

DIVISIONAL STAFF

ASSISTANT SUPERINTENDENTS

R. SLIGAR A. L. ECKLES E. TERRILL
BOONE SIOUX CITY MASON CITY

TRAINMASTERS

T. W. HARVEY W. J. HENNIGAN O. W. BROOKES, Jr.
COUNCIL BLUFFS BOONE SIOUX CITY

ASSISTANT TRAINMASTER

R. A. FRYREAR
CEDAR RAPIDS

CHIEF TRAIN DISPATCHER

R. W. RICHARDSON
SIOUX CITY

DISPATCHERS

D. R. FREYER G. D. LOBDELL
E. D. SUNDBERG C. F. SLATTERY
G. P. MUNGON E. E. KELLEY
SIOUX CITY

DIVISION ENGINEER MASTER MECHANIC

B. S. CONVERSE H. P. COX
SIOUX CITY CLINTON

ASSISTANT MASTER MECHANIC

C. D. HILL
COUNCIL BLUFFS

ROAD FOREMAN OF ENGINES and TRAINMASTER

R. P. WALTERS
EAGLE GROVE

ROAD FOREMAN OF ENGINES

C. A. KNIGHTS T. W. TAIT C. H. DURBIN
CLINTON BOONE SIOUX CITY
H. W. CASE
COUNCIL BLUFFS

ASSISTANT ROAD FOREMEN OF ENGINES

F. L. BELFRAGE F. E. McNERTNEY
CLINTON BOONE

SUPERVISOR, COMMUNICATIONS AND SIGNALS

A. A. MEYER
BOONE

SUPERVISOR BRIDGE AND BUILDINGS

K. LARSON
SIOUX CITY

ROADMASTERS

M. J. BIELEMA B. F. HAGAR C. C. BROWN
WALL LAKE EAGLE GROVE SIOUX CITY

DISTRICT CLAIM AGENTS

R. W. SANDBOM W. R. BURRELL
SIOUX CITY OMAHA
F. R. KRATOSKA
BOONE

General rules governing employes of the Operating Department dated January 1, 1953, 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.

CHICAGO & NORTH WESTERN RAILWAY

IOWA DIVISION SIOUX CITY DISTRICT

TIME TABLE

No. 1

Effective, Thursday, January 1, 1953

AT 12:01 A. M.
CENTRAL TIME

For the government and information of employes only.

J. J. STEIN, General Manager—Transportation
C. C. SHANNON, General Superintendent
F. L. HOUX, Superintendent

THINK-PRACTICE-TALK SAFETY

I Westward—Between Missouri Valley and Sioux City—Westward

THIRD CLASS				SECOND CLASS								FIRST CLASS		Station Numbers	Facilities	Distance From Missouri Valley	Subdivision 1 Time Table 1 January 1, 1953
55	47	33	143	41	409	53	117	43	45	51	251	9	1				
Way Freight	Way Freight	Way Freight	N. D. 143			N. D. 53	N. D. 117				N. D. 251						
Tuesday Thursday Saturday	Daily Except Sun. & Tues.	Tuesday Friday	Daily Except Saturday	DAILY	DAILY	Daily Except Monday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				
A.M. 8.30			P.M. 10.30		A.M. 2.45	A.M. 3.35	A.M. 4.30			P.M. 8.00	P.M. 8.30		P.M. 11.30				
8.35			10.35		2.50	3.40	4.33			8.05	8.35	A.M. 10.10	11.32				
8.50			10.45	A.M. 12.15	3.30	3.50	4.45	A.M. 11.00	P.M. 4.00	8.20	8.45	10.16	11.39				
9.10			P.M. 10.45	12.25	A.M. 3.30	A.M. 3.50	A.M. 4.45	11.08	4.08	P.M. 8.20	P.M. 8.45	10.25	11.44				
9.30				12.45				11.18	4.18			10.36	11.50				
10.05				12.59				11.28	4.28			10.46	11.57				
10.30				1.20				11.40	4.40			10.59	12.06				
11.00	P.M. 12.15			1.50				12.05	4.50			11.10	12.17				
A.M. 12.35				2.05				12.17	5.01			11.18	12.31				
	1.05			2.20				12.29	5.12			11.26	12.40				
	1.20			2.30				12.37	5.21			11.32	12.46				
	1.50	P.M. 3.45		2.41				12.47	5.32			11.39	12.54				
	2.00	3.59		2.52				12.56	5.42			11.44	1.00				
	2.05	4.02		2.55				1.00	5.45			11.45	1.01				
	P.M. 2.20	P.M. 4.15		A.M. 3.10				P.M. 1.15	P.M. 6.00			11.50	1.05				
												A.M. 11.50	A.M. 1.05				
Tuesday Thursday Saturday	Daily Except Sun. & Tues.	Tuesday Friday	Daily Except Saturday	DAILY	DAILY	Daily Except Monday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				

No. 9 will not stop at Modale on Sunday.

No. 202-1 will hold Sioux City District main track at Missouri Valley to do station work.

Between Dace Street and Passenger Station Sioux City trains will move at restricted speed, expecting to find yard engines and trains occupying depot tracks, pulling out of station, or crossing from one track to another, or switches not properly lined.

The Yard Limit signs shown at Stock Yards and Sioux City apply in connection with all intervening area.

All N. I. District trains will stop and register at N. I. Junction.

All freight trains will leave or enter upon Illinois Central tracks at 28th Street switch, Sioux City.

Northern Iowa District trains will be governed by Sioux City District time table between N. I. Junction and Hawarden.

Normal position of switch at N. I. Junction is for Sioux City District.

