

DIVISION OFFICERS

G. R. HANSON	Superintendent	Oelwein
J. L. LARSON	Asst. Superintendent	Oelwein
W. E. FREEMAN	Master Mechanic	Marshalltown
M. L. JANOVEC	Trainmaster	Kansas City
T. E. BROWN	Trainmaster	Oelwein
G. M. WOLLARD	Trainmaster	Des Moines
W. E. KNECHT	Traveling Engineer	Des Moines
K. L. JANOVEC	Asst. Trainmaster	Des Moines
L. E. HENDRIX	Asst. Trainmaster	Des Moines
R. G. HILLMAN	Asst. Trainmaster	Fort Dodge
C. E. LARSON	Div. General Foreman	Oelwein
T. F. O'NEILL	Div. General Foreman	Des Moines
D. F. GIFFORD	Chief Train Dispatcher	Oelwein
N. J. KJAR	Train Dispatcher	Oelwein
R. L. FOLKERS	Train Dispatcher	Oelwein
P. M. KETCHUM	Train Dispatcher	Oelwein
J. W. NISH	Train Dispatcher	Oelwein
J. P. DAVISON	Train Dispatcher	Oelwein
J. L. RUEBER	Train Dispatcher	Oelwein
W. W. GARDNER	Train Dispatcher	Oelwein
D. L. COLBY	Train Dispatcher	Oelwein
A. C. HALFPAP	Train Dispatcher	Oelwein
R. L. FREDERICK	Train Dispatcher	Oelwein

ENGINEERING DEPARTMENT

D. E. SWENUMSON	Division Engineer	Oelwein
E. R. BOWMAN	Asst. Division Engineer	Oelwein
G. J. KELLY	Roadmaster	Oelwein
A. H. SUBBERT	Roadmaster	New Hampton
J. B. HASSEBROEK	Roadmaster	Des Moines
D. M. TOLSTEAD	Roadmaster	Hayfield
H. R. FORTSCH	Roadmaster	Clarion
H. B. KOBBE	Roadmaster	Carroll
J. J. PETERSON	Asst. Roadmaster	Des Moines
S. E. BUTTERFIELD	B&B Supervisor	St. Paul
R. E. MCGREGOR	B&B Supervisor	Oelwein
H. M. SORENSEN	Signal Supervisor	Oelwein
J. C. OLSON	Communications Supervisor	Oelwein

CAR DEPARTMENT

D. D. HED	District General Car Foreman	Oelwein
M. L. SWAIN	District General Car Foreman	Minneapolis

TABLE OF SPEEDS

(Minutes and seconds per mile, in terms of miles per hour)

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
1	..	60.0	1	28	40.9	1	56	31.0
1	02	58.0	1	30	40.0	1	58	30.5
1	04	56.2	1	32	39.1	2	..	30.0
1	06	54.5	1	34	38.3	2	05	28.8
1	08	52.9	1	36	37.5	2	10	27.7
1	10	51.4	1	38	36.8	2	15	26.7
1	12	50.0	1	40	36.0	2	30	24.0
1	14	48.6	1	42	35.3	2	45	21.8
1	16	47.4	1	44	34.6	3	..	20.0
1	18	46.1	1	46	34.0	3	30	17.1
1	20	45.0	1	48	33.3	4	..	15.0
1	22	43.9	1	50	32.7	4	30	13.3
1	24	42.9	1	52	32.1	5	..	12.0
1	26	41.9	1	54	31.6	6	..	10.0

CHICAGO & NORTH WESTERN RAILWAY

DES MOINES AND CENTRAL IOWA RAILWAY

MISSOURI DIVISION

TIMETABLE

No. 2

Effective October 12, 1969

AT 12:01 A. M.

CENTRAL STANDARD TIME

For the information and government of employes only.

H. L. GASTLER, Vice President—Operations

J. W. ALSOP, Asst. Vice President & General Manager

W. G. KRANZ, Asst. General Manager

E. A. BURKHARDT, General Supt.—Trans.

R. C. CONLEY, Supt.—Transportation

G. R. HANSON, Superintendent

**STAY ALERT—STAY ALIVE
SAFETY FIRST**

Westward—St. Paul Subdivision—Eastward

THIRD CLASS		SECOND CLASS		Mile Posts	Distance from St. Paul	Timetable No. 2		Distance from Oelwein	Capacity of Sidings	THIRD CLASS			
SOO LINE 169	167	161	163			October 12, 1969				STATIONS				SOO LINE 168	162	170	166
Daily except Sunday	Daily except Sunday	DAILY	DAILY			STATIONS				Daily except Sunday	DAILY	Daily except Sunday	DAILY
		P. M. 11.00	A. M. 11.00			Q	MINNEAPOLIS	189.1				P. M. A 4.00	A. M. A 2.00
-A. M.- 9.30				529.7	0	DT	10.6 ST. PAUL	178.5				P. M. A 3.40	A. M. A 12.50
9.50	A. M. 8.00	-A. M.- 1.00	-P. M.- 1.00	524.9	4.8		CQ	4.8 SOUTH ST. PAUL	173.7		-P. M.- A 2.20	-P. M.- A 2.50	3.20	A. M. A 12.50
10.00	8.10	1.10	1.10	522.0	7.7		2.9 INVER GROVE	170.8	61	2.10	2.40	3.10	12.40
A 10.15	A 8.25	1.24	1.24	516.2	13.5		5.8 DQ ROSEPORT	165.0	200	-P. M.- 2.00	2.30	3.00	12.30
-A. M.-	-A. M.-	1.34	1.34	511.2	18.5		5.0 ROSEMOUNT	160.0			2.10	P. M. 3.00	12.20
		1.50	1.50	503.1	26.6		8.1 HAMPTON	151.9	91		1.50		12.01
		2.30	2.30	497.2	32.5		5.9 DQ RANDOLPH	146.0	220		1.30		11.50
		2.45	2.45	488.6	41.1		8.6 DENNISON	137.4	93		12.45		11.15
		3.00	3.00	483.3	46.4		5.3 NERSTRAND	132.1	48		12.33		11.00
		3.12	3.12	476.8	52.9		6.5 D KENYON	125.6	222		12.20		10.45
		3.30	3.30	467.4	62.3		9.4 D WEST CONCORD	116.2	94		12.00		10.25
		3.45	3.45	458.3	71.4		9.1 D DODGE CENTER	107.1	93		11.40		10.00
		4.00	4.00	448.9	80.8		9.4 DQ HAYFIELD	97.7	315		11.00		9.00
		4.12	4.12	442.5	87.2		6.4 SARGEANT	91.3	94		10.45		8.35
		4.30	4.30	431.5	98.2		11.0 ELKTON	80.3	200		10.25		8.15
				423.5	106.2		8.0 TAOPI	72.3					
		5.00	5.00	414.9	114.8		8.6 DQ McINTIRE	63.7	95		9.55		7.45
		5.10	5.10	409.3	120.4		5.6 D RICEVILLE	58.1	118		9.45		7.35
		5.30	5.30	398.9	130.8		10.4 D ELMA	47.7	60		9.26		7.15
		5.36	5.36	395.5	134.2		3.4 ALTA VISTA	44.3	52		9.20		7.05
		5.58	5.58	384.6	145.1		10.9 DQ NEW HAMPTON	33.4	190		9.00		6.45
		6.15	6.15	375.7	154.0		8.9 D FREDERICKSBURG	24.5	82		8.45		6.15
		6.35	6.35	365.8	163.9		9.9 D SUMNER	14.6	113		8.27		5.30
		6.50	6.50	358.1	171.6		7.7 WESTGATE	6.9	161		8.15		5.15
		A 7.00	A 7.00	351.2	178.5		6.9 DQ OELWEIN	0			8.00		5.00
		A. M.	P. M.								A. M.	P. M.	

Between St. Paul and Minneapolis trains operate over tracks of the GN Ry. GN Ry timetable and rules govern.

ST. PAUL AND SOUTH ST. PAUL

Switch at end of double track at St. Paul (Fillmore Avenue) is interlocked and operated by control operator at South St. Paul.

Westward trains and engines, before entering main track at St. Paul Union Depot, must communicate with Train Director at Sibley Street, who will communicate with control operator at South St. Paul.

Eastward trains and engines, before entering main track at St. Paul (Fillmore Ave.), must communicate with control operator at South St. Paul.

ROSEPORT

Siding at Roseport extends from west switch at MP 513.9 to crossover switch at MP 515.8.

Westward—Tripoli Subdivision—Eastward

THIRD CLASS		SECOND CLASS		Mile Posts	Distance from Sumner	Timetable No. 2		Distance from Bremer	Capacity of Sidings
SOO LINE 169	167	161	163			October 12, 1969				STATIONS
Daily except Sunday	Daily except Sunday	DAILY	DAILY			STATIONS			
				0.0	0.0	D	SUMNER	16.5	
				8.9	8.9	D	TRIPOLI	7.6	
				16.5	16.5	D	BREMER	0.0	

Engines heavier than 660 h.p. must not be operated between Thermo-Gas Spur, 1.0 mile west of Sumner, and Bremer.

