

**CHICAGO & NORTH WESTERN RAILWAY**

---

**SIoux CITY DIVISION**

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**TIME TABLE**

**No. 125**

**Effective Tuesday, Feb. 4, 1941**

AT 6:00 O'CLOCK P. M.  
CENTRAL TIME

**For the Government and in-  
formation of employes only.**

F. J. BYINGTON, General Manager  
W. A. KRAEMER, Ass't General Manager  
H. D. PURVIANCE, Superintendent

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H. D. PURVIANCE, Superintendent



# Westward—Between Jewell and Onawa—Eastward

THIRD CLASS			FIRST CLASS				Station Numbers	Distance from Jewell	Subdivision 1 Time Table 125 February 4, 1941	Capacity of Siding	FIRST CLASS				THIRD CLASS		
27	31	39	19	215	217	25					14	6	216	218	32	38	28
Way Freight	Way Freight	Way Freight	Motor	Motor	Motor	Motor					Motor	Motor	Motor	Motor	Stock and Way Freight	Stock and Way Freight	Stock and Way Freight
Monday Wednesday Friday	Monday Wednesday Friday	Monday Wednesday Friday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday				Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Tuesday Thursday Saturday	Tuesday Thursday Saturday	Tuesday Thursday Saturday	
						P.M. 10.20		..... CHICAGO .....			A.M. 8.35						
		A.M. 8.15				A.M. 6.55	211	..... JEWELL .....			P.M. 4.00					P.M. 7.30	
		s 8.55				s 7.11	286	8.2 ..... STANHOPE .....	38		s 3.44				s 6.45		
		s 9.20				s 7.24	288	15.0 ..... STRATFORD .....	32		s 3.31				s 5.55		
		s 9.50				s 7.43	290	24.1 ..... DAYTON .....	19		s 3.14				s 5.10		
		s 10.15				s 7.53	292	29.8 ..... HARCOURT .....	47		s 3.03				s 4.40		
		s 10.35				s 8.04	293	35.8 ..... GOWRIE .....	12		s 2.51				s 4.15		
		s 11.00				s 8.15	294	41.5 ..... FARNHAMVILLE .....	36		s 2.41				s 3.55		
		s 11.20				s 8.29	295	48.9 ..... LOHRVILLE .....			s 2.27				s 3.30		
		s 11.50				s 8.47	297	58.1 ..... LAKE CITY .....	36		s 2.10				s 3.05		
		s 12.45				s 9.01	298	65.9 ..... AUBURN .....	31		s 1.55				s 2.25		
A.M.— 9.50	A.M.— 9.20	s 1.10	P.M.— 5.30	A.M.— 7.49	A.M.— 7.27	s 9.15	299	73.5 ..... CARNARVON .....		A.M.— 8.15	s 1.40	P.M.— 6.28	P.M.— 5.48	P.M.— 5.05	s 2.05	P.M.— 4.35	
s 10.00	s 9.45	s 1.33	s 5.30	7.53	7.32	9.20	300	76.2 ..... SACTON .....		8.15	1.33	6.23	5.43	4.55	1.55	4.25	
A.M.—	s 10.05	1.45 P.M.	5.35 P.M.	7.55	7.40 A.M.	9.30	302	77.2 ..... WALL LAKE .....		8.12 A.M.	1.30 P.M.	6.20	5.40 P.M.	4.45	1.45 P.M.	P.M.—	
	s 10.25			s 8.10			305	86.2 ..... ODEBOLT .....			s 6.05			s 4.10			
	s 11.05			s 8.20			306	91.8 ..... ARTHUR .....	33		s 5.55			s 3.55			
	s 12.35			s 8.32			307	98.6 ..... IDA GROVE .....	33		s 5.44			s 3.30			
	s 1.15			s 8.44			308	105.6 ..... BATTLE CREEK .....			s 5.32			s 2.35			
	s 1.45			s 8.57			310	114.3 ..... DANBURY .....			s 5.19			s 2.00			
	s 2.05			s 9.09			311	120.6 ..... MAPLETON .....	37		s 5.08			s 1.30			
	s 2.30			s 9.23			314	129.5 ..... CASTANA .....			s 4.55			s 1.05			
	s 2.50			s 9.33			317	134.5 ..... TURIN .....			s 4.47			s 12.50			
	3.10 P.M.			s 9.45 A.M.			320	141.3 ..... ONAWA .....			4.35 P.M.			12.30 P.M.			
				10.55 A.M.			177.9	..... SIOUX CITY .....				3.30 P.M.					
Monday Wednesday Friday	Monday Wednesday Friday	Monday Wednesday Friday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday				Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Tuesday Thursday Saturday	Tuesday Thursday Saturday	Tuesday Thursday Saturday	

No. 217 is superior to No. 14.  
No. 215 is superior to No. 14.  
No. 19 is superior to No. 218.

### COMMUNICATING OFFICE OPEN SUNDAYS AND HOLIDAYS

Jewell—12:01 a. m. to 8:00 a. m.  
Onawa continuous.

No communicating office open at other stations.

THE TRAIN ORDER SIGNALS AT ONAWA GOVERN  
THE MOVEMENT OF TRAINS ON SUBDIVISION 4.

TRAINS ON SUBDIVISION 1 MUST NOT LEAVE  
ONAWA WITHOUT A CLEARANCE FORM A.