All trains will approach N. I. Junction and operate between N. I. Junction and Hawarden at Restricted Speed.

Telephone is located in booth at N. I. Junction extending to the telegraph office at Hawarden.

Westward Northern Iowa District trains, when not previously provided with a register check, on arrival at N. I. Junction and before entering upon Sioux City District main track, will obtain telephone check on overdue trains from signalman at Hawarden.

Westward freight trains will enter yard at east switch at Hawarden and will not use main track between east switch and depot.

Eastward—Between Sioux City and Missouri Valley—Eastward

2

Subdivision 1 Time Table 1 January 1, 1953	Capacity of Sidings	FIRST CLASS				SECOND CLASS					THIRD CLASS				
		2	10	202		144	52	42	256	44	156	40	34	46	56
		DAILY	DAILY	DAILY		N. D. 144 Daily Except Monday	N. D. 52 Daily Except Monday	DAILY	N. D. 256 DAILY	DAILY	N. D. 156 DAILY	DAILY	Way Freight Wednesday Saturday	Way Freight Daily Except Sun. & Tues.	Way Freight Monday Wednesday Friday
..... MO. VALLEY...YL				P.M. 11.20											
..... I. D. WYE.....		A. M.— 6.43	P. M.— 7.47	11.16	A.M. 12.45	A.M. 2.20		P.M. 6.00	P.M. 7.00	P.M. 7.10	A.M. 2.10				P. M. 2.45
CALIFORNIA JCT. YL	74	6.37	7.41	P. M.—	12.40	2.15		5.55	6.55	7.05	2.05				2.40
..... MODALE.....	80	6.32	7.36		12.25	2.05	P. M.— 1.00	5.35	6.44	6.55	1.50				2.30
..... MONDAMIN.....	137	6.26	7.30		A. M.—	A. M.—	12.50	P. M.—	6.37	P. M.—	1.20				2.10
..... RIVER SIOUX.....	68	6.19	7.24				12.40		6.27		1.09				1.50
..... BLENCOE.....	130	6.10	7.15				12.30		6.17		12.59				1.35
..... ONAWA...YL	115	6.03	7.08				12.15		6.04		12.30				1.05
..... WHITING.....	84	5.51	6.56				12.05		5.54		12.17		A. M.— 10.00		12.45
..... SLOAN.....	92	5.43	6.48				11.50		5.42		11.40				P. M.— 9.40
..... SALIX.....	68	5.37	6.42				11.26		5.30		11.25				9.15
..... SERGEANT BLUFF...YL	123	5.30	6.35				11.00		5.21		11.15		A. M.— 9.00		9.00
..... STOCK YARDS YL	73	5.25	6.30				10.48		5.11		11.00		A. M.— 9.25		8.45
..... DACE STREET.....		5.24	6.29				10.37		4.59		10.48				9.15
..... SIOUX CITY..YL		5.20	6.25				10.35		4.45		10.45		A. M.— 9.13		8.15
..... 22nd STREET.....															
		DAILY	DAILY	DAILY		Daily Except Monday	Daily Except Monday	DAILY	DAILY	DAILY	DAILY	DAILY	Way Freight Wednesday Saturday	Way Freight Daily Except Sun. & Tues.	Way Freight Monday Wednesday Friday

The Yard Limit signs shown at Stock Yards and Sioux City apply in connection with all intervening area.

Westward—Between Wren and Hawarden—Eastward

THIRD CLASS	SECOND CLASS	FIRST CLASS	Station Numbers	Facilities	Distance From Sioux City	Subdivision 2 Time Table 1 January 1, 1953	Capacity of Sidings	FIRST CLASS		THIRD CLASS	
27	61	23				2		62	28		
Tuesday Friday Sunday	Daily Except Monday	Daily Except Sunday				Daily Except Monday		Daily Except Monday	Monday Wednesday Saturday		
	A. M.— 1.00	P. M. 3.55	4739	W	..... SIOUX CITY..... 2.0		A. M. 3.35		A. M.— 7.03	
			4740	FWTT	..... 22nd STREET.....					

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

	A.M. 1.25	P.M. 4.20		12.7	..... WREN.....	65	A.M. 3.05		A.M. 6.23
	1.40	4.30	4756	W	..... MERRILL.....		2.54		6.08
	1.55	4.41	4758		..... BRUNSVILLE.....	f	2.42		5.53
	2.31	4.52	4760		..... CRAIG.....	f	2.31		5.38
	2.44	5.02	4762		..... McNALLY.....		2.20		5.23
P. M.— 1.20	2.55	5.10			..... N. I. JUNCTION....		2.11		5.06
1.30 P.M.	3.00 A.M.	5.20 P.M.	257	FWTT	..... HAWARDEN..YL		2.05 A.M.		5.00 A.M.
Tuesday Friday Sunday	Daily Except Monday	Daily Except Sunday					Daily Except Monday		Monday Wednesday Saturday