Westward—Mason City Subdivision—Eastward

2

SECOND CLASS						Mileposts and Distance from Hayfield	Timetable No. 2 October 12, 1969 STATIONS			Distance from Clear Lake Jct.	Capacity of Sidings	SECOND CLASS											
187	CRI&P 67	183	185	181	CRI&P 65		182	184	CRI&P 66			CRI&P 68	186										
Daily except Monday	DAILY	Daily ex. Sat. & Sun.	Saturday Only	Daily except Sunday	DAILY		Daily except Sunday	Daily except Sunday	DAILY			DAILY	Daily except Sunday										
				A. M. 8.45		0.0	DQ.....	HAYFIELD.....	Y	59.1		A. M. 8.15											
				9.00		5.0		.....	WALTHAM.....	54.1		8.00											
		P. M.	A. M.			17.5	DQ.....	AUSTIN.....	Y	41.6	68	7.30	A. M. 181										
		4.30	11.00	9.30 184 10.30		28.2		.....	LYLE.....	30.9	56	5.00	A10.20										
		5.10	11.40	11.15		40.9		.....	BOLAN.....	18.2		4.15	9.45										
		5.40	12.10	11.45		48.2	C.....	MANLY.....	Y	10.9	66	3.40	9.10	A. M.	P. M.	A10.59	A11.15						
A. M. 12.30	P. M. 6.30	6.00	12.30	12.05	A. M. 5.30	57.6	CQ.....	MASON CITY.....	Y	1.5	W-19 E-47	3.00	8.30	A. M.	A. M.	10.36	10.47	P. M. A11.50					
A12.40 A. M.	A 7.01 P. M.	A 6.20 P. M.	A12.50 P. M.	A12.25 P. M.	A 6.01 A. M.	59.1		.....	CLEAR LAKE JCT.....	0	18			10.27 A. M.	10.38 P. M.	11.40 P. M.							

Special Instructions Governing Movements Between Manly and Clear Lake Jct.

Between Manly and Clear Lake Jct. CRI&P trains operate over C&NW tracks. C&NW rules and timetable govern.

RULE 1 STANDARD TIME

Clocks showing Central Standard Time are located at:
 Manly Station
 Mason City Station

RULE S-71 SUPERIOR DIRECTION

Unless otherwise provided EASTWARD trains are superior to WESTWARD trains of the same class.

RULE S-83

Rule S-83 does not apply to eastward trains at Clear Lake Jct. Eastward trains receiving a signal indication authorizing train to proceed at Clear Lake Jct. may proceed from Clear Lake Jct. to Mason City ahead of or against due or overdue superior trains. When superior trains are due or overdue, operator at Mason City before clearing signal for eastward trains at Clear Lake Jct., must obtain permission from train dispatcher.

RULE 83 (A) REGISTER STATIONS

Train registers are located at Manly and Mason City. Manly is a register station only for trains originating and terminating. At Mason City trains will register by Register ticket.

RULE 83 (B) CLEARANCE

Rule 83 (B) does not apply at Clear Lake Jct. All trains must obtain a Clearance at Mason City. Westward trains must obtain a Clearance at Manly.

RULE 97—Rule 97 does not apply between Clear Lake Jct. and Mason City.

RULE 99—THE NOTE TO RULE 99 DOES NOT APPLY ON THE C&NW RAILWAY AND AFFILIATED LINES.

RULE 109—Location of CRI&P Bulletin Boards where C&NW, Missouri Division, General Orders are posted:

Des Moines	Yard Office	Enginehouse
Iowa Falls	Yard Office	
Manly	Station	Yard Office
Inver Grove	Yard Office	Enginehouse

RULE 505 AUTOMATIC BLOCK SIGNAL TERRITORY
 Mason City between MP 56.0 and MP 56.9 and between MP 57.7 and MP 59.0.

RULES 605-612 MANUAL CONTROLLED INTERLOCKINGS AND JUNCTIONS
 C&NW-CRI&P Manly
 Iowa Terminal-CRI&P-C&NW Clear Lake Jct.

RULES 613-614 AUTOMATIC INTERLOCKINGS
 C&NW Mason City (MP 57.0)
 CMST&P Mason City (MP 58.5)

SPEED RESTRICTIONS

LOCATION	Restrictions
	MPH
MASON CITY SUBDIVISION BETWEEN MANLY AND CLEAR LAKE JCT.	
Maximum speed, all trains	45 MPH
MP 48.9—Over C&NW-CRI&P Crossing	20
MP 57.0—Over C&NW Crossing, Mason City	20
MP 54.7 to 59.1—Between 2.9 miles east of Mason City and Clear Lake Jct. REDUCED SPEED not exceeding	20

Trains and engines are governed by Additional Speed Restrictions on Page 6, and rule modifications in Special Instructions on pages 9 to 13, inclusive.

Westward—Des Moines Subdivision—Eastward

SECOND CLASS			Mile Posts	Distance from Oelwein	Timetable No. 2		Distance from Des Moines	Capacity of Sidings	THIRD CLASS		
161	141	163			October 12, 1969				142	164	162
DAILY	DAILY	DAILY			STATIONS				DAILY	DAILY	DAILY
A. M.		A. M.							P. M.	A. M.	
10.30		12.30	351.2	0	DQ.....	OELWEIN.....	Y 132.4		A 8.00	A 4.00	
10.45		12.45	343.8	7.4	.....	FAIRBANK.....	125.0	180	7.45	3.35	
11.00		1.00	336.1	15.1	D.....	DUNKERTON.....	117.3		7.30	3.20	
11.10		1.10	331.5	19.7	.....	DEWAR.....	112.7		7.20	3.12	
11.15		1.15	329.5	21.7	.....	ARMOUR.....	110.7	10	7.15	3.08	
12.30		2.00	325.3	25.9	CQ.....	WATERLOO.....	Y 106.5	128	7.00	3.00	
12.50		2.20	319.1	32.1	.....	CEDAR FALLS JCT.....	100.3	193	6.15	2.20	
12.55		2.25	315.8	35.4	D.....	HUDSON.....	97.0	80	5.35	2.00	
1.05		2.35	310.9	40.3	.....	HICKS.....	92.1		5.25	1.50	
1.15		2.45	306.5	44.7	D.....	REINBECK.....	87.7		5.15	1.42	
1.30		3.00	299.4	51.8	D.....	LINCOLN.....	80.6	108	4.55	1.28	
1.45		3.10	293.9	57.3	.....	GLAD BROOK.....	75.1		4.40	1.18	
2.00		3.25	285.0	66.2	.....	GREEN MOUNTAIN.....	66.2	56	4.20	1.00	
4.00	P. M.	2.00	277.5	73.7	DQ.....	MARSHALLTOWN.....	Y 58.7	28	A 10.40	4.00	12.45
4.30		2.30	263.9	87.3	.....	MELBOURNE.....	45.1	66	10.10	2.30	11.30
4.50		2.50	254.8	96.4	D.....	BAXTER.....	36.0		9.50	1.50	11.10
5.10		3.10	245.6	105.6	.....	MINGO.....	26.8	50	9.30	1.30	10.50
5.35		3.35	232.9	118.3	D.....	BONDURANT.....	14.1	131	9.05	1.05	10.25
5.50		3.50	224.6	126.6	.....	HIGHLAND PARK.....	5.8		8.50	12.20	10.10
A 6.10	P. M.	A 4.10	218.8	132.4	DQ.....	DES MOINES.....	Y 0		8.30	12.01	9.30
		A. M.				(Bell Ave. Yard)			P. M.	P. M.	

Trains and engines must not exceed 5 MPH using west leg of wye at Armour.

Westward—Cedar Falls Subdivision—Eastward

Timetable No. 2		Distance from Cedar Falls Jct.	Capacity of Sidings
October 12, 1969			
STATIONS			
0.0	.....	7.7	
	CEDAR FALLS.....		
7.7	D.....	0.0	
	CEDAR FALLS JCT.....		

MARSHALLTOWN

Authority for movement through the crossover between the Iowa Division westward main track and the Missouri Division main track at Marshalltown must be obtained from the Missouri Division or Iowa Division train dispatcher through the operator at Marshalltown. Instructions must be repeated to insure correct understanding. Movements through this crossover must not exceed 10 MPH.

When the arm of the block indicator at the east switch of the crossover is in horizontal position, switch must not be opened without permission.

Movements against the current of traffic on westward main track at Marshalltown must be authorized by the operator and his instructions repeated to insure correct understanding.