### COMMUNICATING OFFICE OPEN WEEK DAYS

Jewell .....	12:01 A.M. to 9:30 P.M.	Carnarvon .....	7:00 A.M. to 4:00 P.M.
Stanhope .....	7:00 A.M. to 4:00 P.M.	Sacton .....	7:15 A.M. to 4:15 P.M.
Stratford .....	7:00 A.M. to 4:00 P.M.	Wall Lake .....	7:30 A.M. to 9:30 P.M.
Dayton .....	7:15 A.M. to 4:15 P.M.	Odebolt .....	8:00 A.M. to 6:10 P.M.
Harcourt .....	7:30 A.M. to 3:30 P.M.	Arthur .....	8:00 A.M. to 6:15 P.M.
Gowrie .....	7:30 A.M. to 4:30 P.M.	Ida Grove .....	8:15 A.M. to 5:15 P.M.
Farnhamville ..	7:45 A.M. to 4:45 P.M.	Battle Creek ..	8:30 A.M. to 5:45 P.M.
Lohrville .....	8:00 A.M. to 5:00 P.M.	Danbury .....	8:45 A.M. to 5:45 P.M.
Lake City .....	8:30 A.M. to 5:30 P.M.	Mapleton .....	8:45 A.M. to 5:45 P.M.
Auburn .....	8:30 A.M. to 5:30 P.M.	Onawa .....	Continuous



## Westward—Between Maple River and Sergeant Bluff—Eastward

Communicating Office Open Sundays and Holidays	THIRD CLASS			FIRST CLASS		Station Numbers	Fuel, Water, Wye and Turn Tables	Distance from Maple River	Subdivision 2 Time Table 125 February 4, 1941	Capacity of Siding	Communicating Office Open Week Days	FIRST CLASS		THIRD CLASS		
	33	27	31	215	217							218	216	34	28	32
	Way Freight	Way Freight	Way Freight	Motor	Motor							Motor	Motor	Way Freight	Stock and Way Freight	Stock and Way Freight
	Thursday Saturday	Monday Wednesday Friday	Monday Wednesday Friday	Daily Except Sunday	Daily Except Sunday						Daily Except Sunday	Daily Except Sunday	Wednesday Saturday	Tuesday Thursday Saturday	Tuesday Thursday Saturday	
				P.M. 10.20	P.M. 10.20				.....CHICAGO.....			A.M. 8.20	A.M. 8.20			
Continuous		A.M. 8.45	A.M. 8.15	A.M. 7.15	A.M. 6.50	162		4.2	.....CARROLL.....	Continuous		P.M. 6.23	P.M. 7.05		P.M. 5.30	P.M. 6.00
Closed		A.M. 9.05	A.M. 8.35	A.M. 7.28	A.M. 7.03	163			...MAPLE RIVER... 7.2	15	6:30 a.m. to 2:30 p.m. 5:00 p.m. to 1:00 a.m.	P.M. 6.10	P.M. 6.52		P.M. 5.10	P.M. 5.40
Closed		9.30	8.55	7.40	7.16	301		7.2	...BREA... 5.8	26	7:00 a.m. to 4:00 p.m.	5.58	6.39		4.50	5.20
Closed		9.50	9.20	7.49	7.27	299		13.0	...CARNARVON... 5.8		7:00 a.m. to 4:00 p.m.	5.48	6.28		4.35	5.05
												P.M.	P.M.		P.M.	P.M.

### TRAINS RUNNING BETWEEN CARNARVON AND WALL LAKE WILL BE GOVERNED BY TIME SHOWN ON SUBDIVISION 1

Closed		A.M. 10.20			A.M. 8.15	300	FWY	15.7	.....SACTON..... 3.4		7:15 a.m. to 4:15 p.m.	P.M. 5.30			P.M. 4.20	
Closed		10.40			8.23	303		19.1	...LAKE VIEW... 9.1	27	8:00 a.m. to 5:00 p.m.	5.24			4.10	
Closed		11.20			8.42	304		28.2	...SAC CITY... 8.3		8:25 a.m. to 5:25 p.m.	5.11			3.45	
Closed		11.55			8.57	325	W	36.5	...EARLY... 8.0		8:30 a.m. to 5:30 p.m.	4.58			3.10	
Closed		12.15			9.11	328		44.5	...SCHALLER... 6.5		8:30 a.m. to 5:30 p.m.	4.46			2.40	
Closed		12.35			9.23	331	W	51.0	...GALVA... 8.0		8:45 a.m. to 5:45 p.m.	4.35			2.15	
Closed	A.M. 8.15	1.00			9.39	334	FTT	59.9	...HOLSTEIN... 7.1	34	8:30 a.m. to 5:30 p.m.	4.20		A.M. 11.00	1.45	
Closed	8.35	P.M.			9.52	336		67.0	...CUSHING... 5.0		8:45 a.m. to 5:45 p.m.	4.07		10.30		
Closed	8.55				10.03	338	W	72.9	...CORRECTIONVILLE... 6.1		8:00 a.m. to 5:00 p.m.	3.57		10.03		
Closed	9.15				10.14	340		79.0	...PIERSON... 6.8		8:30 a.m. to 5:30 p.m.	3.46		9.15		
Closed	9.50				10.28	342		85.8	...KINGSLEY... 8.8		8:30 a.m. to 5:30 p.m.	3.34		8.50		
Closed	10.10				10.43	344	W	94.6	...MOVILLE... 6.7		8:30 a.m. to 5:30 p.m.	3.20		8.30		
	11.15				10.58	4803		101.3	...LAWTON... 5.4			3.07		8.00		
	11.30				11.10	4806		106.7	...BRONSON... 7.0	40		2.57		7.40		
Closed	11.50				11.26	4735		114.6	...SERGEANT BLUFF... 7.0	78	8:30 a.m. to 5:30 p.m.	2.43		7.10		
Continuous	12.45				11.45				...SIOUX CITY... 7.0			2.30		6.30		
	Thursday Saturday	Monday Wednesday Friday	Monday Wednesday Friday	Daily Except Sunday	Daily Except Sunday							Daily Except Sunday	Daily Except Sunday	Wednesday Saturday	Tuesday Thursday Saturday	Tuesday Thursday Saturday

The following Freight Trains only will be permitted to carry a limited number of passengers provided with proper transportation:

No. 27 between Lake View and Holstein.  
No. 28 between Holstein and Lake View.