Westward—Between Maple River and Onawa—Eastward

THIRD CLASS						Station Numbers	Facilities	Distance from Maple River	Subdivision 3 Time Table 1 January 1, 1953	Capacity of Sidings	THIRD CLASS					
33	35	57	31	37	39						38	30	58	34	36	32
Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight						Way Freight	Way Freight	Way Freight	Way Freight	Way Freight	Way Freight
Tuesday Friday	Monday Thursday	Wednesday Saturday	Monday Wednesday Friday	Monday Thursday	Tuesday Friday				Monday Thursday	Tuesday Friday	Wednesday Saturday	Wednesday Saturday	Monday Thursday	Tuesday Thursday Saturday		
A.M. 8.30	A.M. 8.30	A.M. 9.00	A.M. 7.15	A.M. 9.00		162			.....CARROLL.....		P.M. 4.30	P.M. 4.30	P.M. 4.55	P.M. 4.55	P.M. 5.10	
A.M. 8.45	A.M. 8.45	A.M. 9.15	A.M. 7.30	A.M. 9.15		163			...MAPLE RIVER... 7.2		P.M. 4.10	P.M. 4.10	P.M. 4.35	P.M. 4.35	P.M. 4.50	
9.05	9.05	9.35	7.50	9.35		301	7.2		.....BREDA..... 5.8	21	A.M. 10.25	3.45	3.45	4.10	4.10	4.30
9.15	9.15	9.45	8.01	9.45		299	13.0		...CARNARVON... 2.7		10.15	3.25	3.25	3.50	3.50	4.15
9.20 A.M.	9.20 A.M.	9.50	8.10	9.50 A.M.	1.25 P.M.	300	15.7		...SACTON... YL 1.0		A.M. 10.15	3.15	3.15	3.40 P.M.	3.40 P.M.	4.05
		10.00 A.M.	8.25			302	16.7		...WALL LAKE... YL 9.0		A.M. 10.15	P.M. 3.15	3.05 P.M.			3.55
			9.00			305	25.7		...ODEBOLT..... 5.6							3.30
			9.20			306	31.3		...ARTHUR..... 6.8							3.05
			9.55			307	38.1	W	...IDA GROVE... 7.0	27						2.50
			10.25			308	45.1		...BATTLE CREEK... 8.7							2.05
			10.45			310	53.8		...DANBURY..... 6.3							1.40
			11.10			311	60.1	W	...MAPLETON..... 8.9	34						1.20
			11.30			314	69.0		...CASTANA..... 5.0							12.58
			11.45			317	74.0		...TURIN..... 6.8							12.45
			12.05 P.M.			320	80.8	FWY	...ONAWA... YL 6.8	115						12.30 P.M.
Tuesday Friday	Monday Thursday	Wednesday Saturday	Monday Wednesday Friday	Monday Thursday	Tuesday Friday						Monday Thursday	Tuesday Friday	Wednesday Saturday	Wednesday Saturday	Monday Thursday	Tuesday Thursday Saturday

No. 37 is superior to No. 38, No. 36 and No. 32.

No. 39 is superior to No. 30 and No. 32.

No. 35 is superior to No. 38, No. 36 and No. 32.

No. 57 is superior to No. 58, No. 34 and No. 32.

Yard Limit signs shown at Sacton and Wall Lake apply in connection with all intervening area.

Westward—Between Jewell & Carnarvon—Eastward

THIRD CLASS		Station Numbers	Facilities	Distance from Jewell	Subdivision 5 Time Table 1 January 1, 1953	Capacity of Sidings	THIRD CLASS	
Way Freight	39						Way Freight	38
Tuesday Friday							Monday Thursday	
A.M. 8.15	211	FWY					P.M. 4.10	
8.55	280		8.2	..... JEWELL .. YL	36		3.25
9.20	258	W	15.0	..... STANHOPE			2.35
9.50	290		24.1	..... STRATFORD	17		1.40
10.15	292	W	29.8	..... DAYTON			1.05
10.35	293		35.8	..... HARCOURT	10		12.40
11.00	294		41.5	..... GOWRIE			12.20
11.20	295		48.9	..... FARNHAMVILLE			11.50
11.50	297	W	58.1	..... LOHRVILLE			11.25
12.45	298		65.9	..... LAKE CITY			10.45
1.10 P. M.	299		73.5	..... AUBURN			10.25 A. M.
Tuesday Friday				..... CARNARVON ...			Monday Thursday

Westward-Between Sacton & Sergeant Bluff-Eastward

THIRD CLASS		Station Numbers	Facilities	Distance from Sacton	Subdivision 4 Time Table 1 January 1, 1953	Capacity of Sidings	THIRD CLASS	
Way Freight	33						Way Freight	36
Tuesday Friday	35	Monday Thursday					Wednesday Saturday	Monday Thursday
A.M. 8.30	A.M. 8.30	162					P.M. 4.55	P.M. 4.55
A.M. 9.30	A.M. 9.30	300	FWY		..... CARROLL		P.M. 3.40	P.M. 3.40
9.50	9.50	303		3.4	..... SACTON .. YL	20	2.50	2.50
10.30	10.30	304		12.5	..... LAKE VIEW		2.20	2.20
11.05	11.05	325	W	20.8	..... SAC CITY		1.55	1.55
11.30	11.30	328		28.8	..... EARLY		1.25	1.25
11.50	11.50	331	W	35.3	..... SCHALLER		1.00	1.00
12.30	12.15 P. M.	334	FTT	44.2	..... GALVA	30	12.30	12.30 P. M.
12.50		336		51.3	..... HOLSTEIN		11.45	
1.15		338	W	57.2	..... CUSHING		11.30	
1.40		340		63.3	..... CORRECTIONVILLE		11.12	
2.05		342		70.1	..... PIERSON		10.55	
2.30		344	W	78.9	..... KINGSLEY		10.30	
2.50		4803		85.6	..... MOVILLE		10.05	
3.05		4806		91.0	..... LAWTON		9.50	
3.30 P. M.		4735		98.9	..... BRONSON	123	9.30 A. M.	
4.15 P. M.					..... SERGEANT BLUFF		9.00 A. M.	
Tuesday Friday	Monday Thursday				..... 22nd STREET		Wednesday Saturday	Monday Thursday

Westward—Between Wall Lake & Schleswig—Eastward

THIRD CLASS		Station Numbers	Facilities	Distance From Wall Lake	Subdivision 6 Time Table 1 January 1, 1953	Capacity of Sidings	THIRD CLASS	
Mixed	57						Mixed	58
Wednesday Saturday							Wednesday Saturday	Wednesday Saturday
A.M. 10.00	302						P.M. 3.00	
10.30	372		10.1	..... WALL LAKE .. YL			2.30	
10.55	380		16.5	..... BOYER			2.00	
11.20 A. M.	382		22.9	..... KIRON	39		1.30 P. M.	
Wednesday Saturday				..... SCHLESWIG			Wednesday Saturday	

No. 35 is superior to No. 36.