Westward—Kansas City Subdivision—Eastward

SECOND CLASS						Timetable No. 2 October 12, 1969				THIRD CLASS			
		141	161	Mile Posts	Distance from Des Moines	STATIONS		Distance from Kansas City	Capacity of Sidings	162		142	
		DAILY	DAILY							DAILY	DAILY		
	P. M. 162 5.00	A. M. 12.01		218.8	0	DQ	DES MOINES (Bell Ave. Yard)	217.1		P. M. 141 A 5.00	A. M. A 5.40		
	5.30	1.30		207.8	11.0		CUMMING	206.1	216	4.30	5.15		
	5.45	1.45		199.1	19.7		MARTENSDALE	197.4		4.10	4.55		
	6.15	2.15		184.4	34.4		PERU	182.7		3.40	4.25		
	6.40	2.40		173.1	45.7	DQ	LORIMOR	171.4	183	3.15	4.00		
	6.55	2.55		165.3	53.5		TALMAGE	163.6	24	3.00	3.45		
	7.10	3.30		157.1	61.7		ARISPE	155.4	70	2.45	3.30		
	7.35	3.55		144.8	73.8	D	DIAGONAL	143.1		2.20	3.05		
	8.10	4.30		127.7	91.1		BLOCKTON	126.0	42	1.45	2.30		
	8.30	4.50		117.3	101.5	D	SHERIDAN	115.6	222	1.25	2.10		
	8.55	5.15		105.1	113.7		RAVENWOOD	103.4		1.00	1.45		
	9.05	5.25		99.3	119.5	DQ	CONCEPTION	97.6	128	12.45	1.30		
	9.35	5.55		84.2	134.6		REA	82.5		12.15	1.00		
	9.55	6.15		74.6	144.2	D	SAVANNAH	72.9	222	11.55	12.40		
	10.20	7.05		63.0	155.8	DQ	ST. JOSEPH	61.3	150	11.15	12.15		
	10.25	7.10		61.8	157.0		FRANCIS STREET	60.1		10.45	11.55		
							FIFTH STREET	59.2					
							TERMINAL YARD	58.7					
	11.10	7.50		52.9	165.9		BC JCT.	51.2		10.15	11.25		
	11.15	7.55		50.8	168.0		WILLOW BROOK	49.1	100	10.10	11.15		
	11.20	8.00		48.5	170.3		FAUCETT	46.8		10.05	11.05		
	11.25	8.05		42.9	175.9	D	DEARBORN	41.2		9.50	10.50		
	11.30	8.10		40.8	178.0		HAYDITE	39.1		9.45	10.45		
	11.55	8.35		29.9	188.9		BEVERLY	28.2	42	9.25	10.25		
				26.3	192.5		Q JCT.	24.6					
				25.9	192.9		KIRMEYER	24.2	30				
	12.10	8.50		25.4	193.4		LEAVENWORTH	23.7		9.05	10.05		
	A 1.10 A. M.	A 10.00 A. M.			217.1	DQ	KANSAS CITY	0		7.30 A. M.	9.00 P. M.		

CONCEPTION

Unless otherwise instructed, trains taking siding at Conception will use west yard.

ST. JOSEPH, FRANCIS STREET AND BC JCT.

Between Francis Street and BC Jct. trains operate over tracks of CB&Q, St. Joseph Terminal RR and AT&SF. Movements will be governed by instructions contained in C&NW Special Instructions.

LEAVENWORTH AND KANSAS CITY

Between Leavenworth and Kansas City trains operate over tracks of Missouri Pacific. Missouri Pacific timetable and rules govern.

C&NW trains operating over Missouri Pacific between Leavenworth and Kansas City will operate in accordance with their designation on Kansas City Subdivision. This will permit display of signals or classification lights between Kansas City and Leavenworth as authorized by C&NW train orders. C&NW trains registering at Kansas City will show Kansas City Subdivision designation.

Movements over Kansas City Terminal tracks are governed by KCT Ry. rules.

Q JCT. AND LEAVENWORTH

Automatic signals are in operation between Q Jct. (MP 26.3) and west end Leavenworth Bridge (MP 25.3).

Trains and engines must run at Reduced Speed not exceeding 15 MPH between Q Jct. and Leavenworth, expecting to find draw span of Leavenworth Bridge open.

CB&Q trains and engines before entering C&NW track at Q Jct. and Leavenworth must ascertain there are no C&NW trains approaching and may then operate the switch and be governed by indication of signal. If signal does not immediately clear, after waiting five minutes the movement may proceed at Restricted Speed.

Westward—Dubuque Subdivision—Eastward

SECOND CLASS		Mile Posts	Timetable No. 2		Distance from Oelwein	Capacity of Sidings	SECOND CLASS	
199	197		October 12, 1969				196	198
Daily ex. Sat. & Sun.	Sunday Only		STATIONS				Sunday Only	Daily ex. Sat. & Sun.
P. M. — 7.30	A. M. — 10.30	171.9	..... DUBUQUE JCT. ...	73.7		A. M. — 10.15	P. M. — 6.45
7.45	10.45	174.2	DQ DUBUQUE } Y	71.6	182	9.55	6.25	
8.05	11.05	180.1	..... DURANGO	65.7		9.35	6.05
8.25	11.25	187.9	..... GRAF	57.9		9.15	5.45
8.40	11.35	196.0	..... FARLEY	49.8	59	9.00	5.30
8.50	11.43	202.5	D DYERSVILLE	43.3		8.50	5.20	
9.05	11.55	207.5	..... PETERSBURG	38.3		8.35	5.05
9.25	12.11	215.2	..... ONEIDA	30.6		8.15	4.45
9.35	12.20	225.3	..... DUNDEE	20.5		8.05	4.35
9.45	12.28	230.4	..... LAMONT	15.4	38	7.55	4.25
9.55	12.35	235.2	D AURORA	10.6		7.45	4.15	
A10.10	A12.45	239.7	..... STANLEY	6.1		7.30	4.00
P. M.	P. M.	245.8	DQ OELWEIN Y	0		A. M.	P. M.	

Westward—Waverly Subdivision—Eastward

SECOND CLASS		Mile Posts	Timetable No. 2		Distance from Clarion	Capacity of Sidings	THIRD CLASS	
193	189		October 12, 1969				194	188
Daily except Sunday	Sunday Wednesday Friday		STATIONS				Daily except Sunday	Tuesday Thursday Saturday
A. M. — 8.00	A. M. — 7.00	245.8	DQ OELWEIN Y	98.8		A. M. — 11.00	P. M. — 12.30	
8.20	7.20	254.5	..... ORAN	90.1		10.45	12.15
8.35	7.35	262.2	D READLYN	82.4	200	10.30	12.00	
A 9.00	8.00	275.0	DQ WAVERLY Y	69.6	143	10.00	11.30	
A. M. —	8.15	281.5	..... SHELL ROCK	63.1	66	A. M. —	11.10
	8.30	288.4	D CLARKSVILLE	56.2	63		10.55	
	8.45	295.4	DQ ALLISON	49.2	53		10.40	
	9.00	301.3	..... BRISTOW	43.3	96		10.25
	9.10	305.5	..... DUMONT	39.1			10.15
	9.25	312.1	..... HANSELL	32.5	54		10.00
	9.50	317.5	DQ HAMPTON Y	27.1	66		9.45	
	10.15	325.8	..... COULTER	18.8			9.20
	10.40	334.9	..... ROWAN	9.7	50		8.55
A11.10	A. M.	344.6	DQ CLARION Y	0			8.30	
							A. M.	

Westward—Ft. Dodge Subdivision—Eastward

THIRD CLASS	SECOND CLASS	Mile Posts	Timetable No. 2		Distance from Ft. Dodge	Capacity of Sidings	SECOND CLASS	THIRD CLASS
189	187		October 12, 1969				186	188
Sunday Wednesday Friday	Daily except Monday		STATIONS				Daily except Sunday	Tuesday Thursday Saturday
	A. M. — 12.30	57.6	CQ MASON CITY ...	71.3		P. M. — 11.50		
	12.40	59.1	..... CLEAR LAKE JCT. } Y	69.8		11.40	
	12.55	64.9	..... BURCHINAL	64.0		11.25	
	1.15	71.2	..... SWALEDALE	57.7		11.05	
	1.30	75.8	D THORNTON	53.1	56	10.50		
	1.45	81.3	D MESERVEY	47.6		10.35		
	2.30	90.4	DQ BELMOND Y	38.5	15	10.10		
A. M. — 11.30	3.15	344.6	DQ CLARION Y	27.9		9.25	A. M. — 8.15	
11.40	3.25	349.4	..... FLORENCE	23.1		9.05	8.05
12.15	4.00	354.4	..... EAGLE GROVE ... Y	18.1	73	8.55	7.55
12.30	4.15	362.7	D VINCENT	9.8	53	8.25	7.25	
12.40	4.25	367.4	..... INDUSTRY	5.1		8.15	7.15
A12.55	A 4.40	372.5	DQ FORT DODGE ... Y	0	48	8.00	7.00	
P. M.	A. M.					P. M.	A. M.	

Westward—Harlan Subdivision—Eastward

Mile Posts	Timetable No. 2		Distance from Harlan	Capacity of Sidings
	October 12, 1969			
	STATIONS			
372.5	DQ FORT DODGE	Y	88.6	48
380.3	..... MOORLAND	Y	80.8	62
384.3	..... ROELYN		76.8	52
388.8	D SOMERS		72.3	52
392.6	..... RINARD		68.5	
398.8	..... LOHRVILLE		62.3	
402.6	..... WIGHTMAN		58.5	
408.0	D LANESBORO		53.1	
414.4	..... LIDDERDALE		46.7	
420.8	DQ CARROLL Y		40.3	
429.1	..... HALBUR		32.0	52
437.9	..... MANNING		23.2	50
449.1	..... IRWIN		12.0	
461.1	DQ HARLAN Y		0	95

Westward—Council Bluffs Subdivision—Eastward

Mile Posts		Timetable No. 2 October 12, 1969 STATIONS		Distance from Council Bluffs	Siding Capacity
461.1	DQ	HARLAN	Y	43.1	95
		8.2			
469.3		TENNANT		34.9	
		10.7			
480.0		MINDEN		24.2	
		7.5			
487.5		BENTLEY		16.7	
		2.7			
490.2		PETER		14.0	
		1.9			
476.6		McCLELLAND		12.1	73
		9.8			
501.9		RIGG		2.3	
		2.3			
504.2	Q	COUNCIL BLUFFS	Y	0	

PETER AND RIGG

Between Peter and Rigg trains operate over C&NW-CRI&P joint track and are governed by CRI&P rules and timetable. CTC is in operation between Peter and Rigg. Speed restrictions will use CRI&P mile posts for identification as follows:

Peter	CRI&P, MP 474.7
McClelland	CRI&P, MP 476.6
Rigg	CRI&P, MP 486.4

Des Moines and Central Iowa Railway Co.