THE TRAIN ORDER SIGNALS AT SERGEANT BLUFF GOVERN THE MOVEMENT OF TRAINS ON SUBDIVISION 4.  
THE TRAIN ORDER SIGNALS AT SACTON GOVERN THE MOVEMENT OF TRAINS ON SUBDIVISION 1.  
DURING HOURS TRAIN ORDER OFFICES ARE OPEN, TRAINS ON SUBDIVISION 2 MUST NOT LEAVE SACTON OR SERGEANT BLUFF WITHOUT A CLEARANCE FORM A.



## Westward—Between Sacton and Mondamin—Eastward

The train order signals at Sacton and Wall Lake govern the movement of trains on Subdivision 1. The train order signals at Mondamin govern the movement of trains on Subdivision 4. During the hours train order offices are open, trains on Subdivision 3, must not leave Sacton, Wall Lake or Mondamin without a clearance Form A.

No. 1 will hold Sioux City division main line at Missouri Valley to do their station work.

No. 22 will head in at the cross-over at coal chute at Missouri Valley to clear Sioux City division main line.

No. 1 will stop at any station to discharge revenue passengers from Council Bluffs, Omaha and beyond, and from east of Missouri Valley.

No. 9 will stop at Whiting and Sloan to discharge revenue passengers from Council Bluffs and beyond.

All freight trains will use tracks of Western Division of C. St. P. M. & O. between Howard and First Street and 22nd Street Yard, Sioux City.

THIRD CLASS		55	57	Station Numbers	Fuel, Water, Turn Table and Wye Stations	Distance From Sacton	Subdivision 3		Capacity of Siding	Communicating Office Open Week Days	THIRD CLASS	
Mixed	Mixed						Time Table 125				54	58
Tuesday Saturday	Monday Wednesday	P.M.	A.M.				February 4, 1941				Monday Wednesday	Tuesday Saturday
		3-45	9-20	300	FWY		..... SACTON .....		7:15 a.m. to 4:15 p.m.	A.M.	P.M.	
		3-50	9-50	302		1.0	..... WALL LAKE .....		7:30 a.m. to 9:30 p.m.	8-00	3-30	
		P. M.	10-05	370		5.7	..... HERRING .....			A. M.	2-50	
			10-20	372		11.1	..... BOYER .....				2-30	
			10-45	380	W	17.5	..... KIRON .....	48	8:45 a.m. to 5:45 p.m.		2-00	
			11-10	382		23.9	..... SCHLESWIG .....		8:45 a.m. to 5:45 p.m.		1-30	
			11-35	383	W	32.5	..... RICKETTS .....		8:45 a.m. to 5:45 p.m.		12-45	
			11-55	384		38.0	..... BERNE .....				12-20	
			12-15	386		41.9	..... UTE .....				12-00	
			12-30	388	W	47.9	..... SOLDIER .....		8:45 a.m. to 5:45 p.m.		11-35	
			12-50	389		54.2	..... MOORHEAD .....				11-10	
		f 1-00		390		57.2	..... PREPARATION .....				f 10-55	
			1-15	391		61.7	..... PISGAH .....		8:45 a.m. to 5:45 p.m.		10-40	
			1-35	393		67.0	..... ORSON .....				10-25	
			2-00 P.M.	395	W	72.4	..... MONDAMIN .....		8:30 a.m. to 5:30 p.m.		10-10 A.M.	
Tuesday Saturday	Monday Wednesday						No Communicating Office open Sundays and Holidays at any Station				Monday Wednesday	Tuesday Saturday

## Westward—Between Wren and Hawarden—Eastward

Communicating Office Open Sundays and Holidays	SECOND CLASS		FIRST CLASS		Station Number	Fuel, Water, Wye and Turn Tables	Distance From Sioux City	Subdivision 5		Capacity of Siding	Communicating Office Open Week Days	FIRST CLASS		SECOND CLASS	
	61		23	1				Time Table 125				2	24	62	
	Dakota Time Freight I. C. 244		Motor	Motor				February 4, 1941				Motor	Motor	Sioux City Stock and Time Freight I. C. 243	
		Daily Except Saturday	Daily Except Sunday	Daily Except Sunday				..... SIOUX CITY .....		Continuous	A.M.	P.M.			
Continuous		P. M.	3-45	A.M.	4739		2.0	..... 22nd STREET .....		Continuous	3-35	2-00		A. M.	
Continuous		P. M.	6-50		4740					Continuous				5-30	

ALL TRAINS WILL USE TRACKS OF ILLINOIS CENTRAL R. R. BETWEEN WREN AND SIOUX CITY AND BE GOVERNED BY TIME TABLE AND RULES OF I. C. R. R.

Continuous		P.M.	7-10		P.M.	4-10	A.M.	1-35		12.7	..... WREN .....	73	Continuous	A.M.	3-10	P.M.	1-25		A.M.	4-45
			7-23		s 4-20	1-45	4756		W	18.3	..... MERRILL .....	57		s 2-59	s 1-14				4-25	
			7-37		s 4-32	1-56	4758			25.0	..... BRUNSVILLE .....	53		s 2-48	s 1-02				4-00	
Closed			7-50		s 4-45	2-07	4760			31.5	..... CRAIG .....	59	8:30 a.m. to 5:30 p.m.	s 2-37	s 12-50				3-35	
			8-02		s 4-55	2-20	4762			36.7	..... McNALLY .....			s 2-20	s 12-39				3-10	
12:01 a.m. to 8:00 a.m. 4:00 p.m. to 11:59 p.m.		P.M.	8-30		5-10	2-35	257	FWTT	43.1	..... HAWARDEN .....			Continuous	2-05	12-25	P.M.			2-50	
			Daily Except Saturday		Daily Except Sunday	Daily Except Sunday								Daily Except Monday	Daily Except Sunday				Daily Except Monday	

ALL FREIGHT TRAINS WILL LEAVE AND ENTER UPON ILLINOIS CENTRAL TRACKS AT 28TH STREET SWITCH, SIOUX CITY.



