

DIVISION OFFICERS

D. J. OWENS	Superintendent	Boone
E. R. ESSHOM	Asst. Supt.	Boone
W. E. FREEMAN	Master Mechanic	Marshalltown
A. A. ENDERS	Master Mechanic	Proviso
J. M. DRAGER	Trainmaster	Boone
J. A. McDANIEL	Trainmaster	Council Bluffs
D. L. ROSENBAUM	Trainmaster	Sioux City
J. F. GALLAGHER	Trainmaster	Cedar Rapids
M. L. CLIFTON	Trainmaster	Marshalltown
F. K. COCKERHAM	Trainmaster—Trav. Engr.	Fremont
J. A. UPCHURCH	Trainmaster—Trav. Engr.	Clinton
W. H. BRANNIAN	Traveling Engineer	Council Bluffs
J. F. ANDERSON	Traveling Engineer	Boone
R. G. GIBBONS	Asst. Trainmaster	Clinton
D. F. RICHARDS	Division General Foreman	Clinton
J. F. NOVAK	Division General Foreman	Council Bluffs
G. P. MUNGON	Chief Train Dispatcher	Boone
D. H. KANE	Asst. Ch. Train Dispatcher	Boone
W. W. GALLOWAY	Night Ch. Train Dispatcher	Boone

Train Dispatchers—Boone

L. L. PETERSEN	J. H. OATMAN	J. E. MILES
M. C. MILES	M. F. ESSERT	G. L. MUNGON
L. O. OBERHOLSER	L. D. DIERSEN	C. L. WILLIAMSON
A. L. SANTAGE		

R. D. NELSON	Division Engineer	Boone
B. F. McDERMOTT	Asst. Div. Engineer	Boone
A. CLARK	B&B Supervisor	Boone
V. T. SHERMAN	Asst. B&B Supervisor	Boone
R. R. MILLER	Signal Supervisor	St. Paul
A. F. CHERVENY	Signal Supervisor	Boone
R. C. LOFY	Asst. Signal Supervisor	Boone
L. O. LIESNER	Chief Lineman	Sioux City
A. O. GRADY	Chief Lineman	Boone
M. J. KUCERA	Roadmaster	Cedar Rapids
G. W. DuBOIS	Roadmaster	Marshalltown
W. L. DAVIS	Roadmaster	Boone
F. W. FIELDER	Roadmaster	Council Bluffs
R. W. STEENBLOCK	Roadmaster	Fremont
L. B. LENZEN	Roadmaster	Sioux City
G. L. KNUTSEN	Assistant Roadmaster	Boone
J. W. BENNETT	Assistant Roadmaster	Boone
W. H. BENNETT	Asst. Roadmaster	Fremont
H. P. LUKEHART	Dist. Gen. Car Foreman	Council Bluffs
L. A. BENGSTON	Superintendent Car Shops	Clinton

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

FORT DODGE, DES MOINES & SOUTHERN
RAILWAY COMPANY

IOWA DIVISION TIMETABLE No. 1

Effective February 1, 1970

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—Operations
and General Manager
W. G. KRANZ, Asst. General Manager
E. A. BURKHARDT, Gen. Supt.—Transportation
R. C. CONLEY, Supt.—Transportation
D. J. OWENS, Superintendent

STAY ALERT—STAY ALIVE
SAFETY FIRST

Clinton Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Clinton	Timetable No. 1 February 1, 1970 STATIONS	Distance from Boone	Capacity of Sidings
2.1	0.0	CQ CLINTON } Y	196.6	
9.6	7.5	..... LOW MOOR } Y	189.1	
19.1	17.0	..... DEWITT } Y	179.6	
24.8	22.7	..... GRAND MOUND } Y	173.9	
30.5	28.4	..... CALAMUS } Y	168.2	
34.7	32.6	..... WHEATLAND } Y	164.0	
39.7	37.6	D LOWDEN } Y	159.0	W150
46.7	44.6	..... CLARENCE } Y	152.0	
51.6	49.5	..... STANWOOD } Y	147.1	E115
57.1	55.0	..... MECHANICSVILLE } Y	141.6	
64.1	62.0	..... LISBON } Y	134.6	E120 W85
65.6	63.5	..... MT. VERNON } Y	133.1	
77.7	75.6	..... OTIS } Y	121.0	
82.4	80.3	DQ BEVERLY } Y	116.3	
90.0	84.4	..... FAIRFAX } Y	112.2	
97.4	91.8	..... NORWAY } Y	104.8	
100.8	95.2	..... WATKINS } Y	101.4	
106.2	100.6	..... BLAIRSTOWN } Y	96.0	E111 W135
111.3	105.7	..... LUZERNE } Y	90.9	
116.4	110.8	DQ BELLE PLAINE } Y	85.8	
122.9	117.3	..... CHELSEA } Y	79.3	
132.9	127.3	CQ TAMA } Y	69.3	E150 W160
140.0	134.4	..... MONTOUR } Y	62.2	
143.2	137.6	..... LE GRAND } Y	59.0	
145.3	139.7	..... QUARRY } Y	56.9	
151.3	145.7	CQ MARSHALLTOWN } Y	50.9	
158.6	153.0	..... LA MOILLE } Y	43.6	E117 W128
165.6	160.0	..... STATE CENTER } Y	36.6	
173.4	167.8	..... COLO } Y	28.8	
180.6	175.0	..... NEVADA } Y	21.6	E114 W100
185.0	179.4	DQ AMES YARD } Y	17.2	
189.0	183.4	..... AMES JCT. } Y	13.2	
192.3	186.7	..... ONTARIO } Y	9.9	
197.8	192.2	..... JORDAN } Y	4.4	
202.2	196.6	CQ BOONE } Y	0.0	

DOUBLE TRACK

Tipton Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Stanwood	Timetable No. 1 February 1, 1970 STATIONS	Distance from Tipton
0.0	0.0	..... STANWOOD } Y	8.5
8.5	8.5	..... TIPTON } Y	0.0

Cedar Rapids Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Otis	Timetable No. 1 February 1, 1970 STATIONS	Distance from Beverly
77.7	0.0	..... OTIS } Y	8.3
81.5	3.8	..... CEDAR RAPIDS } Y	4.5
86.0	8.3	DQ BEVERLY } Y	0.0

Council Bluffs Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Missouri Valley	Timetable No. 1 February 1, 1970 STATIONS	Distance from Council Bluffs
329.4	0.0	DT { CQ MISSOURI VALLEY } Y	20.5
331.8	2.4	..... WEST MISSOURI VALLEY } Y	18.1
333.9	4.5	..... LOVELAND } Y	16.0
347.0	17.6	..... COUNCIL BLUFFS JCT. } Y	2.9
349.9	20.5	DT { Q COUNCIL BLUFFS } Y	0.0

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—Fremont Subdivision—Eastward