WESTWARD —Highland Park Subdivision— EASTWARD

Distance from Highland Park		Timetable No. 2 October 12, 1969 STATIONS		Distance from Des Moines	Capacity of Sidings
0	Q	HIGHLAND PARK		7.4	
		2.3			
2.3		HARRIS		5.1	
		1.7			
4.0		FLINT JCT.	Y	3.4	
		3.4			
7.4		DES MOINES (DM&CI)		0	

WESTWARD —Beaver Valley Subdivision— EASTWARD

Distance from Flint Jct.		Timetable No. 2 October 12, 1969 STATIONS		Distance from Granger	Capacity of Sidings
0		FLINT JCT.		14.3	
		0.3			
0.3		BEAVER VALLEY		14.0	
		1.2			
1.5		ACME		12.8	
		3.5			
5.0		JOHNSTON	Y	9.3	
		2.1			
7.1		CAMP DODGE		7.2	
		1.9			
9.0		HERROLD		5.3	
		5.3			
14.3		GRANGER		0	

SPECIAL INSTRUCTIONS

RULE 93 (Revised)

All tracks of the DM&CI are located within yard limits. Rule 93 (Revised) applies.

RULE 97

TRAIN ORDERS

Rule 97 does not apply between the following stations:
Des Moines and Highland Park (on Highland Park Subdivision)
Flint Jct. and Granger.

RAILROAD CROSSINGS

RULES 98, 98 (A) AND 98 (B)

CMStP&P Granger

Derails are installed on main track east and west of CMStP&P crossing at Granger. After stopping and no conflicting movement is evident derails must be lined to permit movement on DM&CI. When movement is completed derails must be restored to derailing position.

WEIGHT LIMITATIONS

Maximum weight of cars that may be moved on DM&CI is 200,000 lbs.

In addition to the special instructions shown above, trains and engines are governed by rule modifications in Special Instructions on pages 9 to 14, inclusive.

SPEED RESTRICTIONS

LOCATION	Restrictions
	Miles Per Hour
HIGHLAND PARK SUBDIVISION	Maximum speed, all trains 15 MPH
	BEAVER VALLEY SUBDIVISION
BEAVER VALLEY SUBDIVISION	Maximum speed, all trains 20 MPH
	CMStP&P crossing, Granger Stop

In addition to speed restrictions shown above, trains and engines are governed by additional speed restrictions on page 8.

SPEED RESTRICTIONS

LOCATION	Restrictions		LOCATION	Restrictions	
	Miles per Hour			Miles per Hour	
	All Trains			All Trains	
ST. PAUL SUBDIVISION			KANSAS CITY SUBDIVISION BETWEEN DES MOINES AND MP 182.6		
Maximum speed, all trains	45 MPH		Maximum speed, all trains	45 MPH	
MP 529.7 to 528.5—REDUCED SPEED not exceeding	10		MP 218.8 to 217.4—Between Des Moines and 1.4 miles west of Des Moines	20	
MP 525.1—So. St. Paul, over Grand Ave. crossing	10		MP 207.2—Around curve	40	
MP 524.1—So. St. Paul, over Armour Ave. crossing	20		MP 206.8—Around curve	35	
MP 528.5 to 517.0—Between 0.8 mile west of Roseport and State Street	25		MP 203.1—Around curve	40	
Roseport Lead over Highway 52-56 crossing	5		MP 202.5—Around curve	35	
MP 513.6 to 512.6—Around curves	30		MP 201.6—Around curve	35	
MP 507.1 to 506.2—Around curves	40		MP 201.2—Around curve	40	
MP 488.6 to 483.3—Between Nerstrand and Dennison	30		MP 200.9—Around curve	40	
MP 482.1 to 481.9—Around curves	30		MP 200.3—Around curve	35	
MP 481.4 to 479.9—Around curves	35		MP 199.3—Around curve	40	
MP 479.3—Around curve	40		MP 198.2—Around curve	40	
MP 477.6—Around curve	40		MP 195.7—Around curve	40	
MP 460.0 to 458.3—Between Dodge Center and 1.6 miles west of Dodge Center	35		MP 190.1—Around curve	40	
MP 458.3—Dodge Center, over C&NW crossing	25		MP 187.6—Around curve	40	
MP 449.0 to 448.9—Hayfield, over street crossings	20		MP 184.6—Around curve	40	
MP 430.3 to 423.5—Between Elkton and Taopi	35		MP 183.6—Around curve	30	
MP 423.5—Over CMStP&P crossing, Taopi	25		BETWEEN MP 182.6 AND MP 100.2		
MP 423.5 to 385.0—Between Taopi and New Hampton	35		Maximum speed, all trains	35 MPH	
MP 385.0—Over CMStP&P crossing, New Hampton	25		MP 166.8—Around curve	30	
MP 385.0 to 366.3—Between New Hampton and Sumner	35		MP 165.0—Around curve	30	
			MP 163.8—Around curve	25	
			MP 145.7—Around curve	30	
DES MOINES SUBDIVISION			BETWEEN MP 100.2 AND LEAVENWORTH		
Maximum speed, all trains	45 MPH		Maximum speed, all trains	40 MPH	
MP 351.2 to 350.0—Between Oelwein and 1.2 miles west of Oelwein	20		MP 99.3—Conception, under N&W overhead bridge	10	
MP 349.8 to 326.7—Between 1.4 miles west of Oelwein and 1.4 miles east of Waterloo	35		MP 83.8—Around curve	35	
MP 326.7 to 322.0—Between 1.4 miles east of Waterloo and 3.3 miles west of Waterloo	20		MP 71.7 to 70.7—Around curves	35	
MP 322.0 to 310.9—Between 3.3 miles west of Waterloo and Hicks	35		MP 64.3 to 61.8—Between 1.3 miles east of St. Joseph and Francis Street	20	
MP 310.9—Over C&NW crossing, Hicks	25		MP 61.8 to 52.9—Between Francis Street and BC Jct. trains and engines are governed by speed restrictions contained in Special Instructions governing movement over CB&Q, St. Joseph Terminal and AT&SF tracks.		
MP 310.9 to 306.3—Between Hicks and Reinbeck	35		MP 52.9—BC Jct., within interlocking limits	15	
MP 306.3—Over CRI&P crossing, Reinbeck	20		MP 52.9 to 30.2—Between BC Jct. and Beverly	35	
MP 306.3 to 296.6—Between Reinbeck and 3.3 miles east of Gladbrook	35		MP 29.9—Over CB&Q crossing, Beverly	20	
MP 293.9—Over C&NW crossing, Gladbrook	20		MP 28.5—Around curve	15	
MP 285.8 to 278.6—Between Gladbrook and 1.1 miles east of Marshalltown	35		MP 26.3 to 25.6—Between Q Jct. and Leavenworth REDUCED SPEED not exceeding	15	
MP 280.8—Around curve	30		MP 25.6 to 25.0—Leavenworth, over bridge and Missouri Pacific switch	8	
MP 278.6 to 276.7—Between 1.1 miles east of Marshalltown and 0.8 mile west of Marshalltown and over C&NW crossings	20		DUBUQUE SUBDIVISION		
MP 276.7 to 275.7—Between C&NW crossings, Marshalltown and 1.8 miles west of Marshalltown	35		Maximum speed, all trains	45 MPH	
MP 273.6 to 271.9—Around curves	40		MP 171.7 to 174.5—Between Dubuque Jct. and Dubuque	10	
MP 270.2—Around curve	30		MP 174.5 to 195.0—Between Dubuque and 7.1 miles west of Graf	25	
MP 267.8—Around curve	40		MP 215.2—Over CMStP&P crossing, Oneida	20	
MP 267.2—Around curve	35		MP 225.6—Around curve	35	
MP 266.7—Around curve	40		MP 235.3 to 244.5—Between Aurora and 1.3 miles east of Oelwein	35	
MP 257.8 to 257.2—Around curves	40		MP 245.2—Over CRI&P crossing, Oelwein	15	
MP 254.9 to 253.2—Around curves	40		MP 245.4—Oelwein, over Frederick Street crossing	10	
MP 243.8 to 240.5—Around curves	40		BRANCH LINES		
MP 239.2 to 235.1—Between 6.4 miles west of Mingo and 2.2 miles east of Bondurant	35		BETWEEN CEDAR FALLS JCT. AND CEDAR FALLS	10	
MP 226.3—Around curve	35		BETWEEN SUMNER AND BREMER	8	
MP 225.3—Around curve	25				
MP 224.0 to 218.8—Between Highland Park and Des Moines	20				
MP 220.9—CRI&P-DMU and CB&Q crossings	Stop				