# Westward—Between Missouri Valley and Sioux City—Eastward

FIRST CLASS							Subdivision 4 Time Table 125 February 4, 1941	Communicating Office Open Week Days	FIRST CLASS						
1	10	217	215	9	2	11			2	9	218	216	10	22	1
DAILY	DAILY	Motor Daily Except Sunday	Motor Daily Except Sunday	DAILY	DAILY	DAILY			DAILY	DAILY	Motor Daily Except Sunday	Motor Daily Except Sunday	DAILY	DAILY	DAILY
P.M. <b>10.25</b>	P.M. <b>8.38</b>			A.M. 9.45	A.M. <b>6.10</b>	A.M. 5.45	...MO. VALLEY...	Continuous	A.M. <b>6.05</b>	A.M. 9.35		P.M. <b>8.33</b>	P.M. <b>10.25</b>	P.M. 10.15	
10.27	8.41 P. M.			9.47	6.13 A. M.	5.47	...TOWER Z...		6.02	9.32 A. M.		8.30	10.23	10.12 P. M.	
10.35				9.54		5.55	CALIFORNIA JCT.	Continuous	5.55			8.24	10.15		
10.41				10.00		6.01	...MODALE...	8:45 a.m. to 5:45 p.m.	5.43			8.18	10.09		
10.49				10.08		6.09	...MONDAMIN...	8:30 a.m. to 5:30 p.m.	5.36			8.11	10.03		
10.57				10.18		6.18	...RIVER SIOUX...	8:45 a.m. to 5:45 p.m.	5.29			8.04	9.57		
11.09				10.33		6.28	...BLENCOE...	8:00 a.m. to 5:00 p.m.	5.19			7.54	9.48		
11.22		A. M. 9.50		10.47		6.45	...ONAWA...	Continuous	5.09		P. M. 4.31	7.46	9.41		
11.34			10.06	10.59		6.56	...WHITING...	8:30 a.m. to 5:30 p.m.	4.56		4.20	7.34	9.31		
11.44			10.18	11.10		7.08	...SLOAN...	8:30 a.m. to 5:30 p.m.	4.47		4.08	7.25	9.23		
11.52			10.28	11.17		7.17	...SALIX...	8:45 a.m. to 5:45 p.m.	4.40		P. M. 3.59	7.19	9.17		
12.02	A. M. 11.28		10.41	11.26		7.27	...SERGEANT BLUFF...	8:30 a.m. to 5:30 p.m.	4.32	P. M. 2.42	3.48	7.11	9.10		
12.10			11.39	10.50		7.35	...STOCK YARDS...		4.24	2.34	3.34	7.04	9.04		
12.12			11.41	10.52		7.37	...DACE STREET...		4.22	2.32	3.32	7.02	9.02		
12.15 A.M.			11.45 A.M.	10.55 A.M.		7.40 A.M.	...SIOUX CITY...	Continuous	4.20 A.M.		2.30 P.M.	3.30 P.M.	7.00 P.M.	9.00 P.M.	
DAILY	DAILY	Daily Except Sunday	Daily Except Sunday	DAILY	DAILY	DAILY	See Page 3 for Footnotes.			DAILY	DAILY	Daily Except Sunday	Daily Except Sunday	DAILY	DAILY

WESTWARD						Subdivision 4 Time Table 125 February 4, 1941	Station Numbers Distance From Missouri Valley	EASTWARD						Capacity of Siding	Communicating Office Open Sundays and Holidays
THIRD CLASS			SECOND CLASS					SECOND CLASS			THIRD CLASS				
33	59	47	41	43	117			42	44	40	144	34	46		
Way Freight	Mixed	Way Freight	Mandan	Rob Roy	N. D. 117	Westerner	Calumet	Packer	N. D. 144	Way Freight	Way Freight	Mixed			
Thursday Saturday	Tuesday Saturday	Tuesday Thursday	DAILY	DAILY	Daily Except Tuesday	DAILY	DAILY	DAILY	Daily Except Sunday	Wednesday Saturday	Monday Friday	Monday Wednesday			
	A.M. 8.25	A. M. 7.30	P. M. 11.05	P. M. 12.01	A. M. 4.30				P.M. 11.40		P. M. 2.15	P.M. 3.20			
	8.30	7.30	11.05	12.01	4.32	6	...	...	11.37		2.15	3.15			
	8.50	7.45	11.25	12.11	4.45	4703	...	...	11.25		1.50	2.55			
	9.05	8.00	11.40	12.11	4.45	4707	...	...			1.30	2.40			
	9.20	8.15	12.01	12.24		395	...	...			1.10	2.20			
	9.20	8.30	12.20	12.38		4715	...	...			11.45				
	9.20	8.50	12.45	12.53		4719	...	...			11.45				
	9.05	11.00	1.10	1.11		320	...	...			11.10	10.25			
	11.25	1.35	1.28			4723	...	...			10.06				
	11.50	1.55	1.43			4727	...	...			9.25				
	12.10	2.10	1.55			4730	...	...			8.45				
P. M. 12.05	12.30	2.30	2.10			4735	...	...		A. M. 7.00	8.30				
12.20	12.45	2.45	2.25			4736	...	...		6.45	8.15				
12.25	12.50	2.50	2.32			74.6	...	...		6.42	8.12				
						4739	...	...							
12.45 P.M.	1.15 P.M.	3.30 A.M.	3.07 P.M.			4740	...	...		6.30 A.M.	8.00 A.M.				
Thursday Saturday	Tuesday Saturday	Tuesday Thursday	DAILY	DAILY	Daily Except Tuesday		...	...		7.45 A.M.	5.00 P.M.	9.00 P.M.			
							...	...		Daily Except Sunday	Wednesday Saturday	Monday Friday			
							...	...			Monday Wednesday				

See Page 3 Reference Train Movements Sioux City Yard.