No. 57 is superior to No. 58.

Yard Limit signs shown at Sacton and Wall Lake apply in connection with all intervening area.

COMMUNICATING HOURS

	WEEK DAYS	SUNDAYS	HOLIDAYS
Missouri Valley	CONTINUOUS	CONTINUOUS	CONTINUOUS
Modale	8:45 a. m. to 5:45 p. m.	Closed**	Closed
Mondamin	8:30 a. m. to 5:30 p. m.	Closed*	Closed
River Sioux	8:45 a. m. to 5:45 p. m.	Closed**	Closed
Blencoe	8:00 a. m. to 5:00 p. m.	Closed*	Closed
Onawa	CONTINUOUS	CONTINUOUS	CONTINUOUS
Whiting	8:30 a. m. to 5:30 p. m.	Closed**	Closed
Sloan	8:30 a. m. to 5:30 p. m.	Closed*	Closed
Salix	8:45 a. m. to 5:45 p. m.	Closed**	Closed
Sergeant Bluff	8:30 a. m. to 5:30 p. m.	Closed*	Closed
Breda	8:00 a. m. to 5:00 p. m.	Closed**	Closed
Carnarvon	7:45 a. m. to 4:45 p. m.	Closed*	Closed
Sacton	10:00 a. m. to 7:00 p. m.	Closed**	Closed
Wall Lake	8:00 a. m. to 5:00 p. m.	Closed*	Closed
Odebolt	8:00 a. m. to 5:00 p. m.	Closed**	Closed
Arthur	8:00 a. m. to 5:00 p. m.	Closed**	Closed
Ida Grove	8:00 a. m. to 5:00 p. m.	Closed*	Closed
Battle Creek	8:00 a. m. to 5:00 p. m.	Closed**	Closed
Danbury	8:00 a. m. to 5:00 p. m.	Closed**	Closed
Mapleton	8:00 a. m. to 5:00 p. m.	Closed*	Closed
Castana	8:00 a. m. to 5:00 p. m.	Closed*	Closed
Kiron	8:45 a. m. to 5:45 p. m.	Closed**	Closed
Schleswig	8:00 a. m. to 5:00 p. m.	Closed**	Closed
Jewell	12:01 a. m. to 4:15 a. m. 6:45 a. m. to 2:45 p. m. 8:15 p. m. to 11:59 p. m. (See Note below)	12:01 a. m. to 4:15 a. m.	6:45 a. m. to 9:45 a. m. 8:30 p. m. to 11:30 p. m.
Stanhope	8:00 a. m. to 5:00 p. m.	Closed*	Closed
Stratford	8:00 a. m. to 5:00 p. m.	Closed*	Closed
Dayton	8:00 a. m. to 5:00 p. m.	Closed*	Closed
Harcourt	8:30 a. m. to 4:30 p. m.	Closed*	Closed
Gowrie	8:00 a. m. to 5:00 p. m.	Closed*	Closed
Farnhamville	8:00 a. m. to 5:00 p. m.	Closed*	Closed
Lohrville	8:00 a. m. to 5:00 p. m.	Closed*	Closed
Lake City	8:00 a. m. to 5:00 p. m.	Closed*	Closed
Auburn	8:00 a. m. to 5:00 p. m.	Closed*	Closed
Lakeview	8:00 a. m. to 5:00 p. m.	Closed*	Closed
Sac City	8:45 a. m. to 5:45 p. m.	Closed*	Closed
Early	8:45 a. m. to 5:45 p. m.	Closed*	Closed
Schaller	8:00 a. m. to 5:00 p. m.	Closed*	Closed
Galva	8:45 a. m. to 5:45 p. m.	Closed*	Closed
Holstein	8:00 a. m. to 5:00 p. m.	Closed*	Closed
Cushing	8:00 a. m. to 5:00 p. m.	Closed*	Closed
Correctionville	8:00 a. m. to 5:00 p. m.	Closed*	Closed
Pierson	8:00 a. m. to 5:00 p. m.	Closed*	Closed
Kingsley	8:00 a. m. to 5:00 p. m.	Closed**	Closed
Moville	8:00 a. m. to 5:00 p. m.	Closed*	Closed
Sioux City	CONTINUOUS	CONTINUOUS	CONTINUOUS
22nd Street	CONTINUOUS	CONTINUOUS	CONTINUOUS
Wren	CONTINUOUS	CONTINUOUS	CONTINUOUS
Craig	8:30 a. m. to 5:30 p. m.	Closed**	Closed
Hawarden	12:01 a. m. to 7:00 p. m. 11:00 p. m. to 11:59 p. m.	12:01 a. m. to 7:00 a. m. 8:00 a. m. to 4:00 p. m. 11:00 p. m. to 11:59 p. m.	12:01 a. m. to 7:00 p. m. 11:00 p. m. to 11:59 p. m.

** Indicates office closed Mondays in addition to Sundays.

* Indicates office closed Saturdays in addition to Sundays.