SECOND CLASS					Mile Posts	Distance from Boone	STATIONS					Distance from Norfolk	Capacity of Sidings	SECOND CLASS					
249	247	351	251	355			254	358	252	250	356								
DAILY	DAILY	Daily except Sunday	DAILY	Daily except Monday									DAILY	Daily except Monday	DAILY	DAILY	Daily except Sunday		
					202 2	0 0	CQ	BOONE	Y	241 8									
					214 3	9 2		OGDEN	Y	232 6									
					219 8	14 7		BEAVER	Y	227 1									
					224 9	19 8	D	GRAND JUNCTION	Y	222 0									
					231 8	26 7	D	JEFFERSON	Y	215 1									
					241 0	35 5		SCRANTON	Y	206 3									
					245 8	40 3		RALSTON	Y	201 5									
					250 9	45 4		GLIDDEN	Y	196 4									
					258 4	52 9	DQ	CARROLL	Y	188 9	E44 W97								
					262 4	56 9		MAPLE RIVER	Y	184 9									
					268 4	62 9		ARCADIA	Y	178 9									
					271 4	65 9		WEST SIDE	Y	175 9									
					277 5	72 0		VAIL	Y	169 8									
					286 4	80 9	DQ	DENISON	Y	160 9	F115 W130								
					291 1	85 6		WEST DENISON	Y	156 2									
					293 4	87 9		ARION	Y	153 9									
					295 5	90 0		DOW CITY	Y	151 8									
					301 8	96 3		EAST DUNLAP	Y	145 5									
					303 3	97 8	D	DUNLAP	Y	144 0	450								
					306 0	100 5		WEST DUNLAP	Y	141 3									
					313 1	107 6		WOODBINE	Y	134 2	450								
					313 7	108 2		EAST WOODBINE	Y	133 6									
					317 8	112 3		WEST WOODBINE	Y	129 5									
					321 2	115 7		LOGAN	Y	126 1									
					327 2	121 7		EAST MISSOURI VALLEY	Y	120 1									
-P.M.- 7.45	-P.M.- 1.45	-A.M.- 9.20	-A.M.- 3.15	-A.M.- 2.30	0 2	123 9	CQ	MISSOURI VALLEY	Y	117 8			-A.M.- A 1.15	-A.M.- A 2.15	-A.M.- A 6.45	-P.M.- A 2.15	-P.M.- A 7.15		
					5 9	129 6		CALIFORNIA JCT.	Y	112 2	74								
					13 2	137 2	DQ	BLAIR	Y	104 6	22		12.45	1.45	6.15	1.45	6.45		
					20 2	144 2		KENNARD	Y	97 6			12.30	1.30	6.00	1.30	6.30		
					29 3	153 3		ARLINGTON	Y	88 5	92		12.15	1.15	5.45	1.15	6.15		
					0 0	160 9	CQ	FREMONT	Y	80 9			12.01	1.01	5.30	1.00	6.00		
A 9.00 -P.M.-	A 3.00 -P.M.-		A 4.30 -A.M.-		9 2	170 1		NICKERSON	Y	71 7	43	-A.M.-		-A.M.-	-P.M.-		5.35		
					16 8	177 7		HOOPER	Y	64 1	87		12.35					5.20	
					24 2	185 1		SCRIBNER	Y	56 7	54		12.20					5.05	
					36 9	195 1	D	WEST POINT	Y	44 0	42		12.05					4.30	
					45 3	206 2		BEEMER	Y	35 6	94		11.30					P.M.-	
					52 1	213 0		WISNER	Y	28 8			11.05						
					59 7	220 6		PILGER	Y	21 2	70		10.50						
					69 4	230 3		STANTON	Y	11 5			10.35						
					80 9	241 8	DQ	NORFOLK	Y	0 0			10.20						
													10.00						
													-P.M.-						

Westward—Sioux City Subdivision—Eastward

SECOND CLASS			Mile Posts	Distance from Sioux City	Timetable No. 1 February 1, 1970 STATIONS	Distance from Omaha	Capacity of Sidings	SECOND CLASS			
45	17	43						18	44	46	
DAILY	DAILY	Daily except Saturday						DAILY	Daily except Saturday	DAILY	
P. M. 6.45	P. M. 12.01	A. M. 10.00	76.3	0.0	DQ.....	SIoux CITY.....	101.8		P. M. A 12.53	P. M. A 5.50	A. M. A 1.04
7.15	12.15	10.15	73.9	2.4	.....	STOCK YARDS.....	99.4	73	12.38	5.35	12.49
7.25	12.28	10.25	68.4	7.9	D.....	SERGEANT BLUFF.....	93.9	123	12.28	5.25	12.40
7.36	12.40	10.40	60.8	15.5	.....	SALIX.....	86.3	68	12.17	5.00	12.29
7.45	12.48	10.52	54.8	21.5	D.....	SLOAN.....	80.3	92	12.09	4.40	12.21
7.55	1.00	11.05	46.5	29.8	D.....	WHITING.....	72.0	84	11.57	4.15	12.09
8.05	1.14	11.20	38.7	37.6	D.....	ONAWA.....	64.2	53	11.46	4.00	11.57
8.15	1.23	11.37	32.2	44.1	D.....	BLENCOE.....	57.7	130	11.37	3.40	11.48
8.25	1.29	11.45	28.0	48.3	.....	LEWIS-CLARK SPUR.....	53.5		11.30	3.20	11.42
8.35	1.36	11.52	23.1	53.2	.....	RIVER SIOUX.....	48.6		11.23	3.10	11.35
8.45	1.45	12.01	16.6	59.7	D.....	MONDAMIN.....	42.1	137	11.13	2.50	11.26
9.05	1.55	12.10	10.3	66.0	.....	MODALE.....	35.8		11.04	2.30	11.17
A 9.20	2.05	A 12.20	5.9	70.4	.....	CALIFORNIA JCT.....	31.4	74	10.57	2.10	11.10
P. M.		P. M.			Between California Jct. and Blair, Sioux City Subdivision trains operate over Fremont Subdivision.						
	2.20		98.6	78.0	DQ.....	BLAIR.....	23.8	30	10.40		
	2.35		107.4	86.8	.....	FORT CALHOUN.....	15.0	48	10.23		
	2.50		114.5	93.9	.....	SOUTH CUT.....	7.9	23	10.10		
	3.00		118.3	97.7	.....	FLORENCE.....	4.1	19	9.55		
A 3.10			122.4	101.8	DQ.....	OMAHA.....	0.0		9.45	A. M.	
P. M.											

No. 45 is superior to No. 46. No. 43 is superior to No. 44.

SCT engines are authorized to operate on C&NW tracks between Dace St. and Dressed Pork Co. switch at MP 74.12.

South Omaha Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Summit	Timetable No. 1 February 1, 1970 STATIONS	Distance from Arlington	Capacity of Sidings
		.....	36.8	
		.....	33.1	
	0.0	.....	30.0	
0.8	1.1	.....	28.9	
5.8	6.1	.....	23.9	
7.5	10.5	.....	19.5	24
13.9	16.9	.....	13.1	
29.3	30.0	.....	0.0	92

Between Summit and Council Bluffs, trains and engines operate over tracks of the UP and are governed by UP rules and timetable.

Debolt Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Omaha	Timetable No. 1 February 1, 1970 STATIONS	Distance from Irvington	Capacity of Sidings
	0.0	DQ.....	8.1	
5.5	6.1	.....	2.0	
7.5	8.1	.....	0.0	24

Emerson Subdivision

WESTWARDEASTWARD

Mile Posts	Distance from Sioux City	Timetable No. 1 February 1, 1970 STATIONS	Distance from Norfolk	Capacity of Sidings
	0.0	DQ... SIoux CITY	78.4	
		10 1		
1.2	2.3	..... FLOYD	76.1	
		2 3		
3.9	5.0	CTC { D. So. Sioux City } Y	73.4	48
		2 7		
4.4	5.5	D. FERRY	72.9	
		0 5		
7.1	8.2	D. DAKOTA CITY	70.2	
		2 7		
11.7	12.8	..... BEERMANN SPUR	65.6	
		4 6		
16.5	17.6	..... HUBBARD	60.8	
		4 8		
0.0	30.2	..... EMERSON Y	48.2	
		12 6		
9.3	39.5	DQ... WAKEFIELD Y	38.9	30
		9 3		
18.5	48.7	..... WAYNE	29.7	50
		9 2		
28.1	58.3	..... WINSIDE	20.1	
		9 6		
38.1	68.3	..... HOSKINS	10.1	
		10 0		
44.7	74.9	..... ASYLUM SPUR	3.5	
		6 6		
46.4	76.6	..... Norfolk (Un. Sta.) Y	1.8	
		1 7		
	78.4	DQ... NORFOLK	0.0	
		1 8		

CB&Q trains and engines are authorized to operate between Ferry and Floyd and may use the main track between Floyd and Steuben Street yard when necessary to set out cars at Sioux City stock yards. C&NW rules and timetable govern.