# SPEED RESTRICTIONS

LOCATION	Restrictions Speed Per Hour		LOCATION	Restrictions Speed Per Hour	
	Steam Pass. Trains	Freight Trains		Steam Pass. Trains	Freight Trains
<b>BETWEEN JEWELL AND ONAWA</b> Maximum Speed, Miles Per Hour: Steam passenger trains 55, Motor passenger trains 60 *See special rule, Freight trains 40.			<b>BETWEEN JEWELL AND ONAWA—Continued</b>		
Junction switch, Northern Iowa and Iowa Divisions Jewell.....	Stop	Stop	Around north leg of Wye, Onawa.....	15	15
Between junction switch Northern Iowa and Iowa Divisions, over Highway No. 69 west of depot, and west switch Jewell.....	6	6	Junction switch Onawa, westward trains sub- division 1.....	Stop	Stop
Between west switch Jewell and Stratford.....	45	35	<b>BETWEEN MAPLE RIVER AND SERGEANT BLUFF</b> Maximum Speed, Miles Per Hour: Steam passenger trains 45, Motor passenger trains 50 *See special rule, Freight trains 35.		
Between Stratford and bridge 969, 4 1/2 miles west of Stratford.....	35	25	Between home signals, Maple River Interlocking plant.....	15	15
Over bridge 969, 4 1/2 miles west of Stratford.....	25	25	Junction switch Sacton, eastward trains subdi- vision 2.....	Stop	Stop
Between bridge 969, 4 1/2 miles west of Stratford and Dayton.....	35	25	Around east leg. of wye, Sacton.....	15	15
Between Dayton and 1 mile west of Dayton.....	30	20	Between Sacton and Sac City.....	35	30
Between 1 mile west of Dayton and Harcourt.....	45	35	Within corporate limits, Sac City.....	8	8
Between distant and home signals and over F. D. D. M. & S. R. R. Interlocking plant, Harcourt.....	30	30	Around curve 3 miles west of Galva.....	30	20
Between Harcourt and Gowrie Interlocking plant...	45	35	Around curve 1 mile east of Correctionville.....	25	20
Between distant and home signals and over M. & St. L. R. R. and F. D. D. M. & S. R. R. Interlocking plant, Gowrie.....	25	25	I. C. R. R. crossing, Correctionville.....	Stop	Stop
Between Interlocking plant Gowrie and Interlocking plant, Lohrville.....	45	35	Between 3 miles west of Merville and C. M. St. P. & P. R. R. crossing 3 1/2 miles east of Sergeant Bluff..	40	30
Between distant and home signals and over C. G. W. R. R. and C. M. St. P. & P. R. R. Interlocking plant, Lohrville.....	25	25	Between home signals C. M. St. P. & P. R. R. cross- ing 3 1/2 miles east of Sergeant Bluff.....	20	20
Between Interlocking plant Lohrville and Carnarvon	45	35	Between C. M. St. P. & P. R. R. crossing 3 1/2 miles east of Sergeant Bluff and Sergeant Bluff.....	40	30
Junction switch Carnarvon, westward trains sub- division 1.....	Stop	Stop	Junction switch, westward trains subdivision 2....	Stop	Stop
Between Carnarvon and Sacton.....	45	35	<b>BETWEEN SACTON AND MONDAMIN</b> Maximum Speed, Miles Per Hour: Steam passenger trains 30, Motor passenger trains 35 *See special rule, Freight trains 25.		
Junction switch, Sacton.....	25	15	Junction switch 1/4 mile west of Sacton.....	Stop	Stop
Between Sacton and Wall Lake.....	45	35	Around curve 1/8 mile west of Boyer station.....	15	15
Between Wall Lake and 1 mile west of Wall Lake....	25	15	Between curve 1/8 mile west of Boyer station and Kiron.....	25	20
Between 1 mile west of Wall Lake and Odebolt.....	45	35	Between Kiron and 1 1/2 miles west of Kiron.....	20	15
Within corporate limits, Odebolt.....	8	8	Over Highway crossing 2000 ft. west of Schleswig...	15	15
Over street crossing east of station, Ida Grove.....	6	6	C. M. St. P. & P. R. R. crossing 1 mile east of Ute...	Stop	Stop
Around reverse curves 3/4 mile east of Mapleton....	35	25	Junction switch 1 1/4 miles east of Mondamin.....	Stop	Stop
Around curve 3/4 mile west of Mapleton.....	35	25	Between junction switch 1 1/4 miles east of Mon- damin and Mondamin.....	20	20
Around curve at Castana.....	25	15			



# SPEED RESTRICTIONS

LOCATION	Restrictions	
	Speed Per Hour	
	Steam Pass. Trains	Freight Trains
<b>BETWEEN MISSOURI VALLEY AND SIOUX CITY</b> Maximum Speed, Miles Per Hour: Steam passenger trains 60, Motor passenger trains 65 *See special rule, Freight trains 45.		
Through yard, Missouri Valley .....	15	10
Between home signals, California Junction Interlocking plant, through and diverging main routes	30	30
Around curve at California Junction .....	25	25
Between Mondamin and Missouri River on Spur Track .....		20
Between Onawa and Missouri River on Spur Track .....		20
Over all street crossings, Onawa .....	8	8
Between home signals I. C. R. R. crossing 1/2 mile west of Onawa—Westward .....	20	20
—Eastward .....	25	25
Between Dace St. and passenger station, Sioux City	10	10
Between Dace St. and 22nd St., Sioux City, C. St. P. M. & O., S. C. T., G. N. and C. M. St. P. & P. Railroad crossings .....	Stop	Stop
Over street crossings .....	20	20
<b>BETWEEN WREN AND HAWARDEN</b> Maximum Speed, Miles Per Hour: Steam passenger trains 50, Motor passenger trains 55 *See special rule, Freight trains 40.		
Between home signals, I. C. R. R. Interlocking plant Wren .....	10	10
Within corporate limits, Merrill .....	8	8
Over west passing track switch, Brunsville .....	35	30
Around curve bridge 761, 3 miles west of Craig .....	35	25
Around reverse curves near M. P. 28, 2 1/2 miles east of Hawarden .....	35	25
Junction switch, east end Hawarden yard .....	Stop	Stop

**\*ADDITIONAL SPEED, MOTOR PASSENGER TRAINS**

Where the speed of steam passenger trains exceeds thirty miles per hour, motor passenger trains are authorized to exceed the speed of steam passenger trains five miles per hour.