Note

Jewell open Mondays { 6:45 a. m. to 2:45 p. m.
8:15 p. m. to 11:59 p. m.

TONNAGE RATINGS

DISTRICT	CLASS OF ENGINE				
	1500 H P F-7 Diesel	J-3 J-2 JA	JS	Z	R-1
Jewell to Lake City					890
Lake City to Sacton					1315
Sacton to Onawa				2205	1280
Carnarvon to Lake City					1210
Lake City to Jewell					815
Missouri Valley to Sioux City	4000	5030	4800	4130	1950
Sioux City to Missouri Valley	4000	5030	4800	4130	1950
Schleswig to Boyer					885
Boyer to Schleswig					785
Wall Lake to Boyer and return					1735
Maple River to Sacton				2240	1300
Sacton to Holstein					810
Holstein to Sergeant Bluff					1000
Sergeant Bluff to Holstein					840
Holstein to Sacton					1010
Onawa to Maple River				2750	1595
Sioux City to Hawarden			2235	1835	1065
Hawarden to Sioux City			1955	1600	930

The above ratings apply under ordinary conditions over maximum grade between the points named; additional tonnage will be handled whenever circumstances and grades will permit.

SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
55"	65.4	1' 5"	55.3	1'25"	42.3	2'45"	21.8
56"	64.2	1' 6"	54.5	1'30"	40.	3'	20.
57"	63.1	1' 7"	53.7	1'35"	37.9	3'30"	17.1
58"	62.	1' 8"	52.9	1'40"	36.	4'	15.
59"	61.	1' 9"	52.1	1'45"	34.3	5'	12.
1'	60.	1'10"	51.4	1'50"	32.7	6'	10.
1' 1"	59.	1'11"	50.7	1'55"	31.3	7'	8.6
1' 2"	58.	1'12"	50.	2'	30.	8'	7.5
1' 3"	57.1	1'15"	48.	2'15"	26.6	10'	6.
1' 4"	56.2	1'20"	45.	2'30"	24.		

SPEED RESTRICTIONS

LOCATION	Restrictions Speed Per Hour	LOCATION	Restrictions Speed Per Hour
	All Trains		All Trains
BETWEEN MAPLE RIVER AND ODEBOLT Maximum Speed, Miles Per Hour: All trains 35.		BETWEEN SACTON AND SERGEANT BLUFF Maximum Speed, Miles Per Hour: All Trains 35.	
MP 0.0—Between home signals, Maple River Interlocking	15	MP 15.8—Junction switch, Sacton, eastward trains, subdivision 4	Stop
MP 15.8—Junction switch, Sacton	15	MP 15.8—Around east leg of wye, Sacton	15
MP 16.6 to 17.6—Between Wall Lake and 1 mile west of Wall Lake	15	MP 13.36—Highway crossing east of depot, Sac City	5
BETWEEN ODEBOLT AND ONAWA Maximum Speed, Miles Per Hour: All trains 40.		MP 12.7 to 14.3—Within corporate limits, Sac City	20
MP 25.5 to 26.5—Within corporate limits, Odebolt ..	30	MP 39.0—Around curve 3 miles west of Galva	20
MP 38.1—Over street crossing east of station, Ida Grove	30	MP 57.3 Around curve 1 mile east of Correctionville	20
MP 59.1—Around reverse curves .75 mile east of Mapleton	25	MP 58.4—I. C. R. R. crossing, Correctionville	Stop
MP 60.7—Around curve .75 mile west of Mapleton ..	25	MP 83.0 to 88.0—Between 3 miles west of Moville and 1 mile west of Lawton	30
MP 68.6—Around curve at Castana	15	MP 88.0 to 94.0—Between 1 mile west of Lawton and 1.5 miles west of Bronson	20
MP 80.2—Around north leg of Wye, Onawa	15	MP 94.0 to 96.8—Between 1.5 miles west of Bronson and C. M. St. P. & P. R. R. crossing 3.5 miles east of Sergeant Bluff	30
MP 80.3—Junction switch, Onawa, westward trains subdivision 3	Stop	MP 96.8—Between home signals, C. M. St. P. & P. crossing 3.5 miles east of Sergeant Bluff	20
BETWEEN JEWELL AND CARNARVON Maximum Speed, Miles Per Hour; All Trains 35.		MP 96.8 to 100.0—Between C. M. St. P. & P. crossing 3.5 miles east of Sergeant Bluff and Sergeant Bluff	30
MP 68.6—Junction switch, Northern Iowa and Sioux City Districts Jewell	Stop	MP 100.0—Junction switch, Sergeant Bluff, westward trains subdivision 4	Stop
MP 68.6 to 69.1—Between junction switch Northern Iowa and Sioux City Districts over Highway No. 69 west of depot, and west switch Jewell	6	BETWEEN WALL LAKE AND SCHLESWIG Maximum Speed, Miles Per Hour: All trains 25.	
MP 83.8 to 93.9—Between Stratford and 1 mile west of Dayton	20	MP 1.3—Junction switch .25 mile west of Wall Lake, eastward trains subdivision 6	Stop
MP 98.4—Between approach and home signals, Harcourt Interlocking	20	MP 10.3—Around curve 1/8 mile west of Boyer	15
MP 104.4—Between approach and home signals, Gowrie Interlocking	20	MP 10.3 to 14—Between curve 1/8 mile west of Boyer and 2.5 miles east of Kiron	20
MP 117.1—Between approach and home signals, Lohrville Interlocking	20	MP 14 to 18—Between 2.5 miles east of Kiron and 1.5 mile west of Kiron	10
MP 127.2 to MP 142.4—Between Lake City and Carnarvon	20	BETWEEN WREN AND HAWARDEN Maximum Speed, Miles Per Hour: All trains 40.	
MP 142.4—Junction switch Carnarvon, westward trains, subdivision 5	Stop	MP 0.0—Between home signals, I. C. R. R. Interlocking, Wren	10
		MP 5.4 to 5.9—Within corporate limits, Merrill	25
		MP 21.9—Around curve bridge 761, 3 miles west of Craig	25
		MP 28.0 to 28.3—Around reverse curves near M.P.28, 2.5 miles east of Hawarden	25