GN yard engines are authorized to operate on the main track between the east and west switches of First Street siding, also on this siding between the crossover and Floyd River bridge to handle cars to and from the SCT Ry., and run around such cars and must communicate with operator at Ferry before making such movements. C&NW rules and timetable govern.

Lincoln Subdivision

4

WESTWARDEASTWARD

Mile Posts	Distance from Fremont	Timetable No. 1 February 1, 1970 STATIONS	Distance from Superior	Capacity of Sidings
	0.0	CQ... FREMONT	164.2	
		6 2		
6.2	6.2	..... NORTH PIT	158.0	
		3 5		
9.7	9.7	..... CEDAR BLUFFS	154.5	
		6 9		
16.6	16.6	..... COLON	147.6	
		5 9		
22.5	22.5	..... WAHOO	141.7	
		11 7		
34.2	34.2	..... CERESCO	130.0	
		5 5		
39.7	39.7	..... DAVEY	124.5	
		12 0		
51.7	51.7	..... C&NW-MP JCT. Y	112.5	
		0 4		
52.1	52.1	Q... LINCOLN	112.1	
		28 5		
38.7	80.6	D... SEWARD	83.6	19
		8 1		
46.8	88.7	..... GOEHNER	75.5	
		5 6		
52.4	94.3	..... BEAVER CROSSING	69.9	
		5 6		
58.0	99.9	..... CORDOVA	64.3	
		7 2		
65.2	107.1	..... EXETER	57.1	
		11 8		
77.0	118.9	D... GENEVA	45.3	
		6 2		
83.2	125.1	..... MARTLAND	39.1	
		3 9		
87.1	129.0	..... SHICKLEY	35.2	
		8 6		
95.7	137.6	D... DAVENPORT	26.6	
		7 8		
103.5	145.4	..... OAK	18.8	
		6 8		
110.3	152.2	..... NORA	12.0	
		4 8		
115.1	157.0	..... CADAMS	7.2	
		6 6		
121.7	163.6	..... C&NW-ATSF JCT. Y	0.6	
		0 6		
122.3	164.2	D... SUPERIOR	0.0	

Between Lincoln and Seward trains operate over tracks of the CB&Q and are governed by CB&Q rules and timetable.

AT&SF trains and engines are authorized to operate on tracks within yard limits at Superior.

Mo. Pac. trains and engines are authorized to operate on tracks within yard limits at Lincoln.

Crofton Subdivision

WESTWARDEASTWARD

Mile Posts	Distance from Wakefield	Timetable No. 1 February 1, 1970 STATIONS	Distance from Crofton
	0.0	DQ... WAKEFIELD	48.8
		10 1	
10.0	10.1	..... CONCORD	38.7
		6 0	
16.0	16.1	..... LAUREL	32.7
		8 0	
24.0	24.1	..... COLERIDGE Y	24.7
		9 5	
33.5	33.6	..... HARTINGTON	15.2
		7 8	
41.3	41.4	..... FORDYCE	7.4
		7 4	
48.7	48.8	..... CROFTON	0.0

Thurston Subdivision

WESTWARDEASTWARD

Mile Posts	Distance from Emerson	Timetable No. 1 February 1, 1970 STATIONS
29.1	0.0	..... EMERSON Y
		7 2
36.3	7.2	..... THURSTON

Lyons Subdivision

WESTWARDEASTWARD

Mile Posts	Distance from Lyons	Timetable No. 1 February 1, 1970 STATIONS	Distance from Blair	Capacity of Sidings
58.8	0.0	..... LYONS	39.7	15
		6 7		
65.5	6.7	..... OAKLAND	33.0	
		7 2		
72.7	13.9	..... CRAIG	25.8	
		8 7		
81.4	22.6	..... TEKAMAH Y	17.1	30
		5 7		
87.1	28.3	..... RANCH SPUR	11.4	
		- 1 3		
88.4	23.6	..... HERMAN	10.1	37
		10 1		
98.5	39.7	DQ... BLAIR	0.0	30

5 FORT DODGE, DES MOINES & SOUTHERN RAILWAY CO.

Boone Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Des Moines	Timetable No. 1 February 1, 1970 STATIONS	Distance from Ft. Dodge	Capacity of Sidings
84.9	0.0	DES MOINES	84.9	
		1.4		
83.5	1.4	DQ HULL AVE.	83.5	
		3.0		
80.5	4.4	HIGHLAND	80.5	
		1.2		
79.3	5.6	SWANWOOD	79.3	
		3.6		
75.7	9.2	ORALABOR	75.7	
		2.1		
73.3	11.3	ANKENY	73.6	20
		6.2		
67.4	17.5	ALLEMAN	67.4	
		5.0		
62.4	22.5	HUXLEY	62.4	25
		5.8		
56.6	28.3	KELLY	56.6	24
		3.2		
53.4	31.5	NAPIER	53.4	
		5.2		
48.2	36.7	ERICSON	48.2	
		5.7		
42.5	42.4	CQ BOONE	42.5	25
		6.2		
36.3	48.6	GRAVEL PIT	36.3	
		2.0		
34.3	50.6	FRASER	34.3	
		2.1		
32.2	52.7	NILES	32.2	30
		1.0		
31.2	53.7	WOLF	31.2	
		4.9		
26.3	58.6	BOXHOLM	26.3	22
		4.1		
22.2	62.7	HOPE	22.2	
		3.9		
18.3	66.6	HARCOURT	18.3	
		4.3		
14.0	70.9	PALM GROVE	14.0	
		3.0		
11.0	73.9	LUNDGREN	11.0	
		4.0		
7.0	77.9	ROBERTS	7.0	25
		1.0		
6.0	78.9	SUMMIT	6.0	
		1.9		
4.1	80.8	SHADY OAK	4.1	
		2.0		
2.1	82.8	Q EAST FT. DODGE	2.1	
		2.1		
		DQ FORT DODGE	0.0	

Movements must stop before crossing Story street at Boone and crossing north of depot at Ankeny. These crossings must be protected by a member of the crew before proceeding.

Gypsum Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Webster City	Timetable No. 1 February 1, 1970 STATIONS	Distance from East Ft. Dodge
21.6	0.0	WEBSTER CITY	19.5
		5.8	
15.8	5.8	FLUGSTAD	13.7
		4.2	
11.6	10.0	BRUSHY	9.5
		2.5	
9.1	12.5	EVANSTON	7.0
		4.5	
4.6	17.0	GYP SUM	2.5
		2.5	
2.1	19.5	Q EAST FT. DODGE	0.0

Lanyon Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Hope	Timetable No. 1 February 1, 1970 STATIONS	Distance from Gowrie
22.2	0.0	HOPE	8.0
		1.4	
23.5	1.4	LANYON	6.6
		6.6	
30.1	8.0	D GOWRIE	0.0

