as shown below)					
South St. Joseph--Illinois Ave.	45	35			
MP 513-36 CB&Q Crossing	10	10			
MP 516-22 to 516-29	20	20			
MP 517-2 to 517-9	35	20			
Atchison--Missouri River Bridge	35	20			
	15	15			
SUBDIVISION 20 (except as shown below)					
MP 99-0 to MP 145-0	40	40			
MP 126-28 CGW Crossing	35	35			
MP 135-28 C&NW Crossing	20	20			
Bridge 1364	25	25			
Trains handling derrick & pile drivers BR 1364	15	15			
MP 136-13 to MP 136-30	60	35			

(Continued)

SPEED RESTRICTIONS - Concluded

LOCATION	ALL TRAINS	LOCATION	ALL TRAINS										
SUBDIVISION 20 (Cont'd)		SUBDIVISION 17A (Except as shown below)											
MP 151-2 to MP 151-12	25	MP 264 to 268	25 10										
MP 154-26 to MP 155	30	SUBDIVISION 20A (Except as shown below)											
MP 184-4 to MP 184-21	10	MP 82-27 CMS+P&P Crossing	40										
MP 185 to MP 185-10	30	MP 82-9 CRI&P Crossing	20										
MP 193-31 to MP 194-5	30	MP 81-25 to MP 80-0	20										
MP 198-27 to MP 199-8	25	MP 61-16 to MP 62-0	25										
SUBDIVISION 21 (except as shown below)		MP 57-21 C&NW Crossing	25										
MP 207-4 to MP 209-3	35	MP 188-20 to MP 189-7	20										
MP 221-29 to MP 222-14	15	MP 205-6 to 207	25										
MP 223-16 to MP 223-25	25	MP 209-3 C&NW Crossing	20										
MP 248-27 to MP 250-3	30	SUBDIVISION 20B (Except as shown below)											
MP 257-6 C&NW Crossing	30	MP 113-15 to MP 122-9	35										
MP 263-15 to MP 268-10	20	MP 119-18 CGW Crossing	25										
MP 282-22 to MP 283-22	30	MP 126-4 to MP 126-12	20										
MP 288-25 to MP 289-10	30	MP 150 to MP 165-6	25										
MP 292-7 GN Crossing	30	MP 165-6 to MP 184	25										
MP 292-25 to MP 293-14	20	SUBDIVISION 20C (Except as shown below)											
MP 299-36 to MP 302-15	30	Bridge 1489	25										
MP 306 to MP 308-35	30	MP 148-3 to MP 151-12	15										
MP 314-20 CMS+P&P Crossing	10	MP 154-12 to C&NW Crossing	20										
Stoux Falls - Cliff Ave.	10	MP 160 to MP 161-16	20										
Bismark Spur trains handling derricks & pile drivers	15	MP 165-5 to MP 173	20										
SUBDIVISION 22 (except as shown below)		SUBDIVISION 21A											
MP 235-17 to MP 235-26	35	15											
MP 237-18 to MP 238-5	30	SUBDIVISION 22A											
MP 244-0 to MP 253-21 (except as shown below)	25	20											
MP 253-17 to MP 253-21	25	<h2 style="margin: 0;">SPECIAL INSTRUCTIONS</h2> <p style="margin: 0;">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 toward 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.</p> <table style="margin: 0 auto; border: none;"> <thead> <tr> <th style="text-align: left;"></th> <th style="text-align: right; font-weight: normal;">Maximum Height of Water Above Rail</th> </tr> </thead> <tbody> <tr> <td>Diesel engines and motor cars</td> <td style="text-align: right;">3 inches</td> </tr> <tr> <td>RDC cars 9002-9003-9004-9015-9016</td> <td style="text-align: right;">5 inches</td> </tr> <tr> <td>Lightweight passenger cars</td> <td style="text-align: right;">7 inches</td> </tr> <tr> <td>Conventional passenger cars</td> <td style="text-align: right;">12 inches</td> </tr> </tbody> </table> <ol style="list-style-type: none"> 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. Newport is the initial station for southward trains. <ol style="list-style-type: none"> Inver Grove is the initial station for southward extra trains. Clear Lake