SPEED RESTRICTIONS

LOCATION	Restrictions	LOCATION	Restrictions
	Miles per Hour		Miles per Hour
	All Trains		All Trains
WAVERLY SUBDIVISION		FT. DODGE SUBDIVISION	
BETWEEN CLEAR LAKE JCT. AND CLARION		BETWEEN CLEAR LAKE JCT. AND CLARION	
Maximum speed, all trains	35 MPH	Maximum speed, all trains	25 MPH
MP 274.9 to 275.7—Waverly, over street crossings	10	MP 89.3—CRI&P crossing 1.1 miles east of Belmont	Stop
MP 276.0—Over IC crossing, Waverly	20	MP 88.9 to 90.4—Belmond, over street crossings	10
MP 288.4—Over CRI&P crossing, Clarksville	30	MP 90.6—C&NW crossing 0.2 mile west of Belmont	Stop
MP 305.5—Over C&NW crossing, Dumont	20	BETWEEN CLARION AND FT. DODGE	
MP 310.0 to 344.6—Between 2.1 miles east of Hansell and Clarion	25	Maximum speed, all trains	35 MPH
MP 317.7 to 318.1—Over C&NW and CRI&P crossings, Hampton	20	MP 344.8—Over CRI&P crossing, Clarion	20
MP 334.9—Over CRI&P crossing, Rowan	20	MP 354.1 to 355.2—Eagle Grove, over street crossings	20
MASON CITY SUBDIVISION		HARLAN SUBDIVISION	
Maximum speed, all trains	30 MPH	Maximum speed, all trains	35 MPH
MP 448.9 to 449.0—Hayfield, over street crossings	20	MP 372.5 to 380.3—Between Ft. Dodge and Moorland	
MP 12.7—Over CMStP&P crossing 4.8 miles east of Austin	20	REDUCED SPEED not exceeding	20
MP 15.9—Over CMStP&P crossing 1.6 miles east of Austin	20	MP 372.8—Over FDDM&S crossing, Ft. Dodge	10
MP 16.2 to 17.7—Austin, over street crossings	15	MP 373.6—Ft. Dodge, over high bridge	10
MP 16.2—Austin—Oak Street crossing, Main track	10	MP 380.3—Over C&NW crossing, Moorland	20
Switching	5	MP 388.8—Over CRI&P crossing, Somers	20
MP 21.3 to 28.0—Between 3.8 miles west of Austin and 0.2 mile east of Lyle	20	MP 398.2—Over C&NW and CMStP&P crossing, Lohrville	20
MP 28.2—IC crossing, Lyle	Stop	MP 420.2 to 421.1—Carroll, over street crossings	15
MP 28.0 to 48.2—Between 0.3 mile east of Lyle and Manly	25	COUNCIL BLUFFS SUBDIVISION	
MP 48.2 to 59.1—Between Manly and Clear Lake Jct. trains and engines are governed by speed restrictions as shown on Page 2.		Maximum speed, all trains	35 MPH
		MP 463.9 to 483.4—Between 2.8 miles west of Harlan and 4.1 miles east of Bentley	30
		MP 490.2 to 501.9—Between Peter and Rigg trains and engines are governed by speed restrictions in CRI&P timetable.	
		MP 501.9 to 502.5—Between Rigg and 1.7 miles east of Council Bluffs	30

ADDITIONAL SPEED RESTRICTIONS

(A) The speed of a train or engine moving through a crossover, turnout to or from main track or to diverging route at a junction, must not exceed 10 MPH unless otherwise provided.

(B) Trains handling wrecking derricks or scale test cars must not exceed speed indicated below:

SUBDIVISIONS	Wrecking Derricks MPH	Scale Test Cars MPH
All Subdivisions	25	25

Wrecking Derricks must not be moved over Missouri River Bridge at Leavenworth or Cedar Falls Subdivision or Tripoli Subdivision without authority from the Chief Train Dispatcher. SCALE TEST cars are to be placed in train next ahead of caboose. Such cars will be handled only upon specific instructions from Chief Train Dispatcher.

Exception: Scale Test Car CNWX 263627 is not restricted in speed, but must be handled next ahead of caboose.

(C) JORDAN DITCHERS OR FLANGERS moving dead in train must be headed in the direction of movement with wings trailing and trains handling must not exceed 35 MPH.

(D) When any LOCOMOTIVE CRANE OR DERRICK is moved on its own wheels in any train, the boom must be trailing.

When any PILE DRIVER is moved on its own wheels in any train, except when in actual use, the leads must be folded back and secured.

The cotter key or nut at the bottom of the center pin in the trailing truck of the machines mentioned above must be removed, when truck is so equipped; such machines must be hauled next ahead of caboose and trains handling them must not exceed 25 MPH.

(E) Trains handling loaded "Magor" air dump cars 11715 to 11913 inc., odd numbers, must not exceed 45 MPH. Where a lower speed is prescribed it will govern. Empty cars can be handled at timetable speed.

(F) Trains handling empty ore cars must not exceed 40 MPH
Trains handling loaded ore cars must not exceed 30 MPH

(G) Trains handling the following switch engines in tow must not exceed 35 MPH:

11 to 15 inc., 90, 93, 101, 102, 1007 to 1015 inc.; 1027 to 1035 inc.; 1077 to 1079 inc.; 1083 to 1099 inc.; 1223 to 1236 inc.; and 1248 to 1267 inc.

Trains handling other switch engines in tow must not exceed 45 MPH.

(H) A train moving against the current of traffic in two or more track territory must not exceed 20 MPH at any point, and must not exceed 10 MPH through turnouts and over highway crossings, including crossings equipped with automatic signal protection or within limits of any city and will not exceed 10 MPH approaching the terminals between which the reverse movement is being made.

SPECIAL INSTRUCTIONS

RULE M (Additions)

On the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies, mail cranes or 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.

Whip guard installations indicate one or more overhead obstructions ahead that are less than 22 feet above top of rail and will not clear a man riding the top of a car.

Employees in cabooses must be and remain seated at all times except when performing other necessary duties. In cabooses equipped with safety seat belts, employees must be seated in seats so equipped and safety seat belts must be securely fastened at all times. When necessary to be out of the seat, the overhead hand hold must be used and extreme caution exercised.

POSITIVE BLOCK

DEFINITIONS

POSITIVE BLOCK—Where only one train is allowed in a block.

POSITIVE BLOCK IN ADVANCE OF MOVEMENT—Where no train or engine is allowed in a block in advance of a specified movement.

(1) When a train or engine is moved under positive block in advance of movement, authority for the movement must not be issued until the train dispatcher is assured that the block to and including the last named station in advance of the movement is clear.

(2) No train or engine may occupy the track upon which the movement is to be made at any point within the block to and including the last named station in advance of a train or engine moving under positive block protection.

(3) When practicable, authority for movement under positive block protection must be given by train order; the train order must first be issued to other trains and engines affected and to operators on duty.

(4) When not practicable to issue train order authority for movement under positive block protection, verbal authority will be given and instructions must be repeated by conductor or engineer to insure correct understanding. Before issuing verbal authority, the train dispatcher must issue verbal instructions to other trains and engines affected, and to operators on duty, and instructions must be repeated to insure correct understanding.

RULE 1 STANDARD TIME

Clocks showing Central Standard Time are located at:

Dubuque	Agent's office
	Train Dispatcher's office
Oelwein	Operator's office
	Enginemen's Welfare Room
Waterloo	Agent's office
Marshalltown	Operator's office
Des Moines (Bell Ave.)	Operator's office
Des Moines (Hull Ave.)	Operator's office
St. Joseph	Yard office
Kansas City	Yard office
Clarion	Operator's office
Ft. Dodge	Operator's office
Randolph	Operator's office
South St. Paul	Operator's office
East Minneapolis	Yard office
West Minneapolis	Lower Yard office

RULE 6 (A) (Revised)

The following letters when placed in the station column indicate:

- C—Train order office open continuously
- D—Train order office open as specified by special instructions
- O—Radio installation
- Y—Yard Limits

RULE 8 (K)

Conductors or trainmen giving lantern signals as prescribed by Rules 8 (a) through 8 (g) to direct the movement of wrecking equipment at the scene of an accident will use a yellow light when giving signals to the engineer. Yellow lantern bulbs will be supplied by and returned to the wrecker foreman.

RULES 12, 14, 14 (A) AND TRAIN ORDER FORM Y

Flags and lights prescribed by Rules 12, 14, 14 (A) and Train Order Form Y will be displayed as follows:

- (a) **ON SINGLE TRACK.**—To the right of the track as viewed from an approaching train or engine in both directions.
- (b) **ON DOUBLE TRACK AND TWO MAIN TRACK CTC.**—To the outside of the track affected as viewed from an approaching train or engine in both directions on that track.
- (c) **ON THREE OR MORE TRACKS.**—For outside tracks, to the outside of the track affected as viewed from an approaching train or engine in both directions on that track; For inside tracks, to the right of the track as viewed from an approaching train in both directions on that track.

RULE 14 (A) (Revised)

A train or engine finding a red flag or a red light displayed between the rails of the track or to the right of the track (to the left of the track where trains keep to the left) as viewed from an approaching train must stop before any part of the train or engine passes the red signal and must not proceed until a proceed signal given with a yellow flag or a yellow light is received or verbal permission is received.

Red signal must be replaced when found between the rails.

RULE 15 (New Paragraph)

Regardless of any local ordinances restricting or prohibiting the sounding of the engine whistle or horn, the whistle or horn shall be sounded when vehicles or pedestrians are seen approaching the right-of-way; when two or more trains are meeting or passing in the vicinity of crossings at grade for train communication; when the view is restricted by weather, curvature of the track, or any other unusual conditions, or whenever a situation of danger or potential danger arises which danger may be lessened or eliminated by the sounding of the horn or whistle.

RULE S-71 SUPERIOR DIRECTION

Unless otherwise provided EASTWARD trains are superior to WESTWARD trains of the same class.