SPEED RESTRICTIONS

LOCATION	Restrictions Miles Per Hour	LOCATION	Restrictions Miles Per Hour
	All Trains		All Trains
CLINTON SUBDIVISION		CEDAR RAPIDS SUBDIVISION	
Maximum speed	60 MPH	Maximum speed	20 MPH
MP 0.0 to 2.5—Clinton	20	TIPTON SUBDIVISION	
MP 71.5 to 77.8—Between east end of curve, 6.0 miles west of Mt. Vernon and Otis	55	Maximum speed	20 MPH
MP 78.6 to 78.9—Westward track, over gauntlet Bridge 228	20	MP 0.2—Junction switch to Clinton Subdivision, Stanwood	Stop
MP 113.7 to 116.8—Between east end of curve, 2.5 miles west of Luzerne and west street crossing, Belle Plaine	50	MP 0.5—Over Highway No. 30 crossing just west of Stanwood	Stop
MP 150.6 to 152.2—Between east end of Marshalltown yard and west end of interlocking	50	MP 3.0 to 3.4—Around curve	10
MP 153.9 to 154.6—Around curve, 3.0 miles west of Marshalltown—Eastward	50	MP 4.4—Over highway crossing	5
MP 188.3 to 189.3—0.7 mile east of Ames Jct. and west interlocking limit	45	COUNCIL BLUFFS SUBDIVISION	
FREMONT SUBDIVISION		Maximum speed	60 MPH
BETWEEN BOONE AND BLAIR		MP 331.8—Single track to eastward main track at West Missouri Valley	40
Maximum speed	60 MPH	MP 347.0 to 350.4—Between Council Bluffs Jct. and Council Bluffs	25
MP 202.4 to 202.9—Between west end Boone yard until Story St. occupied	20	SIOUX CITY SUBDIVISION	
	Westward	BETWEEN SIOUX CITY AND CALIFORNIA JCT.	
	Eastward	Maximum speed	45 MPH
MP 202.9 to 203.0—Between Story St. and Green St.	30	Over street crossings, Sioux City	10
MP 207.4 to 207.9—Over Bridge B-615, between Boone and Ogden	30	Between 2nd and 3rd Streets, Sioux City, IC, CMS&P&P and GN crossings	Stop
MP 231.4 to 232.5—Between Grimmell Road crossing and CMS&P&P crossing, Jefferson	35	MP 39.4 to 38.4—Over street crossings, Onawa	25
MP 257.6 to 259.0—Between highway crossing, 0.7 mile east of Carroll and Carroll	50	MP 6.3—Around west leg of wye, California Jct.	10
MP 291.1—Westward main track to single track at West Denison	40	MP 6.3 to 5.7—Around east leg of wye, California Jct.	25
MP 301.8—Main track to Siding, East Dunlap	40	BETWEEN BLAIR AND OMAHA	
MP 306.0—Main track to Siding, West Dunlap	30	Maximum speed	40 MPH
MP 313.7—Main track to Siding, East Woodbine	30	MP 12.7 to 99.0—Around east leg of wye, Blair	10
MP 317.8—Main track to Siding, West Woodbine	30	MP 100.7 to 102.7—Around curves 2.1 miles and 4.1 miles west of Blair	30
MP 320.9 to 321.4—Around curve at Logan	50	MP 107.2 and 107.6—Over street crossings, Ft. Calhoun	18
MP 327.2—Eastward main track to single track at East Missouri Valley	40	MP 110.1 to 112.1—Around curves and over highway crossing between 2.7 and 4.7 miles west of Ft. Calhoun	30
MP 328.5 to 329.1—Around curve, 0.5 mile east of Missouri Valley	50	MP 114.0 to 117.7—Around curves 0.5 mile east of South Cut and 0.6 mile east of Florence—Westward	30
MP 329.1 to 330.0—Between east crossover, Missouri Valley and west wye switch	35	MP 117.7 to 118.1—Over crossings between 0.6 mile and 0.2 mile east of Florence	10
MP 329.6—Movement through middle crossover, Missouri Valley	20	MP 119.1 to 119.3—Around curve between 0.8 mile and 1.0 mile west of Florence	35
MP 329.6—Movement through long crossover, between Eastward track and single track	20	MP 120.4 to 121.2—Over all street crossings Jaynes Street to Boyd Street inclusive, Omaha	10
MP 0.2 to 10.0—Between Missouri Valley and 3.2 miles east of Blair	50	EMERSON SUBDIVISION	
MP 10.0 to 11.0—1.0 mile east of Missouri River Bridge to Missouri River Bridge	40	Maximum speed	25 MPH
MP 11.0 to 13.2—Over Missouri River Bridge to Blair	25	Between 2nd and 3rd Streets, Sioux City, IC, CMS&P&P and GN crossings	Stop
MP 13.2—Lyons Subdivision crossing at Blair	20	Junction with Sioux City Subdivision, Sioux City—Eastward	Stop
BETWEEN BLAIR AND FREMONT		MP 1.1 to 2.6—Over bridge No. 1 Floyd River, Leech Street crossing and bridge No. 2 Missouri River, west of Sioux City	10
Maximum speed	40 MPH	MP 2.6 to 3.9—South Sioux City	10
MP 13.2 to 14.0—Between Blair and 0.8 mile west of Blair	25	MP 3.9 to 4.5—South Sioux City to 0.6 mile west of South Sioux City	20
MP 19.0 to 0.0—Between 1.2 miles east of Kennard and Fremont	35	MP 7.4—CB&Q crossing 0.3 mile west of Dakota City, within interlocking limits	20
BETWEEN FREMONT AND NORFOLK		MP 0.0 to 9.3—Emerson to Wakefield	20
Maximum speed	30 MPH	MP 9.3—Over all street crossings, Wakefield	8
MP 3.0 to 36.9—Between Fremont and West Point	25	MP 9.3 to 10.0—Wakefield to 0.7 mile west of Wakefield	20
MP 36.9 to 37.0—Over 1st and 2nd Street crossings, West Point	20	MP 18.5—Over first crossing east and west of depot, Wayne	8
MP 80.5 to 82.3—Norfolk	20	MP 46.1 to 46.4—Over all street crossings at Norfolk except 4th Street and Norfolk Ave.	8
		MP 46.4—Over 4th Street and Norfolk Ave. crossings, Norfolk	Stop