Junction is the initial station for Southward trains. Short Line Junction is the initial station for trains originating there. <ol style="list-style-type: none"> Des Moines is the initial station for trains originating there. Washington is the initial station for trains originating there. Atchison, Mo. Pac. 14th Street yard office is the initial station for trains leaving Atchison. <ol style="list-style-type: none"> Altoona is the initial station for Eastward trains Sub. Div. 4-C. Bluffs is the initial and terminal station for second class and extra trains. <ol style="list-style-type: none"> Omaha is the initial and terminal station for first-class trains. Trains departing from Trenton must obtain clearance. <ol style="list-style-type: none"> Trains may leave Coburn without clearances. 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. <ol style="list-style-type: none"> Trains may leave Evans Jct., Mt. Zion, Keosauqua, Hollandale, Indianola, Titonka and Hayfield Jct., without clearance. Trains may leave Washington and Keokuk without clearance, when train order office is closed. <ol style="list-style-type: none"> Trains Subdivision 17A may leave Clarks Grove without clearance. Trains Subdivision 20B may leave Lakota and Garner without clearance when train order signal indicates proceed. 			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
	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												
MP 264-9 to MP 288-25	10												
MP 313-38 to MP 314-10	20												
MP 319-21 to MP 333-0	15												
MP 333-0 to MP 375-20	25												
SUBDIVISION 23 (Except as shown below)													
MP 425-8 to MP 443-21	35												
MP 446-24 IC Crossing	25												
MP 447-10 to MP 475	20												
MP 475-6 C&NW Crossing	25												
MP 484-9 CMS+P&P Crossing	10												
MP 514-12 CMS+P&P Crossing	20												
MP 490 to MP 532	20												
SUBDIVISION 4C (except as shown below)													
MP 18-16 to MP 19-13	25												
MP 42-10 to Altoona (except as shown below)	30												
MP 43 to MP 46-18	35												
Ottumwa - CB&Q Overhead Crossing	10												
Ottumwa - May St. to Wapello St. incl.	5												
MP 77-5 - CMS+P&P Crossing	5												
Pella - Clark St. Crossing	20												
Monroe - Over two street crossing just West of depot	5												
Bridge 909 trains handling derricks & pile drivers	15												
SUBDIVISION 4D (except as shown below)													
MP 248-21 CMS+P&P Crossing	30												
Oskaloosa - All street crossings	20												
SUBDIVISION 4E													
25													
SUBDIVISION 5A (Except as shown below)													
MP 403-1 to MP 411-0	30												
MP 413-2 to MP 413-9	20												
MP 415-14 to MP 415-26	20												
SUBDIVISION 5B (Except as shown below)													
MP 453-0 to MP 465-5	25												
SUBDIVISION 5C (Except as shown below)													
MP 0-0 to MP 6-8	15												
MP 6-8 to MP 12-3	30												
Bridge 23	10												
Bridge 78	15												
SUBDIVISION 5D													
40													
SUBDIVISION 5E (Except as shown below)													
MP W 388.33 to W 389.6	45												
MP W 393.21 to W 393.32	40												
MP W 396.27 to W 397.3	25												
SUBDIVISION 31A (Except as shown below)													
MP 373-15 to MP 378-15	25												
	15												