## ADDITIONAL SPEED RESTRICTIONS

Light engines, or engines with caboose only, must not exceed 15 miles per hour over any street or highway crossing, in any city, town or village.

Derrick cars must be hauled "trailing." Speed of wrecking outfits is restricted to 35 miles per hour between Missouri Valley and Sioux City and 20 miles per hour balance of division.

Rail motor cars, gas or oil-electric, when operated without a trailer car attached must come to a full stop at the home signal of an automatic interlocked railroad crossing, regardless of whether the signal is clear or not. If the signal indicates Proceed, the car may proceed after the stop is made, otherwise the release apparatus at the crossing must be operated in accordance with the second paragraph of Rule 672-Amended.

The speed of a train or engine moving over a cross-over, turnout from main track to siding or diverging route at a junction, must not exceed ten (10) Miles per hour, unless specifically authorized under speed restrictions.

Streamliner type trains and gas or diesel electric motor trains and engines must not be run over inundated tracks if the water is more than five inches above top of rail, and when operating through water speed must not exceed six miles per hour.

Circus and carnival trains, on subdivision 4, must not exceed 35 miles per hour at any point on straight track and 25 miles per hour on Curves. On subdivisions 1, 2, 3 and 5, must not exceed 25 miles per hour at any point on straight track and 20 miles per hour on curves. Speed restrictions requiring less than the above speed must be observed.

When class J, JS or Z locomotives are used on passenger trains in emergency to doublehead or otherwise, speed of such trains will not exceed the maximum speed as indicated in time table restrictions for freight trains.

Trains handling scale test cars, either U. S. Government owned, or such cars of this or other railroads, must not exceed speed of 30 miles per hour on subdivision 4 and 20 miles per hour on subdivisions 1, 2, 3, 5 and must carefully observe the operation of trains whenever handling cars of this type.

General rules governing employes of the operating department dated December 1st, 1929 and supplement "D" dated June 15th, 1935, in connection therewith are issued in book form. Every employe whose duties are in any way prescribed by these rules, must always have a copy of them at hand when on duty.

On the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies, mail cranes, dividing or between line fences which are located between tracks, bridge girders and other obstructions which, owing to local conditions or requirements, do not give clearance to men on top of or on side of cars or engines. Employes must familiarize themselves with these conditions in the districts in which they are employed and where they exist must not extend any part of their bodies out from engines or cars, or attempt to alight therefrom. New employes must exercise great care in this respect.



### SPECIAL RULES

**Standard Time—Rule 3** 1. Clocks showing Central Standard Time are located at the Train Dispatcher's Office, at 22nd Street Yard Office, Round House and Enginemen's Washroom passenger station at Sioux City; at the train order office at Carroll, Missouri Valley, Onawa, Hawarden, Wall Lake and Jewell.

**Superior Direction Rule S-72** 2. EASTWARD trains are superior to WESTWARD trains of the same class.

**Register Stations** 3. Train registers are located at: Jewell, Carnarvon, Sacton, Holstein, Wall Lake, Maple River, Missouri Valley, Onawa, (for Subdivision No. 1), Sergeant Bluff, (for Subdivision No. 2), Sioux City, Nebraska Street, 22nd Street Yard Office, Wren, Hawarden.

All trains at Maple River and Wren and those that do not stop at Carnarvon and Sacton, may register at these points by Blank R during office hours and at other times, upon instructions from the Train Dispatcher.

**Between Sacton and Wall Lake** 4. Subdivision 3 ends at Junction with Subdivision 1 just west of switch of west Y at Sacton, and this track from connection at west end of Wall Lake Yard will be used by Subdivision 3 trains exclusively.

**California Junction** 5. Nebraska Division engines may use the main track of the Sioux City Division at California Junction to turn, only when properly protected.

**Onawa Passing Track** 6. Subdivision 1, from Junction switch east of coal shed to west switch at Onawa, will be considered as a passing track.

**Sergeant Bluff Passing Track** 7. Subdivision 2, at Sergeant Bluff, from point of main line cross-over east of station, to west switch, will be considered as a passing track.

**Mondamin Passing Track** 8. Subdivision 3 ends at the Junction switch near the west end of passing track 7,000 feet east of Mondamin station. All trains using the passing track will move at restricted speed.

**Stop at Wren** 9. All trains must procure proper authority before entering upon the track of Illinois Central R. R. at Wren.

**Sprinkling Hogs Rule 731** 10. Conductors will see that rule 731 is observed and will make proper notations on wheel reports showing stations at which each car of hogs is sprinkled and condition of hogs when taken and left. Hog sprinkling devices are located at Harcourt, Lake City, Sacton, Ida Grove, Mapleton, Early, Galva, Correctionville, Moville, Boyer, Ricketts, Soldier, Mondamin, Onawa, Sloan, Merrill, and Hawarden.

**Use Of Sand** 11. The use of sand is prohibited on all interlocking plants anywhere between the home signals; also prohibited between the fouling point and switch points on any turn-out connected with the main line in automatic block, automatic train control or centralized control districts, and must not be used on any spring switch between the fouling point and the switch point. Sand is an insulator and its use on the rail may result in the improper functioning of signal or interlocking apparatus.

**Sioux City ordinance.** 12. Street crossings shall not be obstructed by standing trains engine, or cars for a longer period than five minutes, under city ordinance.