SPEED RESTRICTIONS

LOCATION	Restrictions		LOCATION	Restrictions	
	Miles per Hour			Miles per Hour	
	All Trains			All Trains	
THURSTON SUBDIVISION			SOUTH OMAHA SUBDIVISION—Cont.		
Maximum speed	10 MPH	Stop	MP 9.7 to 10.1—Around curves just east of Irvington	10	
Emerson, junction with Emerson Subdivision			MP 10.1—Irvington, junction with Debolt Subdivision	Stop	
LYONS SUBDIVISION			MP 27.2—Arlington, junction with Fremont Subdivision	Stop	
Maximum speed	20 MPH	Stop	DEBOLT SUBDIVISION		
MP 98.5—Fremont Subdivision crossing—Blair			Maximum speed	20 MPH	
LINCOLN SUBDIVISION			MP 0.0—Omaha, junction with Sioux City Subdivision	Stop	
Maximum speed	25 MPH	Stop	MP 0.6—Over Sixteenth Street, Omaha	6	
MP 0.0—Junction with Fremont Subdivision			MP 3.5—Over Forty-ninth Street, Omaha	10	
MP 0.9—CB&Q crossing 0.9 mile west of Fremont, within interlocking limits		20	CROFTON SUBDIVISION		
MP 5.7—UP crossing 0.5 mile east of North Pit, within interlocking limits		20	Maximum speed	20 MPH	
MP 23.3—UP and CB&Q crossings 0.8 mile west of Wahoo		Stop	MP 0.0—Wakefield, junction with Emerson Subdivision	Stop	
MP 50.1—CB&Q crossing 2.0 miles east of Lincoln, within interlocking limits		20	MP 5.5 to 5.6 and MP 6.6 to 6.7—Between Wakefield and Concord	5	
MP 50.7—OL&B crossing 1.3 miles east of Lincoln, within interlocking limits		20	MP 16.1—CB&Q crossing 0.1 mile west of Laurel	Stop	
MP 51.6—MoPac crossing, Lincoln		Stop	MP 27.0 to 49.2—Between 3.0 miles west of Coleridge and 0.2 mile west of Crofton	10	
MP 38.4 to 39.0—Between westward approach signal and CB&Q crossing 0.3 mile west of Seward		20	BOONE SUBDIVISION		
MP 39.0—CB&Q crossing 0.3 mile west of Seward		Stop	Maximum speed	20 MPH	
MP 39.0 to 39.8—Between CB&Q crossing 0.3 mile west of Seward and eastward absolute signal CB&Q crossing 1.1 miles west of Seward		20	MP 2.0 to 4.0—Between East Ft. Dodge and Shady Oak	10	
MP 64.6—CB&Q crossing 0.6 mile east of Exeter, within interlocking limits		20	MP 4.0—Over bridge	5	
MP 70.3—CB&Q crossing 5.1 miles west of Exeter		Stop	MP 4.0 to 7.0—Between Shady Oak and Roberts	10	
MP 77.6—CB&Q crossing 0.6 mile west of Geneva		Stop	MP 18.3—Harcourt—C&NW crossing	Stop	
MP 86.6—CB&Q crossing 0.5 mile east of Shickley		Stop	MP 32.2 to 42.5—Between Niles and Boone	10	
MP 86.6 to 87.4—Between CB&Q crossing 0.5 mile east of Shickley and west end of curve 0.3 mile west of Shickley		20	Except: MP 36.8—over Bridge	5	
MP 95.7—UP crossing, Davenport, within interlocking limits		20	MP 39.0—over Bridge	5	
SOUTH OMAHA SUBDIVISION			MP 59.8 to 61.0—Between Kelley and Huxley	10	
Maximum speed	25 MPH		GYPSUM SUBDIVISION		
MP 0.0—Summit interlocking, within interlocking limits		20	Maximum speed	10 MPH	
MP 3.6—Missouri Pacific crossing 2.2 miles east of Dodge St., within interlocking limits		20	LANYON SUBDIVISION		
			Maximum speed	10 MPH	

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:

TERRITORY BETWEEN:	Wrecking Derricks MPH	Scale Test Cars MPH
Clinton and Council Bluffs	35	30
Sioux City and Missouri Valley		
California Jct. and Norfolk		
All other subdivisions	20	20

Such cars will be handled only upon specific instructions from Chief Train Dispatcher. SCALE TEST cars are to be placed in train next ahead of caboose.

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. Empty cars can be handled at timetable speed.

ADDITIONAL SPEED RESTRICTIONS

- (F) Trains handling cars shown below must not exceed speed indicated:
- | | |
|---|--------|
| Loaded ore cars except C&NW series 110500-110606 inc. | 30 MPH |
| Empty ore cars except C&NW series 110500-110606 inc. | 40 MPH |
| Hopper cars loaded with ore | 40 MPH |
| Gondola cars loaded with ore | 40 MPH |
| Unit coal and grain trains | 40 MPH |

(G) Trains handling loaded ballast, sand or gravel cars must not exceed a speed of 40 MPH.

(H) Coal trains and trains handling 50 or more cars of coal must not exceed a speed of 40 MPH.

In addition, trains and engines handling the above coal must not exceed a speed of 5 MPH on any track other than a main track.

(I) Trains handling the following engines in tow must not exceed a speed of 35 MPH:

- 11 to 15 inc., 90 to 93 inc., 1007 to 1015 inc., 1027 to 1035 inc., 1077 to 1079 inc., 1083 to 1099 inc., 1223 to 1236 inc., 1248 to 1267 inc.
Trains handling other engines in tow must not exceed a speed of 45 MPH.

(J) 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.

(K) Do not exceed 5 MPH on river track at Blair.

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.

DEFINITION

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

Sioux City	Yard office, Enginehouse
Onawa	Operator's office
Clinton	Yard office, Enginehouse
Beverly	Yard office
Cedar Rapids	Yard office
Belle Plaine	Operator's office
Tama	Operator's office
Marshalltown	Operator's office
Boone	Yard office, Operator's office
Carroll	Operator's office
Missouri Valley	Yard office
Council Bluffs	Yard office, Enginehouse
Omaha	Yard office
Fremont	Yard office

Norfolk	Yard office, Enginehouse
Superior	Operator's office
Ferry	Operator's office
Lincoln	Freight office
Fort Dodge	Operator's 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
- Q—Radio installation
- Y—Yard Limits

RULE 8 (k) (New Rule)

Conductors or trainmen giving lantern signals as prescribed by Rule 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

ENGINE WHISTLE SIGNALS

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; when view is restricted by weather, curvature of track, or any other unusual conditions, or when a situation of danger or potential danger arises which may be lessened or eliminated by the sounding of the horn or whistle.

ORDINANCES—SOUNDING WHISTLE

No Railroad Company shall cause or allow whistle of any engine to be sounded within the City Limits of following:

Clinton	State Center	Grand Junction
Cedar Rapids	Boone	Council Bluffs
Belle Plaine	Ogden	

SPECIAL INSTRUCTIONS

RULE S-71 SUPERIOR DIRECTION

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

RULE 83 (A) REGISTER STATIONS

Sioux City	*Missouri Valley	Fremont
Omaha	(Fremont Subdivision trains only)	Norfolk
Clinton	Council Bluffs	Superior
Boone		*Ferry

*Register ticket authorized when station open.

RULE 83 (B) CLEARANCE

Rule 83 (B) does not apply when the initial station on a subdivision is not a train order office, or the office is closed except as prescribed below.

Rule 83 (B) does not apply to westward trains at Missouri Valley en route Council Bluffs subdivision.

Rule 83 (B) does not apply at Blair.

Rule 83 (B) does not apply at Beverly.

All trains must obtain a clearance at Fremont.

Eastward trains must obtain a clearance at Missouri Valley.

No. 356 must obtain a clearance at West Point.

No. 358 must obtain a clearance at Norfolk.

No. 45, No. 17 and No. 43 must obtain a clearance at Sioux City.

No. 18 must obtain a clearance at Omaha.

Crews operating on No. 44 and No. 46 California Jct. to Sioux City will obtain their train orders, if any, at Missouri Valley. Such orders will be included on clearance received at Missouri Valley.

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:

Stanwood and Tipton	Norfolk and Asylum Spur
Otis and Beverly (via Cedar Rapids)	Lyons and Blair
Clinton and Boone	Wakefield and Crofton
Boone and Council Bluffs	Hope and Gowrie
Fremont and North Pit	East Ft. Dodge and Webster City
C&NW—MP Jct. and Lincoln	Sioux City and Dakota City
C&NW—ATSF Jct. and Nora	Sioux City and Stock Yards
Emerson and Thurston	Missouri Valley and Blair
Summit and Arlington	Des Moines and Ankeny
Omaha and Irvington	Ft. Dodge and Shady Oak

RULES 98, 98 (A) AND 98 (B)**CROSSINGS, JUNCTIONS AND DRAWBRIDGES**

(Not-Interlocked)

C&NW	Omaha, Irvington, Arlington, South Omaha, Blair, Missouri Valley, Onawa, Sioux City, Emerson, Wakefield, Norfolk (east and west wye switches), Beverly, Clinton, Stanwood, Otis, Council Bluffs, Fremont and Marshalltown.
CB&Q	Omaha, Lincoln, 0.8 mile west of Wahoo, 0.3 mile west of Seward, 5.1 miles west of Exeter, 0.6 mile west of Geneva, 0.5 mile west of Shickley, and 0.1 mile west of Laurel.
UP	Council Bluffs, Omaha, Fremont and 0.8 mile west of Wahoo.
GN	Sioux City.
IC	Council Bluffs, Sioux City and Omaha.