SPEED RESTRICTIONS

LOCATION	RESTRICTIONS Speed Per Hour		
	Diesel Operated Pass. Trains	Other Pass. Trains	Freight Trains
Between Missouri Valley and Sioux City Maximum Speed MPH Diesel Operated Passenger Trains 65 Other Passenger Trains 60 Freight Trains 45			
MP 0.0 to 0.9—Through yard, Missouri Valley	15	15	10
MP 0.9 to 1.5—I. D. Wye to .6 miles West	50	50	
MP 5.8 to 6.3—Between home signals, California Junction Interlocking, through and diverging main routes, and around curve at California Junction	25	25	25
California Jct. —Junction Switch, West leg of wye, Trains enroute to Nebr. Divn.	Stop	Stop	Stop
MP 10.0 to 10.6—.2 mile East of Modale to .4 mile West of Modale	60		
MP 38.6 to 39.0—Over all street crossings, Onawa	25	25	25
MP 73.3 to Dace Street, Westbound	55	55	
Eastbound	40	40	40
MP 74.4 to 75.0—Between Dace St. and passenger station, Sioux City ..	10	10	10
† Between Dace St. and 22nd St., Sioux City, C. St. P. M. & O., G. N. and C. M. St. P. & P. Railroad crossings	Stop	Stop	Stop
Over street crossings	20	20	20

† No Mile Post shown on C. St. P. M. & O. Ry. between Dace St. and 22nd St., Sioux City.

ADDITIONAL SPEED RESTRICTIONS

When Diesel power units are operating light for any reason, the maximum speed will be fifty (50) miles per hour.

Streamliner type trains and Gas or Diesel Electric Motor trains and Engines must not run over inundated tracks if water is more than three inches above top of rail and when operating through water must not exceed speed of five miles an hour. Be governed by Rules 101 and 708.

Trains being handled with 660 horse Diesel power will restrict speed to fifteen (15) miles per hour between Carnarvon and Auburn.

Trains being handled with 660 horse Diesel power will restrict speed to twenty-five (25) miles per hour between Sacton and Holstein.

Diesel switch engines 1000-1001-1002-1200 and those in the 400 series must not be operated at speeds to exceed 25 miles per hour in either forward or backward movement.

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 district.

Cinder cars equipped with Arch Bar trucks when loaded will be handled only in way freights or other slow trains and at a speed not to exceed 25 miles per hour at any point.

ADDITIONAL SPEED RESTRICTIONS—Continued

Speed of trains approaching and passing between the home signals of the California Junction interlocking from the Nebraska Division must not exceed 20 miles per hour.

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.

Circus and carnival trains, on subdivision 1, must not exceed 35 miles per hour at any point on straight track and 25 miles per hour on Curves. On all other subdivisions, 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 JA, 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.

Crews 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 1 and 20 miles per hour on other subdivisions and must carefully observe the operation of trains whenever handling cars of this type.

When locomotive cranes, derricks and pile drivers are moved in regular freight trains, the boom of locomotive cranes and derricks must be detached. The cotter key or nut at the bottom of the center pin in the trailing truck of all equipment must be removed when truck is so equipped.

The speed of trains handling such cranes must be restricted to 25 MPH or 15 MPH less than the stipulated freight train speed whichever is greater. They should be handled next to the caboose, and when it can be conveniently arranged, moved with boom trailing.

Trains handling air dump cars under load will restrict speed to twenty five miles per hour and when empty will restrict speed to thirty miles per hour.

Trains handling lumber loaded in open top cars must not exceed 30 miles per hour at any time.

The speed of trains handling Rotary Snow Plows, not in service, will be restricted to 18 miles per hour. Where track conditions will not justify speed of 18 miles per hour the speed must be further reduced to meet existing conditions. When they are handled ahead of engine not in service the wheel of the Rotary should be kept revolving slowly.

SPRING SWITCHES

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.

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

California Junction 1. North switch of wye, normal position S.C.D. main track.

2. West switch of wye, normal position West leg of wye.

3. Spring switch North end of wye is equipped with Mechanical Point Lock. Train crews finding signal governing movements through this Spring Switch in Stop position, will before making movement, contact Telegrapher and if no conflicting movements operate Spring Switch by hand.

BULLETIN BOARDS

Bulletin Boards for the posting of General Orders and Special Orders issued by the Superintendent are located as follows:

Omaha	North Yard Office.	Enginehouse.
California Jct.	Telegraph Office.	
Missouri Valley	Telegraph Office.	Enginehouse.
Sioux City	22nd St. Yard Office.	Enginehouse.
Sioux City	Nebraska St. Telegraph Office.	Enginemen's Wash Room.
Hawarden	Telegraph Office.	Enginehouse.
Carroll	Telegraph Office.	Locker Room.
Jewell	Telegraph Office.	

Orders will be numbered consecutively beginning with No. 1 on January 1st of each year. All members of train, yard and engine crews must consult Bulletin Boards and familiarize themselves with instructions contained in these General Orders and Special Orders. Conductors, Engineers and Yard Foremen, must receipt for all General Orders in a book provided for that purpose at each Bulletin Board location, entering in this book dates and time order is read as well as signature.