**Freight Train Inspection** 13. All freight trains will stop and train crew will make an inspection of their train at the following points:

EASTWARD			WESTWARD		
Time Freight and Stock Trains	Dead Freights		Time Freight and Stock Trains	Dead Freights	
Onawa Ida Grove Dayton	Onawa Ida Grove Sacton Dayton Moville	Holstein Early Soldier Schleswig	Onawa Arthur, Ida Grove or Battle Creek Stratford	Onawa Stratford Sacton Ida Grove Mapleton Early	Holstein Moville Soldier Schleswig

### SPRING SWITCHES

Rules 104 f, 104 g., 510 a, 512 a and 512 b will be observed.

**California Junction** 1. Main track switch west end of Sioux City passing track; normal position is for main track.

2. Siding switch of cross-over west end of Sioux City passing track; normal position is for cross-over.

When given oral permission to pass a Stop signal which governs over a spring switch in the facing direction, trainmen must examine the spring switch points to know that they are fully closed before moving over the switch.

### OVERHEAD OBSTRUCTIONS

**Maximum Width and Height of Loaded Cars that will Pass in Safety over Sioux City Division**

Between	Height Above Top of Rail			Structures Determining Clearance
	9 ft. wide	10 ft. wide	11 ft. wide	
Jewell and Carnarvon.....	16 1	15 6	15 0	Bridge No. 969 west of Stratford and tank at Harcourt.
Maple River and Carnarvon	No obs below	struction 21' 6"		
Carnarvon and Onawa.....	16 11	16 5	15 10	C. M., St. P. & P. Overhead Bridge No. 1342½ west of Mapleton and tanks at Ida Grove and Mapleton.
Sacton and Sergeant Bluff..	16 11	16 4	15 9	
Wall Lake and Mondamin..	17 6	16 11	16 5	Overhead Bridge 1479½ east of Schaller and tanks at Galva and Moville.
Missouri Valley and California Junction.....	No obs below	struction 21' 6"		
California Junction and Sioux City.....	17 7	17 0	16 6	Overhead Bridge 564½ at Sioux City and tanks at Mondamin and Sloan.
Sioux City and Wren (Via I. C. R. R.).....	No obs below	struction 21' 6"		
Wren and Hawarden.....	17 1	16 7	16 2	Tank at Craig

No load must exceed eleven (11) feet in width regardless of height. Trainmen and yardmen must know, and will be held responsible, that cars do not exceed the above width and height before placing them in trains or hauling them over the division.



**AUTOMATIC BLOCK**

Missouri Valley and Howard Street, Sioux City.

**MANUAL BLOCK**

Rules 302A to 373 govern between:

Dayton and Stratford ..... 7:15 a. m. to 4:15 p. m.

**DAILY, EXCEPT SUNDAYS AND HOLIDAYS**

Carnarvon and Sacton ..... 7:15 a. m. to 4:15 p. m.

Maple River and Carnarvon ..... 7:00 a. m. to 2:30 p. m.

**DAILY, EXCEPT SUNDAYS AND HOLIDAYS**

A train moving under Permissive train order or Permissive Form C may follow the next preceding train not less than ten minutes.

Manual block rules will not prohibit switch engines and trains from occupying main track between yard limit boards at the following stations: Carnarvon and Sacton, providing they clear the time of all first class trains as provided by rules.

A clear block entitling a train to pass to or through the stations above named does not indicate that the main track at such points is clear, but trains accepting block must approach and pass through at restricted speed.

**TIME SPACING; RULE 91**

Except as above, rules 380 to 382 govern, and trains will be spaced ten (10) minutes apart.

**CROSSINGS AND JUNCTIONS AT WHICH RULES 601A TO 672-AMENDED WILL BE OBSERVED:**

RAILROAD	LOCATION
Ft. D. D. M. & S.....	Harcourt
M. & St.L. and Ft. D. D. M. & S. ....	Gowrie
C. M. St. P. & P. and C. G. W. ....	Lohrville
C. & N. W.....	Maple River
C. & N. W.....	California Junction
Ill. Cent.....	Wren

In addition to observing Rules 601A to 672-Amended, all trains will approach the signal protected railroad crossings shown below at restricted speed. If clear indication is given, the engine or leading car must not exceed the speed shown below passing the home signal:

RAILROAD	LOCATION	
I. C. ....	(Eastward Trains) Onawa	25 miles per hour.
I. C. ....	(Westward Trains) Onawa	20 miles per hour.
C. M. St. P. & P.....	3.6 miles east of Sergeant Bluff	20 miles per hour.
C. St. P. M. & O....	Howard St., Sioux City	10 miles per hour.
I. C.....	Wall St., Sioux City	10 miles per hour.

**CROSSINGS AND JUNCTIONS AT WHICH RULE 98 WILL BE OBSERVED:**

RAILROAD	LOCATION	RAILROAD	LOCATION
C. & N. W.....	Jewell	C. & N. W.....	Onawa
Ill. Cent.....	Correctionville	C. & N. W.....	Sergeant Bluff
C. & N. W.....	Carnarvon	C. & N. W.....	Mondamin
C. & N. W.....	Sacton	C. & N. W.....	Tower Z
C. & N. W.....	Wall Lake	C. & N. W.....	Hawarden
		C. M. St. P. & P.....	Ute

**INSTRUCTIONS GOVERNING MOVEMENTS OVER SIGNAL AND GATE PROTECTED CROSSING:**

C. & N. W. with C. M. St. P. & P. one mile east of Ute: In addition to observing Rule 98, Rules 601A to 672-Amended, the following will govern: Gates in normal position must be set across C. & N. W. track. All movements on C. & N. W. approaching the crossing must stop not less than 200 feet nor more than 800 feet from crossing and if no train is approaching on the C. M. St. P. & P. a member of the crew will operate the signal lever to set signals at stop on the C. M. St. P. & P. and then operate the gate lever to swing gates across the C. M. St. P. & P. After movement over the crossing has been made the gate lever must be operated to restore gates across the C. & N. W. and the signal lever operated to clear signals on the C. M. St. P. & P.