RULE 83 (A) REGISTER STATIONS

Train registers are located at the following stations:

Austin	Kansas City	Roseport (b)
Des Moines	Manly (b)	South St. Paul (a)
Ft. Dodge (c)	Mason City (a)	Terminal Yard (a)
Hayfield (b)	Oelwein	Waverly (b)
		Clarion (b)

- (a) Trains will register by register ticket.
- (b) Only trains that originate or terminate will register.
- (c) Trains may register by register ticket when communicating office is open.

Eastward trains will identify westward trains on Missouri Pacific tracks and accept this information as evidence of arrival at Leavenworth upon receipt of a train order reading "No. has engine"

RULE 83 (B) CLEARANCE

- (a) Eastward trains must obtain a Clearance at Kansas City.
- (b) All trains must obtain a C&NW Clearance at Terminal Yard.
- (c) All trains must obtain a Clearance at Des Moines and Oelwein.
- (d) Westward trains must obtain a Clearance at South St. Paul.
- (e) Trains originating at Roseport must obtain a Clearance at Roseport.
- (f) No. 183 and No. 185 must obtain a Clearance at Austin.
- (g) No. 186 and No. 188 must obtain a Clearance at Ft. Dodge.
- (h) No. 187 must obtain a Clearance at Mason City before departing from Clear Lake Jct.
- (i) Unless otherwise provided, Rule 83 (B) does not apply when initial station on a subdivision is a non-communicating station or the office is closed.

RULE 93 (Revised)

Yard limits will be indicated by yard limit signs.

Within yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown. In ABS territory, information issued by the train dispatcher, either verbally or by message may be used to determine when delayed first class trains are due to leave the last station where time is shown.

Within yard limits protection as prescribed by Rule 99 is not required except when carrying passengers or in case of failure to clear first class trains as required.

Second and third class trains, extra trains and engines must move within yard limits at reduced speed unless the main track is known to be clear.

Within yard limits, when authorized to run against the current of traffic or on a portion of double or three or more tracks used as a single track, all trains and engines must move at reduced speed.

Note.—Where ABS System rules are in effect, "known to be clear" includes when track is known to be clear by signal indication.

RULE 97 TRAIN ORDERS

Rule 97 does not apply between the following stations:

Cedar Falls Jct. and Cedar Falls	Q Jct. and Leavenworth
Ft. Dodge and Moorland	Des Moines and Highland Park
Sumner and Bremer	Dubuque Jct. and Dubuque
Clear Lake Jct. and Mason City	

Rule 97 does not apply in double track territory.

RULES 98 AND 98 (A) (B) CROSSINGS AND JUNCTIONS (NOT-INTERLOCKED)

C&NW	Oelwein; Clarion; Hayfield; McIntire; Randolph; Cedar Falls Jct.; Sumner; Marshalltown; Belmont
CB&Q	Des Moines; Q Jct.; Leavenworth; Terminal Yard; Hickory Street (St. Joseph)
CRI&P	Terminal Yard; 1.1 miles west of Terminal Yard; Hickory Street (St. Joseph); GI Crossing (St. Joseph); Rowan; Somers; 1.1 miles east of Belmont; Des Moines
DMU	Des Moines
IC	Lyle
MP	Kansas City
KCS	Kansas City

RULE 99

THE NOTE TO RULE 99 DOES NOT APPLY ON THE C&NW RAILWAY AND AFFILIATED LINES.

(1) Protection against following trains as required by Rule 99 is not necessary on the following subdivisions or portions of subdivisions:

Dubuque Subdivision
Harlan Subdivision
Council Bluffs Subdivision between Harlan and Peter
Ft. Dodge Subdivision between Clear Lake Jct. and Clarion
Mason City Subdivision between Austin and Hayfield
Waverly Subdivision between Waverly and Clarion

If it becomes necessary to operate a following train when there is still a train in the territory, the train ahead must be instructed by Train Order to protect against the following train. If it is not practical to do so, the following train must be instructed to protect against the train ahead. The following forms of Train Orders will be used:

If it is not practical to contact the train ahead, the following train must be given a train order in this form: "Extra 1707 West protect against Extra 1709 West occupying Main Track between and without flag protection."

If it is practical for the train ahead to provide protection, both trains must be given a train order in the following form: "Extra 1709 West protects against Extra 1707 West between and after 10:15 A.M."

(3) Where there are Yard Limit signs or where the trackage has been designated as within Yard Limits, Rule 93 (Revised) is in effect.

RULE 99—Continued

If the above referred to Items 1 and 3 are not applicable on certain portions of trackage over which this assignment operates, this crew will be issued train orders relieving the crew of providing protection to the rear of the train when necessary.

When trackage is indicated by Yard Limit signs as being within Yard Limits and designated in Timetables, General Orders or Train Orders as being within Yard Limits, Rule 93 (Revised) will govern. To designate new or additional territory as being within Yard Limits by General Order or Train Order, the following form will be used: "Effective (time) (date), the territory from to (or including) is designated as Yard Limits and Rule 93 Revised will apply."

When Items 1 and 3 are not applicable on certain portions of trackage over which an assignment operates, the crew can be relieved of providing protection by Train Orders in the following form:

- "Eastward trains between H and F, except Extra 1709 East, wait at H until 11:01 P.M."
- "Engine 1707 run extra C to A has right over all trains between B and A, 9:15 A.M. until 12:01 P.M."
- "Extra 1730 West has right over all trains between A and C, 6:01 P.M. until 11:01 P.M."
- "Engine 1730 run extra A to D and return to A has right over all trains between A and D, from (time) until (time)"
- Run late or wait orders may be used for overdue or delayed regular trains.

Under the provisions of B, C and D, Extra trains have exclusive rights between the points designated between the times specified.

The above provisions do not apply to work extras. Work extras will be governed by Form H train orders and Rule 93 (Revised) where applicable.

RULE 101 (C) (Revised)

Unless otherwise authorized, diesel engines must not be moved through water more than 3 inches above top of lower rail. Diesel engines operating through water must not exceed 5 MPH.

RULE 103 (E)

Rule 103 (E) does not apply on C&NW Railway and affiliated lines.

RULE 103 (F)

Crossing protection controls are actuated by trains, engines or cars occupying the track for a predetermined distance each side of the crossing.

A through movement will cause the devices to operate until the rear of the movement has passed over the crossing. If the movement reduces speed, stops or leaves cars in the circuits and performs switching such movement must thereafter proceed at slow speed and will not foul crossing until automatic devices are operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

Where "CROSSING RESTART" signs are provided, train and engine movements must stop with leading wheels clear of the restart sign which pertains to the direction of movement or the device will be reactivated.

Train or engine with or without cars moving on sidings, house tracks, or auxiliary tracks over public crossing protected by automatic devices will not obstruct crossing until protective device is operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

Under no circumstances will any portion of a car be spotted, or set out, between the crossing and insulated rail joint nearest the crossing on that track.

Some protected crossings are provided with manual control push buttons which are contained in RED boxes mounted at or in the vicinity of the crossing on instrument cases, posts, etc. In two or more track territory the boxes are marked to correspond to the track which they control.

When train or engine movement has actuated the device and conditions require and warrant releasing highway traffic, the RED push button (for track involved) marked "RAISE" may be used to stop the devices from operating. Whenever the RED "RAISE" button has been used a crew member must remain at the control box until the BLACK push button marked "CANCEL" is pushed and box closed and locked.

Public crossings at grade must not be blocked unless absolutely necessary and every effort must be made to permit vehicular traffic to proceed when safety permits.

RULE 104 (G) (New Paragraph)

Engines must not be operated over live rails of track scales.

SPECIAL INSTRUCTIONS

RULE 104 (H) SPRING SWITCHES

FAIRBANK—At west end of siding, normal position is for the main track. See note 2.

DES MOINES—At west end of yard, normal position is for the main track. See note 2.

#CUMMING—At west end of siding, normal position is for the main track. See note 1.

#LORIMOR—At west end of siding, normal position is for the main track. See note 1.

SHERIDAN—At east end of siding, normal position is for the main track. See note 2.

SAVANNAH—At west end of siding, normal position is for the main track. See note 2.

#ARMOUR AVE.—At end of double track, normal position is for eastward track.

#Indicates locations where spring switches are equipped with facing point locks.

Note 1.—For movements from siding to main track a color light signal will govern. These signals have a clearing section identified by a (signal clearing point) sign in advance of signal. Trains on siding waiting to be met or passed by other trains, must stay clear of the signal clearing point sign until trains to be met or passed have cleared; trains or engines on siding may then move into clearing section of signal. As soon as block in advance is clear, signal will then display indication to proceed.

Note 2.—A two-indication color light signal is placed in advance of facing point of spring switch. A proceed signal indicates only that switch points are in normal position. They are not a part of a block signal system.

RULE 104 (J)

Except at interlockings, red posts will identify the location of derails not equipped with derail operating stands which have targets and/or lamps. Where there is no derail on tracks leading to main track, yellow posts will identify the location of fouling points.

RULE 109 (Additions) BULLETIN BOARDS

General Orders supersede any rules or special instructions with which they conflict.

General Orders and Special Orders will be numbered consecutively on each division beginning with number one January 1 each year and will continue in effect to and including December 31, unless cancelled.

Trainmaster's notices, Master Mechanic's notices, bulletins, circulars, etc., containing other instructions or matters of information will also be posted on the same bulletin boards.

General Orders, Special Orders, bulletins, notices, circulars and other items of information posted on bulletin boards must not be removed, altered, defaced or modified in any manner by unauthorized persons. Bulletin boards must not be used to post unofficial notices except with approval of proper authority.