AUTOMATIC BLOCK SIGNALS

Between Missouri Valley and Howard Street, Sioux City.

TIME SPACING; RULE 91

Except as above, rules 380 to 382 govern, and trains will be spaced ten (10) minutes apart, except that a freight train may not follow a passenger train within fifteen (15) minutes.

SPECIAL RULES

On the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies, mailcranes, 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 side of cars or engines. Employees 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.

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

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

Register Stations 3. Train registers are located at: Jewell, Sacton, Wall Lake, Missouri Valley, Sioux City, Nebraska Street, 22nd Street Yard Office, Wren, Hawarden.

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

Clearance Form A Rule 83 c 4. Trains from Northern Iowa District need not obtain clearance Form A at N. I. Junction.

Trains on Subdivision 3 must not leave Onawa without a Clearance Form A.

Westward Sioux City District trains need not obtain a Clearance Form A at Maple River.

Trains on Subdivision 6 must not leave Wall Lake without a Clearance Form A, during the hours train order office is open.

Trains on Subdivision 4 must not leave Sacton or Sergeant Bluff without a Clearance Form A, during the hours train order offices are open.

Train Order Signals 5. The train order signals at Sacton and Wall Lake govern the movement of trains on Subdivision 3.

The train order signals at Onawa and Sergeant Bluff govern the movement of trains on Subdivision 1.

Wall Lake 6. Subdivision 6 ends at junction switch near west end of siding at Wall Lake. Siding extends from west switch, Wall Lake, to east switch in vicinity of stock yards.

California Junction 7. Nebraska Division engines may use the main track of the Iowa Division at California Junction to turn, only when properly protected.

Onawa Siding 8. Subdivision 3, from Junction switch east of coal shed to west switch at Onawa, will be considered a siding.

Sergeant Bluff Siding 9. Subdivision 4, at Sergeant Bluff, from point of main line cross-over east of station, to west switch, will be considered a siding.

Operation at Wren 10. All trains must procure proper authority before entering upon the track of Illinois Central R. R. at Wren.

Sprinkling Hogs Rule 731 a 11. Conductors will see that rule 731a 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, Merville, Mondamin, Onawa, Sloan, Merrill and Hawarden.

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

13. Use extreme care when moving through the crossover from the main line to the house track at River Sioux and cars must not be dropped through this crossover.

PROTECTION ON BRANCH LINES

14. On Subdivisions 2, 3, 4, 5 and 6, second and third class trains, extra trains and engines, may occupy the main track at stations between station mile boards, protecting against scheduled trains only, and extra trains must approach all stations prepared to stop, expecting to find the main track occupied between the station mileboards.

When possible, trains will be notified of following extra trains by train order in the following form:

"After M., protect against Extra East (or West)."

Trains receiving this order, will, after the specified time protect as prescribed by rule 99.

Where yard limit signs are indicated, rule 93 will govern.

CROSSINGS, JUNCTIONS AND DRAWBRIDGES AT WHICH RULES 601A TO 672 WILL BE OBSERVED:

RAILROAD	LOCATION
Ft. D. D. M. & S.....	Harcourt
C. & N. W.....	Maple River
C. & N. W.....	California Junction
C. St. P. M. & O.....	Dace St.
I. C.....	Wren

In addition to observing Rules 601A to 672, 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 as indicated between home signals:

RAILROAD	LOCATION	
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.
M. & St.L. and Ft. D. D. M. & S.	Gowrie	20 miles per hour.
C. M. St. P. & P. and C. G. W.	Lohrville	20 miles per hour.

If a train or engine is stopped by the home signal at the signal protected railroad crossings at Lohrville, Gowrie and at 3.6 miles east of Sergeant Bluff and no conflicting train movement is evident, a Trainman must go to the crossing and be governed by instructions located in the box near the crossing, and locked with a switch lock. If the operation of the release does not cause the signal to display a "Proceed" indication, the train or engine may proceed over the crossing under the protection of the Trainman at the crossing after placing a lighted fusee 200 feet from and on each side of each conflicting railroad at the crossing.

"In the event of trains meeting at Lohrville when the eastward train occupies the main track west of the eastward home signal, the westward home signal will not clear for westward trains. A switch key controller has been installed on mast of westward home signal and enginemen or trainmen can clear westward home signal by inserting switch key in this controller and turning it about one-fourth turn to the right."

In addition to observing Rules 601A to 672, the following instructions will govern at the interlocking at;

C. & N. W.....Maple River

When a train or engine has been stopped by a stop signal at the above interlocking, the conductor or engineman must at once communicate with the operator at Carroll by telephone, and then be governed by the instructions received from him. The instructions must be repeated to insure correct understanding.

Telephone for communication with the operator at Carroll will be located at the westward home signal and the eastward home signal on Sioux City District Sub-division 3.

When permission is given by the operator to pass a stop signal a train or engine must not move over a power switch until the switch has been operated by hand in accordance with instructions posted in the telephone box at the signal.

If the switch is already in position for the movement it must be thrown by hand to the opposite position and then back to the required position.

In addition to observing rules 601A to 672, the following instructions will govern at the Interlocking at:

C. & N. W., I. C., C. St. P. M. & O.....Dace Street, Sioux City.

When a train or engine has been stopped by a stop-signal at the above interlocking a trainman or engineman must at once communicate with the man in charge of the control machine at Sioux City Passenger Terminal by telephone, and then be governed by the instructions received from him. The instructions must be repeated to insure correct understanding.