MoPac	South Omaha (Dahlman Blvd.), Omaha and Lincoln.
CMStP&P	Sioux City, Clinton and Council Bluffs.
CRI&P	Cedar Rapids and Council Bluffs.
N&W	Council Bluffs.
DRI&NW	Clinton.
FIDDM&S	Harcourt, Ankeny, Des Moines and Webster City.

In addition to Rules 98 and 98 (A), the following instructions govern at the mechanical gate protected crossing at Blair:

The normal position of the gate is against movements on the Lyons Subdivision.

To clear the route for a movement over the crossing on the Lyons Subdivision, a member of the crew must first ascertain that there is no conflicting movement evident and then operate the master swing gate west of the crossing into position across the Fremont Subdivision track.

The operation of the master swing gate will raise the lift gate on the Lyons Subdivision east of the crossing and lower the lift gate across the Fremont Subdivision track west of the crossing. After each Lyons Subdivision movement over the crossing the gates must be restored to normal position, latched and locked in that position.

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 Emerson Subdivision between Dakota City and Norfolk, Boone Subdivision and on the Lincoln Subdivision.

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."

(2) On the Sioux City Subdivision and on the Fremont Subdivision between Missouri Valley and Norfolk, Second and Third Class trains, extra trains and engines may occupy the Main track at Stations between Station One Mile Signs protecting against scheduled trains only, and Extra trains must approach and operate between Station One Mile Signs prepared to stop expecting to find the Main Track occupied between the Station One Mile Signs.

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

If the above referred to Items 1, 2 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, 2 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.

SPECIAL INSTRUCTIONS

10

RULE 99—Continued

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) (New Rule)

Crossing protection controls are actuated by trains, engines or cars occupying the track for a pre-determined 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 reactuated.

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.

RULE 104 NORMAL POSITION OF JUNCTION SWITCHES

The normal position of junction switches at stations indicated below will be as follows:

Irrington	For South Omaha
Arlington	For Fremont Subdivision
Wakefield	For Emerson Subdivision
Emerson	For Emerson Subdivision
Onawa	For Sioux City Subdivision
Fremont	For Fremont Subdivision
Norfolk	For Emerson Subdivision
Blair	For Sioux City Subdivision

RULE 104 (G) (New Paragraph)

Engines must not be operated over live rails of track scales except at Sioux City.

RULE 104 (H) SPRING SWITCHES

Spring switches from sidings to main track or as otherwise indicated are located at the points shown below. Movement through these spring switches must not exceed the prescribed speed shown.

		M. P. H.
Fremont	South long track—Eastward	15
Clinton	Track 3 to 4—Westward	15
	Camanche Lead—Westward	15
Lowden	Westward	15
Stanwood	Eastward	15
Lisbon	Eastward	20
Blairstown	Eastward	20

Belle Plaine	Eastward	15
Lamoille	Eastward—Westward	15
Nevada	Eastward	20
Tama	Westward	15
Boone	Westward	20
Carroll	Westward	20
Denison	Eastward—Westward	20
Missouri Valley	Westward	15
Council Bluffs	Lake Lead—Eastward	20

RULE 104 (J) (New Rule)

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 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:

Clinton	Yard office
Cedar Rapids	Transfer Yard office
Beverly	Yard office
Belle Plaine	Operator's office
Tama	Freight Station
Marshalltown	Yard office, Enginehouse
Boone	Caller's office, Yard office, Dispatcher's office
	Freight Station
Carroll	Yard office, Enginehouse
Missouri Valley	Yard office, Enginehouse
Council Bluffs	Yard office, Enginehouse
Fremont	Yard office, Enginehouse
Lincoln	Freight office
Superior	Station
South Omaha	Yard office
Omaha	Yard office
Ferry	Station
Onawa	Station
Norfolk	Yard office, Enginehouse
Ft. Dodge	Yard office
Sioux City	Yard office, Enginehouse

RULE D-151 MAIN TRACKS

Double track is in operation between:

- Clinton and Boone.
- Boone and West Denison.
- East Missouri Valley and West Missouri Valley.
- Council Bluffs Jct. and Council Bluffs.

On double track trains must keep to the left.

Between East Missouri Valley and West Missouri Valley movements against the current of traffic may be authorized by signal indication.

Between Council Bluffs Jct. and Council Bluffs movement against the current of traffic may be made when authorized by Yardmaster at Council Bluffs.

RULE 207 (A) (New Rule)

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.

SPECIAL INSTRUCTIONS

RULE 213 (A) (New Rule)

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.

RULE 221

Train order signals at Blair govern movements to and from Lyons Subdivision and to and from Fremont Subdivision only.

RULE 221 (A) (New Rule)

In ABS and CTC territory, unless otherwise provided, at interlockings that do not have a train order signal, a red disc or red flag by day or red light by night, so placed at the interlocking that it can be seen from an approaching train will be used in lieu of a train order signal. When the red disc, red flag or red light is displayed, trains and engines must stop for train orders, unless clearance is received. When delivering train orders and clearances in this manner a restricting indication only, as prescribed by Rule 240 N, will be used to advance train or engine to the point of delivery.

RULE 225 (New Rule)

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.

FORMS OF TRAIN ORDERS**FORM Y (Revised) 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 240 P

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

RULE 265 CENTRALIZED TRAFFIC CONTROL

CTC is in operation between:

Council Bluffs Jct. and West Missouri Valley
East Missouri Valley and West Denison
Ferry and Floyd
Missouri Valley and Blair

RULE 505 AUTOMATIC BLOCK SIGNAL TERRITORY

Between California Junction and Howard Street, Sioux City.

RULE 512 (A) (New Rule)

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 520 TO 539 AUTOMATIC TRAIN CONTROL TERRITORY

Main Tracks between Clinton and Council Bluffs.

(a) Movements may be made with non-equipped engines between Maple

River and Carroll, at restricted speed without protection of positive block in advance of movement.

(b) Sperry rail detector cars, except when testing, must operate under the same instructions applicable to movements made with engines not equipped with train control.

(c) Non-equipped engines in switching service may be operated on the main track between East Clinton and west yard at Clinton, between Otis and Beverly, between Ames Jct. and Ames Yard, and at Belle Plaine, Tama, Marshalltown, Boone, Carroll, Missouri Valley and Council Bluffs, within yard limits, at restricted speed and in accordance with signal indications.

MAIN TRACK TRAIN CONTROL TEST SECTIONS ARE LOCATED AS FOLLOWS:

WESTWARD	MP 32.5, 2.0 miles west of Calamus.
	MP 227.9, 2.0 miles west of Grand Junction.
	MP 342.3, 4.0 miles west of Honey Creek.
EASTWARD	MP 195.7, 2.0 miles east of Jordan.
	MP 91.5, 6.0 miles east of Norway.
	MP 329.6, long crossover Missouri Valley between single track and eastward main track.