**SIGNS AND LETTERS**

The following signs when placed before the figures of the schedule indicate:  
 s—Regular stop.  
 f—Flag stop to receive or discharge passengers or freight.

The following signs when placed elsewhere indicate:  
 F—Fuel. W—Water. TT—Turntable. Y—Wye.

**FACILITIES AS INDICATED ARE LOCATED AS FOLLOWS:**

Jewell	FWY	Early	W	California Jct.	Y
Stratford	W	Galva	W	Sloan	W
Harcourt	W	Holstein	FTT	Dace Street	Y
Gowrie	FW	Correctionville	W	Sioux City	W
Lake City	W	Moville	W	22nd Street	FWTT
Sacton	FWY	Kiron	W	Merrill	W
Odebolt	W	Ricketts	W	Hawarden	FWTT
Ida Grove	W	Soldier	W		
Mapleton	W	Mondamin	W		
Onawa	FWY	Mo. Valley	FWTTY		



### COMPANY SURGEONS

Chicago..... Irving S. Cutter, M. D., Medical Director.  
 V. H. Horning, M. D., First Assistant Medical Director.

		Telephone Call	
		Office Phone	Residence Phone
JEWELL.....	E. W. Slater, M. D., Local Surgeon....	55	96 W
DAYTON.....	Gates M. Brown, M. D., Local Surgeon	180	180
LAKE CITY.....	W. E. McCrary, M. D., District Surgeon	145	145
WALL LAKE.....	L. H. Jones, M. D., Local Surgeon....	13	59
IDA GROVE.....	E. S. Parker, M. D., Local Surgeon....	65	306
IDA GROVE.....	R. B. Armstrong, M. D., Asst. Local Surgeon.....		238
CARROLL.....	O. C. Morrison, M. D., District Surgeon	300	302
SAC CITY.....	W. I. Evans, M. D., Local Surgeon....	664	663
HOLSTEIN.....	Jas. W. Martin, M. D., Local Surgeon.	85 A	85 B
KINGSLEY.....	E. J. Liechty, M. D., Local Surgeon....	130	69
SCHLESWIG.....	H. D. Jones, M. D., Local Surgeon....	56	93
UTE.....	E. J. Liska, M. D., Local Surgeon....	62 A	62 B
MO. VALLEY.....	C. A. Heise, M. D., District Surgeon...	232	490 J
OMAHA.....	Alfred J. Brown, M. D., District Surgeon.....	At. 6140	Wa. 0913
ONAWA.....	J. S. Deering, M. D., Local Surgeon....	42	444
SIOUX CITY.....	P. E. Sawyer, M. D., District Surgeon.	8-7575	8-7657
SIOUX CITY.....	E. C. Cobb, M. D., Local Surgeon....	8-7575	8-3294
SIOUX CITY.....	S. E. Sibley, M. D., Associate Surgeon.	8-3458	5-7485
SIOUX CITY.....	P. E. Keefe, M. D., Associate Surgeon.	8-4018	7-1515
SIOUX CITY.....	L. R. Tripp, M. D., Local Oculist and Aurist.....	8-2998	7-1487
HAWARDEN.....	F. F. Null, M. D., District Surgeon....	2	160

Dr. McCrary may be called to any place between Jewell and Wall Lake.

Dr. Morrison maybe called to any place between Maple River and Onawa; between Wall Lake and Merville, between Wall Lake and Mondamin.

Dr. Heise may be called to any place between Missouri Valley and Onawa

Dr. Sawyer may be called to any place between Sioux City and Onawa and between Sioux City and Merrill.

Dr. Null may be called to any place between Hawarden and Merrill.

### SPEED TABLE

Miles per Hour	Time per Mile	
	Minutes	Seconds
15.....	4	0
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
50.....	1	12
55.....	1	5
60.....	1	0
65.....	0	55

### DIVISIONAL STAFF

#### TRAINMASTER

G. D. LOBDELL  
WALL LAKE

#### CHIEF TRAIN DISPATCHER

F. SCHAAF  
SIOUX CITY

#### DISPATCHERS

R. W. RICHARDSON  
E. E. BASKIN  
C. FROMKNECHT  
C. F. SLATTERY  
E. D. SUNDBERG  
SIOUX CITY

#### DISTRICT CLAIM AGENT

W. R. BURRELL  
OMAHA

#### DIVISION ENGINEER

F. W. CREDLE  
SIOUX CITY

#### MASTER MECHANIC

W. S. WHITFORD  
BOONE

#### ASSISTANT MASTER MECHANIC

H. H. THOMAS  
BOONE

#### ROAD FOREMAN OF ENGINES

W. L. HATCHER  
SIOUX CITY

#### ROADMASTERS

M. J. BIELEMA  
WALL LAKE  
M. A. HAESSLY  
WALL LAKE  
L. GILBERT  
SIOUX CITY

### ACTUAL TONNAGE RATINGS

DISTRICT	CLASS OF ENGINE			
	J-3	J	Z	R-1
Jewell to Lake City.....				890
Lake City to Sacton.....				1315
Sacton to Onawa.....			2205	1210
Carnarvon to Lake City.....				1210
Lake City to Jewell.....				815
Missouri Valley to Sioux City....	4080	3880	3320	1730
Sioux City to Sergeant Bluff.....	3150	2950	2440	1500
Sergeant Bluff to Missouri Valley	4080	3880	3320	1730
Mondamin to Boyer.....				885
Boyer to Mondamin.....				785
Wall Lake to Boyer and return ..				1735
Maple River to Sacton.....			2240	1315
Sacton to Holstein.....				810
Holstein to Sergeant Bluff.....				885
Sergeant Bluff to Holstein.....				840
Holstein to Sacton.....				1010
Onawa to Maple River.....			2750	1525
Sioux City to Hawarden.....		2130	1850	1150
Hawarden to Sioux City.....		1740	1520	850









**SMOKE**  
is fuel wasted

**SAVE**  
**COAL**