Telephones for communication with the man in charge of the control machine are located between the siding and I. C. Railway connection at eastward dwarf signals and north and south of tracks at westward dwarf signals.

When permission is given by the man in charge to pass a stop signal a train or engine must not move over a dual control switch until the switch has been operated by hand in accordance with instructions posted in the telephone box at the signal, unless otherwise instructed by man in charge of control machine.

If the switch is already in position for the movement it must be thrown by hand to the opposite position and then back to the required position.

The hand throw switch to Nutrena's, within the interlocking circuits, is equipped with an electric lock. When necessary to use this switch, trainmen will call the man in charge of the control machine and request release of the lock. When released a light on top of lock will light.

Instructions for operating this switch are located in telephone box south of main track at east end of interlocking.

CROSSINGS, JUNCTIONS AND DRAWBRIDGES AT WHICH RULE 98 WILL BE OBSERVED:

RAILROAD	LOCATION	RAILROAD	LOCATION
C. & N. W.	Wall Lake	C. & N. W.....	I. D. Wye
C. & N. W.....	Onawa	C. & N. W.	Sergeant Bluff
C. & N. W.	Sacton	C. & N. W.....	Carnarvon
C. & N. W.	California Junction		

FREIGHT TRAIN INSPECTION

All freight trains will stop and train crews will make an inspection of their train at the following points:

EASTWARD	WESTWARD
Onawa	Onawa
Ida Grove	Ida Grove
Dayton	Stratford
Holstein	Holstein

This inspection may be made at the next adjacent station in either direction, if, for any reason, it is more convenient to do so. When not necessary to stop for other reason, running inspection may be made by a member of the crew while train pulls by at slow speed.

OVERHEAD OBSTRUCTIONS

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

Between	Height Above Top of Rail			Structures Determining Clearance
	9' wide	10' wide	11' 6" wide	
Jewell and Carnarvon.....	19 3	18 8	18 2	Br. 969 M. P. 88.3
Maple River and Carnarvon	No obstruction below	21 6		
Carnarvon and Onawa.....	16 0	15 6	14 9	Tanks at Sacton, Ida Grove and Mapleton.
Sacton and Sergeant Bluff..	19 1	18 6	17 7	Tank at Correctionville.
Wall Lake and Schleswig ..	No obstruction below	22		
Missouri Valley and California Junction.....	No obstruction below	21 6		
California Junction and Sioux City.....	16 11	16 4	15 6	Tank at Sloan.
Sioux City and Wren (Via I. C. R. R.).....	19 9	17 1	17 1	O. H. Br. at 4th St., Sioux City.
Wren and Hawarden.....	18 4	17 11	17 3	Tank at Merrill.

No load must exceed 11 feet 6 inches 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.

COMPANY SURGEONS

CHICAGO J. K. STACK, M. D., Chief Surgeon
 CHICAGO A. NYGOOD, M. D., Chief Medical Examiner

Telephone Call
 Office Residence
 Phone Phone

JEWELL.....	F. C. Vernon, M. D., Local Surgeon ...	51	51
	C. A. Heise, M. D., Assoc. Loc. Surg .	199	199
LAKE CITY.....	G. S. Rost, M. D., District Surgeon....	145	48
WALL LAKE.....	L. H. Jones, M. D., Local Surgeon....	13	59
IDA GROVE.....	R. B. Armstrong, M. D., Local Surgeon.....	65	238
CARROLL.....	R. B. Morrison, M. D., District Surgeon J. R. Morrison, M. D., Associate Surgeon.....	300	302
SAC CITY.....	W. I. Evans, M. D., Local Surgeon ...	664	663
KINGSLEY.....	E. J. Liechty, M. D., Local Surgeon....	130	69
SCHLESWIG.....	H. D. Jones, M. D., Local Surgeon....	56	93
MO. VALLEY....	C. A. Heise, M. D., District Surgeon...	232	232 R 2
OMAHA.....	Alfred J. Brown, M. D., Div. Surgeon... R. R. Best, M. D., Local Surgeon..... E. E. Simmons, M. D., Consulting Internist	Atl 6140 Har 4722 Har. 1141	Wal 0913 Web 1828 Gle 2617
	J. D. Bisgard, M. D., Local Surgeon....	Atl 2432	Gle 3692
	J. C. Kennedy, M. D., Local Surgeon .	Atl 6140	Wal 8347
	W. A. Cassidy, M. D., Nose and Throat Specialist.....	Atl 2327	Gle 2326
	Harold Gifford, M. D., Consulting Surgeon, Eye, Ear, Nose, Throat....	Atl 5410	Atl 7644
	H. R. Elston, M. D., Local Surgeon....	Atl 6140 Mkt 0142	Wal 8232
	S. E. Potter, M. D., Local Surgeon....	Har 4722	Ken 8452
SIoux CITY....	A. Q. Johnson, M. D., District Surgeon	8-0149	7-2367
	E. H. Sibley, M. D., Local Surgeon....	8-0149	5-7485
	E. C. Cobb, M. D., Local Surgeon....	8-7575	8-7657
	H. E. Rudersdorf, M. D., Local Surgeon	8-7575	8-1091
	J. E. Dvorak, M. D., Local Oculist and Aurist.....	8-5559	8-3181
HAWARDEN....	F. F. Null, M. D., Local Surgeon	2	560
	D. K. Haggar, M. D., Local Surgeon...	2	160

Dr. G. S. Rost may be called to any place between Jewell and Wall Lake.

Dr. R. B. Morrison may be called to any place between Maple River and Onawa; between Wall Lake and Merville, between Wall Lake and Schleswig.

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

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