Bulletin boards are located as follows:

Dubuque	Agent's office
Oelwein	Operator's office Enginemen's Welfare Room
Waterloo	Freighthouse
Cedar Falls	Operator's office
Marshalltown	Operator's office
	(Yard office (Bell Ave.)
Des Moines	Enginemen's Welfare Room (Bell Ave.)
	(Yard office (Hull Ave.)
	CB&Q Yard office
St. Joseph	Yard office
Kansas City	Yard office Enginemen's Welfare Room
Creston	CB&Q Yard office
Clarion	Yard office
Fort Dodge	Agent's office
	(Yard office (FDDM&S Ry.)
Randolph	Operator's office
West	
Minneapolis	Yard office
South St. Paul	Operator's office
Clinton	Yard office
Mason City	Operator's office

RULE D-151 MAIN TRACKS

Double track is in operation between St. Paul (Fillmore Ave.) and South St. Paul (Armour Ave.).

RULE 207 (A)

Train orders when copied on typewriter must be immediately removed therefrom and placed in clip-boards.

Train orders must be kept unconcealed at all times and each one kept in a clip-board.

RULE 213 (A)

Handing up train orders and messages to moving trains and engines by hand only is prohibited. Train order delivery forks must be used for this purpose. When a train order is to be handed up to a moving train or engine it must be done, when practicable, from the platform side and not from between tracks.

RULES 222 (D) AND 222 (E)

Color light train order signals must be lighted continuously, day and night, when office is open or closed. Semaphore type train order signals must be lighted at night or when visibility is restricted by weather conditions when communicating office is open. Semaphore type train order signals will not be lighted when communicating office is closed.

Color light train order signals at Dodge Center, Waterloo and Somers display a flashing aspect.

RULE 225

Upon the arrival of a train at a closed telephone station where a train is to be met or passed, if it is not in sight, the conductor must immediately communicate with the train dispatcher and report arrival of his train, giving his name, number of train or engine, and name of station or siding.

RULE 240P

The indications of the markers shown in Rule 240P apply only when the signal to which they are attached displays a stop and proceed aspect as shown in Rule 240B.

FORM Y (Revised) FORMS OF TRAIN ORDERS
MAINTENANCE OF WAY STOP

"Men and equipment on _____ track between MP _____ and MP _____ located between (Station) and (Station) from _____ M until _____ M All trains on _____ track proceed through these limits at reduced speed not exceeding _____ MPH unless a different speed is verbally authorized by employe in charge or entire train has passed a green flag."

When a train or engine finds a red flag displayed to the right of the track (to the left of the track where trains keep to the left) as viewed from an approaching train within the limits of a Form Y train order, stop must be made before any part of train or engine passes the red signal.

A green flag displayed to the right of the track indicates the end of the restriction.

Station names will be those designated in timetable. Decimals will be used, when necessary, in stating MP locations. (Example—MP 80 to MP 80.5).

RULE 505 AUTOMATIC BLOCK SIGNAL TERRITORY

ABS is in operation between:

Dubuque (MP 172.1) and Oelwein (MP 245.2)
Marshalltown (MP 275.9) and Des Moines (MP 222.2)
Des Moines (MP 217.1) and Diagonal
Oelwein (MP 352.7) and St. Paul (MP 527.9)

Signal overlaps are designated by signs reading "Signal Overlap". Trains holding the main track at a station where overlap sign is located must not pass sign until it is known that the opposing train has entered the block ahead.

RULE 512 (A)

A switch must not be opened to permit a movement to a main track when the semaphore arm is horizontal or the disc is visible in the indicator box at the switch, except under protection as per Rule 99.

RULE 513 (New paragraph)

This will not relieve employes from promptly and properly protecting the movement.

RULES 605-612 MANUALLY CONTROLLED INTERLOCKINGS, DRAWBRIDGES, AND JUNCTIONS

IC	Dubuque Jct.
IC	Waterloo
CRI&P	Des Moines (Reddy)
CB&Q	Francis Street
Missouri River Drawbridge	Leavenworth
MP	Leavenworth
MP	Kansas City
CRI&P-C&NW	Manly
Iowa Terminal—CRI&P	Clear Lake Jct.
Mississippi River Drawbridge	St. Paul
CRI&P	Rigg, Peter
AT&SF	BC Jct.
C&NW	Fillmore Ave.

RULES 613-614 AUTOMATIC INTERLOCKINGS

CMStP&P	Dubuque (MP 172.0)
CMStP&P	Oneida
CRI&P	Oelwein
CRI&P	Waterloo
C&NW	Hicks
CRI&P	Reinbeck
C&NW	Gladbrook
C&NW	Marshalltown (MP 276.7)
CB&Q	Beverly
CMStP&P	New Hampton
CMStP&P	Taopi
C&NW	Dodge Center
IC	1.0 mile west of Waverly
CRI&P	Clarksville
C&NW	Dumont
C&NW	Hampton
CRI&P	Hampton
CRI&P	Clarion
C&NW	Eagle Grove
FDDM&S	Ft. Dodge
C&NW	Moorland
C&NW-CMStP&P	Lohrville
CMStP&P	MP 12.7 (Mason City Subdivision)
CMStP&P	1.6 miles east of Austin
C&NW	Mason City
CMStP&P	Mason City

RULE 614

The direction of a movement through an automatic interlocking must not be changed unless at least one unit or one car of the movement remains within the interlocking limits. If less than one unit or one car remains within the interlocking limits, the direction of the movement must be continued until rear of movement passes the home signal. A return movement into the interlocking limits must be made only on proper signal indication, except as provided by Rule 613.

RULE 713 (F) BAD ORDER CARS

When bad order cars are set out they should be left, when practicable, at locations that can be reached by truck so that employes can make repairs.

RULE 713 (G) INSPECTION OF TRAINS

In calling train crew's attention to hot journals and brakes sticking, the signals shown below may be used in addition to stop signal, by employes making inspection:

- | | | |
|-----------------|---|--|
| Hot Journals | } | By Day —Nose held with one hand and the other hand pointed toward passing train. |
| | | By Night—Lamp swung vertically in a small circle; lamp to be held by guard wire. |
| Brakes sticking | } | By Day —Hands shoved in sliding motion out from body. |
| | | By Night—Same signal with lamp. |

If a dangerous condition is observed and it is impossible to communicate signal to the crew on the train, the train dispatcher must be notified as quickly as possible.

If nothing irregular is noted, proceed signal must be given to rear end of passing train.

Train dispatcher must be immediately notified of any instance in which a train crew fails to exchange signals.

RULE 714 (Revised)

HOT BOXES

When car with hot box is found in train, or such car is set out, special care must be taken to prevent possibility of fire spreading to the body of car or lading. Packing must be pulled from the hot box and all fire extinguished and inspection made to know that no danger of fire exists. Conductors will indicate on their reports whether cars are equipped with pads or waste and give all other information as required.

RULE 714 (A)

HOT BOX DETECTORS

Location of hot box detectors and indicators will be indicated in timetable special instructions. Three lunar white lights in a vertical row indicates that no abnormal journals were detected. Three lunar white lights in a horizontal row indicates an abnormal journal has been detected; train will stop at designated location and a member of the crew will call train dispatcher for instructions.

Engine or train brakes must not be applied while passing detectors unless absolutely necessary.

INSPECTION PROCEDURE FOR HOT BOXES OR OTHER DEFECTS

In the application of Rule 714 (A) the following inspection procedure must be followed:

STEP 1: If the hot box indicator is in its restrictive aspect, stop the train, comply with all operating procedures and locate the journal. The train dispatcher will normally provide the location of the car in the train, the side of the car, the truck and the axle. The wheel report must not be depended upon to locate the car, but it must be located by a physical count.

STEP 2: Visually inspect the entire truck for any obvious mechanical defects, such as broken bolster, broken truck side, loose wheel, fouled brake rigging; also brake set, sticking brakes, etc.

STEP 3: Feel the journal box or roller bearing adapter **WITH A GLOVED HAND**. If either is noticeably hotter than adjacent boxes or adapters, then set out the car unless it can be moved safely.

STEP 4: For friction bearings, if the box is not noticeably hotter, open the lid and inspect the journal for heat. If the journal end is noticeably hotter than the adjacent journal ends, then set out the car unless it can be moved safely.

STEP 5: If no unusual heat has been found by previous steps, feel the hub of the wheel **WITH A GLOVED HAND**. If this is noticeably hotter than adjacent hubs, check for fouled brake rigging, or defective brake parts. If cause of overheating cannot be corrected, then set out the car unless it can be moved safely. If the hub does not seem too hot when felt with a gloved hand, then feel the hub **CAREFULLY** with a bare hand.

STEP 6: If no unusual heat can be found by the above steps check all journals of that car and the two cars immediately ahead and the two cars to the rear of the original car. Only those journals on the indicated side of the car(s) need be checked.

STEP 7: Even if no indication of heat can be found the car should **BE WATCHED CAREFULLY IF LEFT IN THE TRAIN**. The detectors are sensitive enough to catch trouble which is just beginning and which may not be found by the steps above.

STEP 8: After all required steps have been taken, notify the train dispatcher, indicating the car initial and number, location in train, findings, and action taken. This should be done even if no trouble can be located, as this information is needed to provide a check on the performance of the detectors.