SPECIAL INSTRUCTIONS - Continued

- 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. Omaha - For first-class trains. Trains originating at Kansas City U.D. will secure CRI&P clearance at that location.
 3l. Eastward CMS&P&P trains originating at Kansas City U.D. or West Wye Tower that are to operate beyond Polo on CMS&P&P must obtain a CMS&P&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 CMS&P&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.
 3r. Trains may leave Audubon, Winterset and Oakland without clearance when train order office is closed and train order signal indicates proceed. Trains may leave Guthrie Center without clearance when Operator not on duty.
 3s. At Guthrie Center, Audubon, Oakland the dispatcher's O.K. time and initials will not be required on clearances except when orders are delivered at these stations.
 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.
 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.
 4g. All trains will register by Form 1339 at West Des Moines and Atlantic.
 4h. Eastward trains will not check register or obtain clearance by train order at West Des Moines.
 4i. No. 8 will register by Form 1339 at Des Moines.
 5. Bulletin Boards and General Order Books are located at:
 Atlantic. Trenton Yard and Enginemen Room
 Council Bluffs-Passgr.Station
 Bluffs-Engine House Keokuk,
 Bluffs-Yard Office Eldon-Yard and engine house.
 Minneapolis-Passenger station, Sibley.
 Inver Grove-Yard Office and engine house. Laredo, CMS&P&P Enginemen's Room and Depot.
 Albert Lea-CRI&P passenger station, Washington.
 C&NW Yard office. Kansas City, Kan.-Yard Office and engine house.
 Kansas City, Mo.-U.D. telegraph office.
 Manly-Passenger station and yard office. Knoché Yard CMS&P&P Yard office room house and West
 Iowa Falls-Yard Wye Tower.
 Short Line Jct.-Yard office and engine house. St. Joseph-Yard office.
 Des Moines-Passenger station, Atchison-Mop 5th St. office.
 C&NW Yard Welfare Room. Dows, Passenger Station
 C&NW-Engine house. Estherville, Engine House.
 West Des Moines. Lake Park, Sioux Falls.
 Ottumwa Yard. 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:
 Atlantic. Des Moines - Telegraph Office
 Bluffs-Yard Office
 Bluffs-Engine House. Des Moines - C&NW Engine House
 Council Bluffs-Psgr.Station. West Des Moines
 Polo Laredo
 Kansas City, Kan. - Albert Lea { C&NW Yard Office
 Yard Office CRI&P Psgr.Station
 Kansas City, Kan. - Inver Grove - Yard Office
 Engine House Minneapolis- Psgr. Station
 Kansas City, Mo. - Iowa Falls { Psgr. Station
 Union Depot Yard Office
 St. Joseph - Yard Office
 St. Joseph - U.T. Ca. Dows
 Yard Office Estherville
 Atchison-Mop - 5th St. Lake Park
 Office Sibley
 Manly { Psgr.Station Sioux Falls
 Yard Office Gowrie
 Short Line Jct. - Eldon Yard
 Yard Office Washington.
 Short Line Jct. - Engine House

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 .....	.....	.....	.....	.....	.....
5	356.2	DMU-CGW- F+DDMS .....	.....	.....	.....	.....	.....
5	358.3	DMU	Gate.	Gateman	DMU	Red	.....
5	489.5	IC&C&NW .....	.....	.....	.....	.....	.....
5	489.8	C&NW- CB&Q .....	.....	.....	.....	.....	.....
17	252.4	CMS&P&P .....	.....	.....	.....	.....	.....
18	119.9	C&NW .....	.....	.....	.....	Red	.....
20	153.0	C&NW .....	.....	.....	.....	.....	.....
20	184.3	CMS&P&P .....	.....	.....	.....	.....	.....
20b	119.6	CGW	Electric Lock Gate	Trainmen	CRI & P....	Red	.....
20b	127.8	C&NW .....	.....	.....	.....	.....	.....
20b	128.8	CGW .....	.....	.....	.....	.....	.....
20b	146.1	CMS&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	CMS&P&P .....	.....	.....	.....	.....	.....
22	313.7	GN .....	.....	.....	.....	.....	.....
23	435.2	CG W	Gate	Trainmen	CRI&P....	Red	.....
23	484.3	CMS&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 .....	.....	.....	.....	.....	.....