RULES 605 TO 612**MANUALLY CONTROLLED INTERLOCKINGS, DRAWBRIDGES, AND JUNCTIONS**

CMS tP&P and C&NW	Clinton
CMS tP&P	Beverly
CMS tP&P and CRI&P	Cedar Rapids
CMS tP&P and C&NW	Tama
C&NW	Ames
C&NW	Grand Junction
CMS tP&P	Jefferson
C&NW	California Jct.
C&NW	Blair
CB&Q	0.6 mile east of Exeter
CB&Q	Floyd
CB&Q	Ferry
CB&Q	Fremont
UP	Fremont (Hormel Lead)
UP	5.7 miles west of Fremont
UP	Summit
OL&B	1.3 miles east of Lincoln

RULE 613 AUTOMATIC INTERLOCKINGS

Cedar River Gauntlet	Otis
C&NW	Marshalltown
CMS tP&P	Arion [Rule 509 also applies]
CB&Q	Council Bluffs
UP	Davenport
MP	2.2 miles east of Dodge St.
FtDDM&S	Kelley
CB&Q	Oakland
CB&Q	Dakota City
CB&Q	2.5 miles east of Nickerson
CB&Q	1.1 miles west of Seward
CB&Q	2.0 miles east of Lincoln
IC	Gypsum
C&NW	Ft. Dodge

RULE 614 (New Rule)

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 absolute 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.

In the event a hot box of any kind develops on a passenger car, this car must be set out at the first available point, to avoid the possibility of an accident. When this is done, the train dispatcher must be notified promptly of all particulars, so that arrangements can be made for repairs.

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.

(a) Hot box detector is located at MP 45.4 Clinton Subdivision and indicator is located for westward trains at MP 49.2. When lunar signals are in horizontal row, westward trains will stop at Stanwood.

(b) Hot box detector is located at MP 57.9 Clinton Subdivision and indicator is located for eastward trains at MP 54.8. When lunar signals are in horizontal row, eastward trains will stop at Stanwood.

(c) Hot box detector is located at MP 92.8 Clinton Subdivision and indicator is located for eastward trains at MP 90.0. When lunar signals are in horizontal row, eastward trains will stop at Beverly.

(d) Hot box detector is located at MP 127.9 Clinton Subdivision and indicator is located for westward trains at MP 130.9. When lunar signals are in horizontal row, westward trains will stop at Tama.

(e) Hot box detector is located at MP 173.3 Clinton Subdivision and indicator is located for eastward trains at MP 170.2, westward trains at MP 176.7. When lunar signals are in horizontal row, eastward trains will stop at State Center, westward trains will stop at Nevada.

(f) Hot box detector is located at MP 251.5 Fremont Subdivision and indicator is located for eastward trains at MP 247.8, westward trains at MP 255.8. When lunar signals are in horizontal row, eastward trains will stop at Ralston, westward trains will stop at Carroll.

(g) Hot box detector is located at MP 308.0 Fremont Subdivision. Westward signal indication for a hot box will be a yellow aspect at signal 3113 MP 311.3 and a red aspect at the absolute signal East Woodbine MP 313.7. The white oscillating light located on C.T.C. bungalow located at MP 313.7 will indicate to crew that they must call operator at Missouri Valley or the Train Dispatcher at Boone. Eastward signal indication for a hot box will be a yellow aspect on the absolute signal West Dunlap MP 305.9 and a red aspect on absolute signal East Dunlap MP 301.8. The white oscillating light located on the C.T.C. bungalow located at MP 301.8 will indicate to crew that they must call operator at Missouri Valley or Train Dispatcher at Boone.

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) (New Rule)

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.

RULE 957 (Addition)

Train location reports (line-ups) will not be issued on the following subdivisions:

Cedar Rapids	Crofton	Tipton
Boone	Thurston	Gypsum
Lyons	Lanyon	DeBolt

Operators of track cars, on-track equipment, or hy-rail vehicles operating on the above subdivisions must ascertain the location of trains. If unable to obtain desired information from agent or operator, the train dispatcher must be contacted, if necessary.

ADDITIONAL SPECIAL INSTRUCTIONS**(A) OPERATION OVER FOREIGN RAILROADS**

Employes of all trains and engines using tracks of other railroad companies must provide themselves with timetables and rules of such companies and be governed by the rules and regulations of such companies.

C&NW trains and engines operate over the following railroads:

RAILROAD	BETWEEN
CB&Q	Lincoln and Seward
UP	Summit and Council Bluffs

(B) BRIDGE 615

(high bridge between Boone and Ogden)

Only one train is permitted on bridge 615 at one time.

When a train is stopped by a signal governing movement over bridge 615, the provisions of Rule 509 apply except the Restricted Speed provision applies until the entire train is over the bridge instead of to the next signal or, if cab signal changes to proceed, the speed of the train may be increased when train has moved its length beyond point where cab signal changes.

(C) FLORENCE, NEBRASKA

All switching movements at Metropolitan Utilities District and Government spur tracks over 30th Street Blvd. and River Drive crossings must be protected by flagman at the crossings.

(D) BLAIR, NEBRASKA

City Ordinance prohibits obstructing public streets by leaving trains or cars standing thereon for a longer period than five minutes, except in case of accident. Cars must not be spotted within the limits of any street or within five feet from street boundary.

(E) NORFOLK, NEBRASKA

All train and switch movements over Norfolk Avenue and over Fourth Street crossings must be protected by a member of the train or yard crew.

(F) SIOUX CITY, IOWA

All trains will leave or enter upon Illinois Central Railroad tracks at 28th Street switch.

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

SPECIAL INSTRUCTIONS

(G) RIVER SIOUX, IOWA

Extreme care must be exercised in making movement through crossover from the main track to the house track and cars must not be dropped through this crossover.

(H) ONAWA, IOWA

Central Division, Onawa Subdivision track from junction switch west of coal shed location to east switch at Onawa will be considered a siding.

(I) NORFOLK, NEBRASKA

Switch at the east end of Norfolk yard which governs the yard lead and old No. 1 track will have no normal position and train or yard movements must be made expecting to find this switch lined wrong for their movement.

(J) SOUTH OMAHA, NEBRASKA

West switch leading to South Omaha shows green when lined for the yard which is normal position of this switch.

Old elevator pit on east side of this track is not protected with a barricade and employees must not work along east side of this track.

(K) RESTRICTIONS OVER MISSOURI RIVER BRIDGE NO. 2 AT SIOUX CITY, IOWA

Cars with gross weight over 220,000 lbs. must not be moved over this structure without special instructions from the Chief Engineer's office in Chicago.

70 ton hoppers, gondolas or cement hoppers exceeding gross weight of 160,000 lbs. must not be handled in blocks of more than four cars. These blocks must be separated from other similar blocks and from locomotive by a minimum of five cars with average gross weight for each car not exceeding 150,000 lbs.

The following CB&Q power may be used as a two-unit engine over this structure:

CB&Q No.	Class
116 to 136 and 160 to 162	F-3
200 to 267	GP-7
270 to 289	GP-9
9130 to 9153	EMD Switcher
9300 to 9308	ALCO Switcher
9350 to 9379	BALDWIN Switcher
163 to 166	F-3-7
167 to 169, 700 to 702 and 750 to 752	F-7

The following CB&Q power may be used as a single-unit engine over this structure:

CB&Q No.	Class
400 to 411	SD-7

The following GN power may be used as a two-unit engine over this structure:

GN No.	Class
600 to 655	GP-7
900 to 915	GP-5
665 to 678 and 681 to 687	GP-9

(L) 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 921-929, inc.; SD-45 units 901-920, inc. and 937-977, inc.; and U-30-C 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.

Engines must not pass beyond the stock yard chute on Foxley siding South Omaha.

Six wheel truck engines cannot be operated around 30 degree curve on the Omaha Public Power District track which is the second spur to the west inside their gates at Florence.

The following class of engines may operate on River Track at Blair:

- GP-7—in multiples of 2 units
- GP-9—in multiples of 2 units
- GP-30 and GP-35—single unit only
- All classes of switch engines

CLEARANCE AND WEIGHT LIMITS

Weight, width and height of loaded or empty cars that pass in safety over the Iowa Division.