STEP 9—ENGINES: When the hot box detector indicates an abnormal condition on a unit, visually inspect the entire truck involved for defects such as fouled brake rigging, brake shoes dragging on wheel, or hand brake set. Feel the journal box, support bearing cap, and gear case **WITH GLOVED HAND**. If no unusual heat detected, feel these parts **CAREFULLY** with a bare hand. If any of the above are noticeably hotter than others, the unit should be set out unless it can be safely moved. It is possible, with certain engines, to cut out the traction motor on the axle involved, and thereby proceed with the unit in the consist.

Employes must not rely solely on hot box detectors for the detection of overheated journals in their train. All operating rules and special instructions relating to inspection of their own or passing trains must be duly observed.

SPECIAL INSTRUCTIONS

RULE 714 (B)

When a car placarded "DANGEROUS" or "EXPLOSIVES" is found to have a warm or overheated journal, the car must be set out, regardless of whether the car is equipped with friction or roller-bearing trucks, or whether the warm journal is discovered by observation, inspection, or by operation of a hot box detector. When a car is inspected to determine if it has a warm journal, it must at that time be checked to ascertain if the car is placarded "DANGEROUS" or "EXPLOSIVES".

RULE 808 (G)

High-Cube cushion underframed cars, Tri-level cars, Bi-level cars and TTX flat cars must not be left standing on turnouts. When such cars are to be left on tracks they must be shoved a sufficient distance from the turnout to permit coupling to them safely with another long car.

Single empty ore hoppers must not be handled between the cars listed above account danger of being lifted off center when moving through turnouts

RULE 901

In the application of Rule 901, empty cars equipped with plug doors, refrigerator doors and hopper doors, picked up en route must have doors closed and properly secured.

ADDITIONAL SPECIAL INSTRUCTIONS

(A) TRANSFER ENGINES

TR-2 type engines 58 (AB) to 66 (AB) inc. must not be towed in trains without authority from Chief Train Dispatcher. When handled in tow switching movements must not be made.

(B) ENGINE RESTRICTIONS

GP-30 units 802-823 inc. must not be operated on trackage approved for cars having gross weight of less than 232,000 lbs. or less than 15 feet 11 inches ATR at 10 feet wide.

GP-35 units 824-866 inc. and ALCO units 401-404 inc. must not be operated on trackage approved for cars having gross weight of less than 232,000 lbs. or less than 15 feet 3 inches ATR at 10 feet wide.

SD-40 units 867-896 inc. and 921 to 929 inc., SD-45 units 901-920 inc., and 937-977 inc., and G.E. units 930-936 inc., must not be operated on trackage approved for cars having gross weight of less than 263,000 lbs. or less than 15 feet 6 inches ATR at 10 feet wide.

(C) CLEARANCE AND WEIGHT LIMITS

Maximum weight, width and height of loaded or empty cars that will pass in safety over the Missouri Division.

Maximum Gross Weight of Car and Lading	Routes For Points Between	Height above Top of Rail			
		8' Width	9' Width	10' Width	11' 6" Width
263,000	Dubuque Jct. and Oelwein	20 0	20 0	20 0	16 0
263,000	Oelwein and Des Moines	20 3	19 9	19 6	17 0
263,000	Des Moines and Kansas City	18 8	18 7	18 4	17 0
263,000	Oelwein and St. Paul	19 8	19 8	19 6	19 6
263,000	St. Paul and Minnesota Transfer	17 6	17 6	17 6	17 0
263,000	Oelwein and Clarion	20 6	20 6	20 6	20 6
263,000	Hayfield and Clarion	22 0	22 0	22 0	22 0
263,000	Clarion and Council Bluffs	19 0	19 0	19 0	19 0
220,000	Sumner and Bremer	18 9	18 9	18 9	18 9
220,000	Cedar Falls Jct. and Cedar Falls	21 6	21 6	21 6	21 6

Loads exceeding 220,000 lbs. gross weight, must have wheels of 36 inch diameter or be on cars with six or more axles.

The following cars must have written clearance authority from Chief Train Dispatcher before movement:

1. Loaded or empty cars exceeding 17 feet high above top of rail except open cars loaded with automobiles.
2. Loaded or empty cars exceeding 11 feet 6 inches wide.
3. Cars of 35 feet or less in length, except ore cars.
4. Cars under 40 feet in length having a gross weight over 221,000 lbs.
5. Cars of greater weights and dimensions than shown for the line specified in the preceding table.

Widths of 8 ft. and 9 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines. Width of 10 ft. may be extended down to 2 ft. 0 in. on all lines.

Width of 11 ft. 6 in. may be extended down to 3 ft. 0 in. on all lines except between Carroll and Council Bluffs may be extended down only to 3 ft. 5 in.

Trainmen and yardmen must know and will be held responsible that cars do not exceed above weight, width and height before placing them in trains or hauling them over the division.

(D) DRAGGING EQUIPMENT DETECTORS

Dragging equipment detectors connected with the automatic block signal system are in operation at various locations between Dyersville and Dubuque.

Dragging equipment signal indication light is located on the mast of the automatic signal, five feet below the signal head, and will display red indication when the detector arms have been broken by dragging equipment.

Trains finding the dragging equipment signal displaying red indication will immediately stop, thoroughly inspect entire train, correcting trouble if possible. Dispatcher must be notified as to cause.

COMPANY DOCTORS

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Location	Address	Name	Office Phone	Home Phone
CHICAGO	C&NW Dispensary, Psgr. Term. Passavant Hospital, Emergency Room, 303 E. Superior St.	Thomas A. Speer, Medical Director	332-2121	
		J. K. Stack, M. D., Chief Surgeon	332-2121	
			944-4200	
ALLISON, IA.	506 Locust St.	F. J. McKean, M. D.	267-2462	267-2220
AUSTIN, MINN.	101—14th Ave. N. W.	D. P. Anderson, M. D.	433-7351	433-5170
BELMOND, IA.	112—4th Ave. S. E.	S. P. Leinbach, M. D.	444-5536	444-2397
CARROLL, IA.	117 E. 6th Street	R. E. Morrison, M. D.	792-3543	792-3630
COUNCIL BLUFFS, IA.	417 E. Washington Ave. 417 E. Washington Ave. 414 Bennett Bldg.	C. Edwards, M. D.	328-1801	
		H. F. Trafton, M. D.	328-1801	323-3475
		J. G. Kruml, M. D.	322-6697	322-4805
CRESTON, IA.	526 New York Ave.	R. H. Kuhl, M. D.	782-2131	782-7889
DES MOINES, IA.	2800 Ingersoll Ave. 2801 Ingersoll Ave. 811 Savings & Loan Bldg.	D. W. Coughlan, M. D.	244-4208	243-3411
		F. E. Thornton, M. D.	244-0384	243-8888
		A. L. Nelson, M. D.	244-2127	(Huxley, Ia. 597-2888)
	811 Savings & Loan Bldg.	J. B. Fraser, M. D.	244-2127	266-4830
DODGE CENTER, MINN.		O. S. Kulstad, M. D.	374-6350	374-6816
DUBUQUE, IA.	1200 Main St.	D. K. Packard, M. D.	583-3571	583-9576
DYERSVILLE, IA.	337 First Ave. East	B. C. Luehrsmann	875-7148	875-7296
EAGLE GROVE, IA.	111 N. Commercial Ave. 121 N. Iowa	M. J. Schaeferle, M.D.	448-3203	448-3180
		G. B. Hogenson, M. D.	448-4575	448-4848
FORT DODGE, IA.	1214 Central Ave.	W. B. McTaggart, M. D.	576-2641	573-4019
HAMPTON, IA.	121—1st Ave. S. W.	S. G. Walton, M. D.	456-2553	456-4103
HARLAN, IA.	1107½—7th St.	R. E. Donlin, M. D.	755-1126	755-1638
KANSAS CITY, MO.	4117 Broadway	G. J. Owens, M. D.	561-4353	362-3545
KENYON, MINN.	514—2nd St.	F. C. Meyer, M. D.	3443	3446
MARSHALLTOWN, IA.	407 E. Main St.	E. L. Keyser, M. D.	753-3373	753-8576
MASON CITY, IA.	802 Brick & Tile Building 121—3rd Street N. W. 121—3rd Street N. W. 708 Brick & Tile Building	J. B. Dixon, M. D., Oculist-Aurist	423-4655	424-2071
		J. M. Baker, M. D.	423-1123	423-7083
		J. E. Houlahan, M. D.	423-1123	423-7826
		Roger Smith, M. D., Oculist-Aurist	423-1796	423-5202
MINNEAPOLIS, MINN.	2337 Central Ave. 91—S. 7th St.	R. P. Neary, M. D.	789-5403	789-4747
		W. P. Eder, M. D.	335-8729	
OELWEIN, IA.	24½—S. Frederick	J. P. Gallagher, M. D.	283-3441	283-2441
RICEVILLE, IA.		T. G. Walker, M. D.	985-2122	985-2168
ST. JOSEPH, MO.	902 Edmond St.	E. F. Butler, M. D.	233-1311	233-1656
ST. PAUL, MINN.	Lowry Medical Arts Bldg. Lowry Medical Arts Bldg. Central Medical Bldg.	C. E. Rea, M. D.	224-9691	644-6896
		C. W. Leverenz, M. D.	224-2123	699-4528
		C. A. Roach, M. D.	646-1841	484-7065
WATERLOO, IA.	927 W. 4th St.	C. J. Mikelson, M. D.	234-0306	233-0633
WAVERLY, IA.	220—10th St. S. W.	H. M. Hanson, M. D.	352-4340	352-3828
WINTERSET, IA.	115 W. Court Ave.	R. W. Carson, M. D.	462-1040	462-2183