SPECIAL INSTRUCTIONS - Continued

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	CMS&P & P	20a	209.1	C&NW
5	362.7	CNW Jct.	7	155.8	UP
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	CMS&P&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	CMS&P&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.

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.

Both main tracks between West 1st Street and West 11th Street, Des Moines are not signalled.

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 CMS&P&P joint time table and operating rules.

16a. Trains between St. Paul and Minneapolis will be governed by CMS&P&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 CMS&P&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.

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

18. At C&NW Junction Mile Post 358-6, Subdivision 5, 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:

CR&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:

CR&P Route - One long, one short, one long

Union Pacific Route - One long, one short

21a. Westward trains enroute to C&NW 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. Authority to pass absolute signals indicating stop at Draw Bridge 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.

SPECIAL INSTRUCTIONS - Continued

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 (Dwarf) 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.

26d. Des Moines, West 11th St. MP 358.3 Subdivision 5. Dwarf Signals are located 200 feet from crossing and govern movement in normal direction of traffic, and have no automatic block signal function. When they indicate "Stop" trains and engines must be preceded by a flagman to the crossing.

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	
5	361.1	Truss Span	
	367.0	Viaduct	
	373.0	Truss Span	
	378.6	Viaduct	
	380.1	Viaduct	
	380.5	Truss Span	
	381.0	Viaduct	
	408.2	Viaduct	
	417.6	Viaduct	
	436.0	Viaduct	
	444.5	Viaduct	
	447.0	Viaduct	
	451.6	Viaduct	
	457.8	Viaduct	
	460.8	Viaduct	
	461.8	Viaduct	
	462.8	Viaduct	
	467.8	Viaduct	
	468.8	Viaduct	
	470.8	Viaduct	
28	300.1	Thru Truss.	
	328.7	Thru Truss.	
	399.4	Thru Truss.	
	415.8	Viaduct.	
	419.5	Thru Truss.	
	435.5	Thru Truss.	
	451.3	Thru Truss.	
	460.4	Delivery Chute & Apron, Polo South Track.	
	29	Missouri River	Thru Truss Truman Bridge.
	29	Locust Street	ASB Bridge Viaduct.
29	Grand Avenue	Viaduct.	
29	Hannibal Bridge	Railway Bridge Overhead.	
29	4th & Bluff St.	Railway Bridge KCS Overhead.	
29	4th & Bluff St.	Viaduct.	
29	6th Street	Intercity Viaduct.	
29	Henning St.	Foot Bridge 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	

28.-Continued.

Sub-Div.	Mile Post	Kind of Structure
30	456.7	Thru Truss.
	484.4	Viaduct.
	489.2	Thru Truss.
	499.3	Viaduct 6th St. St. Joseph.
	518.7	Thru Truss Mos. River
	30-A	Viaduct 6th St.
	17	Viaduct.
	253.1	Viaduct.
	284.6	Viaduct.
	284.9	Viaduct.
18	297.1	Viaduct.
	299.6	Viaduct.
	339.7	Viaduct.
	340.0	Viaduct.
	81.0	Viaduct.
	96.7	Viaduct.
	109.8	Viaduct.
	21-A	Viaduct.
	23	Viaduct.
	440.4	Viaduct.
31	492.1	Viaduct.
	6.2	Viaduct.
	10.4	Viaduct.
	14.4	Viaduct.
	15.2	Viaduct.
	17.9	Viaduct.
	22.8	Viaduct.
	23.7	Viaduct.
	27.6	Viaduct.
	28.7	Viaduct.
4-C	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.	
4-D	61.0	Viaduct.
	61.9	Viaduct.
	68.6	Viaduct.
	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
5A	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
	302.0	Viaduct
5C	414.5	Truss Span
	19.9	Overhead Railway Crossing
5D	10.7	Truss Span
	0.1	Viaduct
	6.1	Truss Span
31-A	6.5	Viaduct
	385.4	Viaduct

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

SPECIAL INSTRUCTIONS - Continued

31. Industrial or spur tracks are located at:

Sub. Div.	Mile Post	Name	Car Capacity
5	384.5	Concrete Matl. & Construction Co.	40
5	385.6	Quarry	125
5B	463.3	Nishna	12
	523.6	Lyman-Richey	117
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, when plowing snow 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 passenger trains and freight trains must not exceed a speed of 10 MPH less than 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.

35. At stations where telephones are located, conductor will communicate with dispatcher within fifteen minutes after arrival unless expected train is heard, or seen approaching, but will not be required to handle train orders except in emergency. At stations where office is closed, conductors will call operator to office when delay has reached thirty minutes in excess of time expected, in case the expected train is not seen, or heard approaching.

COMMUNICATION OFFICES

OFFICE HOURS

Week Days
Except Saturdays
*Sundays and Holidays
**Saturdays

SUBDIVISION 5

Short Line Jct.	Continuous
Des Moines	Cont Inuous
West Des Moines . .	Continuous
Van Meter	7:00 a.m. 4:00 p.m.
Earlham	8:00 a.m. 5:00 p.m.
Stuart	7:30 a.m. 4:30 p.m.
(P) Adair	12 noon 3:45 p.m.
(P) Anita	7:00 a.m. 10:45 a.m.
Atlantic	Continuous
Bluffs	Continuous
Omaha	Continuous

SUBDIVISION 17

Manly	Continuous
Northwood	7:30 a.m. 4:30 p.m.
Albert Lea (R.L.) . .	* ** 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.
(O) Fairbault	6:00 a.m. 9:00 a.m.
	11:50 a.m. 3:00 p.m.
(O) Medford	9:20 a.m. 10:30 a.m.
Fairbault	* ** 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	* ** 10:00 a.m. 6:00 p.m.
	* ** 1:00 p.m. 7:00 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	* ** 11:00 a.m. 7:00 p.m.
	* ** 11:30 p.m. 7:30 a.m.

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
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

(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.

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.	7:00 a.m. 4:00 p.m.
5th St. Office	9:00 p.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.
Pacahontas	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) Kanaranzi	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.
Dows	7:00 a.m. 4:00 p.m.
Ottumwa Yard	7:30 a.m. 4:30 p.m.
Eddyville	7:00 a.m. 4:00 p.m.
Pella	8:00 a.m. 5:00 p.m.
(N) Prairie City	8:00 a.m. 11:30 a.m.
(N) Prairie City	2:50 p.m. 5:00 p.m.
(N) Monroe	12:50 p.m. 2:30 p.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 5-A

Guthrie Center	7:00 a.m. 4:00 p.m.
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SUBDIVISION 5-B

Atlantic	Continuous
Exira	8:00 a.m. 5:00 p.m.
Audubon	8:00 a.m. 5:00 p.m.

SUBDIVISION 5-C

Avoca	7:30 a.m. 4:30 p.m.
Oakland	7:30 a.m. 4:30 p.m.

SUBDIVISION 5-D

Avoca	7:50 a.m. 4:30 p.m.
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SUBDIVISION 5-E

Winterset	8:00 a.m. 5:00 p.m.
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() Dualized Stations.

SUBDIVISION 20

Iowa Falls	* ** 10:00 a.m. 6:00 p.m.
	* ** 11:00 p.m. 7:00 a.m.
(E) Popejoy	1:30 p.m. 3:30 p.m.
(E) Dows	8:30 a.m. 12:00 p.m.
	4:30 p.m. 5:30 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) Ocheyedan	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. 4:30 p.m.
	* ** 3:30 p.m. 11:30 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	8:30 a.m. 12:00 p.m.
	4:30 p.m. 5:30 p.m.
Belmond	7:30 a.m. 4:30 p.m.
Klemme	7:30 a.m. 4:30 p.m.
Gamer	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.
Buffala 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

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