Maximum Gross Weight of Car and Lading	Routes	Limit of Load Measurement			
		Height above Top of Rail			
		8' Width	9' Width	10' Width	11' 6" Width
	For Points Between	Ft. In.	Ft. In.	Ft. In.	Ft. In.
315,000	Clinton and Clinton Ice House	18	9 17	11 17	1
315,000	Clinton and Belle Plaine	19	0 19	0 19	0 18
220,000	Stanwood and Tipton	22	0 22	0 22	0 22
263,000	Otis and Beverly	20	0 19	6 18	11 18
315,000	Belle Plaine and Marshalltown	19	6 19	3 18	7 17
315,000	Marshalltown and Ames	21	10 21	10 21	10 21
315,000	Ames and Missouri Valley	19	6 19	5 19	4 18
315,000	Missouri Valley and Council Bluffs	20	0 19	5 18	10 18
263,000	Missouri Valley and Fremont	20	3 19	10 19	4 18
220,000	Arlington and Irvington	19	3 18	6 17	9 16
263,000	Irvington and Dodge St.	19	3 18	6 17	9 16
220,000	Dodge St. and South Omaha	19	3 18	6 17	9 16
263,000	Sioux City (22nd St. Yard) and Omaha	20	0 19	6 16	6 16
263,000	Fremont and Norfolk	22	0 21	5 21	0 20
263,000	Irvington and Omaha	21	8 21	8 21	8 21
220,000	Fremont and Lincoln	19	4 19	4 19	3 19
210,000	Lincoln and Seward (Note H)	21	0 21	0 20	4 0
210,000	Seward and Superior	22	0 22	0 22	0 22
210,000	Blair and Lyons	22	0 22	0 22	0 22
*210,000	Sioux City (22nd Street) and Norfolk	18	8 18	2 16	6 16
210,000	Emerson and Thurston	22	0 22	0 22	0 22
178,000	Wakefield and Crofton	21	0 21	0 21	0 21
263,000	Fort Dodge and Des Moines	21	6 21	6 21	6 21
200,000	Fort Dodge and Webster City	21	6 21	6 21	6 21
200,000	Hope and Gowrie	21	6 21	6 21	6 21

*Close clearance west end Missouri River Bridge No. 2. Will not clear anyone on side of car or leaning out of engine cab, coach or caboose windows, on either side.

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 above 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 3 ft. 1 in. above top of rail on all lines.

NOTE H. Loads 11 feet wide can be handled from 3 ft. 3 in. above top of rail to 19 ft. 9 in. above top of rail.

Cars having maximum gross weight between 263,000 pounds and 315,000 pounds uniformly loaded and at least 64 ft. 8 in. over strikers may be carried on two-axle trucks with minimum axle spacing of 6 ft. 0 in. and 38 inch diameter wheels or three-axle trucks after clearing with the General Supt. of Transportation for each movement.

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.

COMPANY DOCTORS

14

Location	Address	Name	Office Phone	Home Phone
CHICAGO	C&NW Dispensary, Psgr. Term.	Thomas A. Speer, M. D., Medical Director	332-2121	
		J. K. Stack, M. D., Chief Surgeon	332-2121	944-0988
AMES	521 Duff Ave.	L. D. Bond, M. D. T. D. Gartin, M. D.	232-4421 232-4421	232-4614 232-8929
ARLINGTON		D. M. Block, M. D.	478-4123	478-4211
BELLE PLAINE	817 13th St.	C. E. Douglas, M. D.	444-2840	444-3084
BLAIR	1454 Colfax St.	W. E. Goehring, M. D. J. R. Kantor, M. D.	426-4131 426-4131	426-2139 426-4304
BOONE	6th & Marshall Streets	R. L. Wicks, M. D.	432-2335	432-6512
		W. E. Rouse, M. D.	432-2335	432-4460
CARROLL	601-4 Citizens Natl. Bank Bldg.	J. R. Anderson, M. D.	432-2335	432-1398
		A. W. Punttenney, M. D.	432-5644	432-1714
CEDAR RAPIDS	117 E. 6th St. Carroll Medical Center	R. B. Morrison, M. D.	792-3543	792-3630
		J. Martin, M. D.	792-3557	792-9372
CLINTON	2701 1st Ave., S. E. 120 3rd Ave., S. W. 1320 2nd Ave., S. E.	Wm. Basler, M. D.	365-7521	364-8951
		G. L. Schmit, M. D.	365-8616	365-6263
		T. J. Schueller, M. D.	365-7581	
		J. F. Stiles, M. D.	365-7581	
COUNCIL BLUFFS	408 Wilson Bldg.	Wm. R. Finn, M. D.	365-7581	
		J. D. O'Donnell, M. D.	243-2511	242-8254
		Geo. D. Aurand, M. D.	243-2511	242-4144
		G. M. Ellison, M. D.	243-2511	242-4541
		A. Jensen, M. D.	243-2511	242-7714
		Kerry Jensen, M. D.	243-2511	243-5770
		Dale Weber, M. D.	243-2511	242-7868
		F. Rogers, M. D.	243-2511	243-5430
		Geo. L. York, M. D.	243-2511	242-8317
		D. T. Mericle, M. D.	243-2511	
CROFTON	417 E. Washington Ave. 414 Bennett Bldg.	W. H. Foster, M. D.	242-9402	242-7966
		H. F. Trafton, M. D.	328-1801	323-3475
DAVENPORT		J. G. Kruml, M. D.	322-6697	322-4805
		C. H. Swift, M. D.	64	64
DENISON	105 N. Main	F. A. Mountford, M. D.	364-2441	364-2451
FT. DODGE	1214 Central Ave. 405 Carver Bldg.	A. H. Grau, M. D.	263-2040	263-2720
FREMONT	5th & Main 1835 E. Millarty 230 E. 22nd	W. B. McTaggart, M. D.	576-2641	573-4019
		M. Van Patten, M. D.	573-8371	573-2619
		C. S. Reeder, M. D.	721-8355	721-3811
GENEVA		R. C. Reeder, M. D.	721-1160	721-3422
		W. B. Eaton, M. D.	721-4170	721-7352
		C. F. Ashby, M. D.	759-3144	759-3538
HARTINGTON		C. J. Vlach, M. D.	254-3257	254-6285
JEFFERSON	116 S. Wilson	A. J. Jongewaard, M. D.	386-2141	386-3542
LAUREL		R. P. Carroll, M. D.	BL 6-3261	BL 6-3727
LINCOLN	1000 S. 13th St.	F. S. Webster, M. D.	432-2873	423-8764
		Paul Goetowski, M. D.	432-2873	423-6495
LOWDEN		Fred Montz, M. D.	944-5505	944-5844
MARSHALLTOWN	407 E. Main St. 102 Medical Art Center 103 Medical Arts Center	E. L. Keyser, M. D.	753-3373	753-8576
		H. E. Sauer, M. D.	752-1443	753-6842
		W. W. Southwick, M. D.	753-8371	
MISSOURI VALLEY	415 E. Erie St.	F. X. Tamisiea, M. D.	642-2701	642-2414
		R. G. Wilson, M. D.	642-2701	
MT. VERNON	111 1st St. E.	G. E. Rahn, M. D.	895-8895	895-8778
NEVADA	830 6th St.	R. H. Mordaunt, M. D.	382-2174	382-2958

COMPANY DOCTORS

Location	Address	Name	Office Phone	Home Phone
NORFOLK	900 Norfolk Ave.	G. B. Salter, M. D., Dist. Surgeon	371-3160	371-3131
	1300 Nebraska Ave.	A. J. Schwedholm, M. D.	371-3504	371-1552
		R. E. Klaas, M. D.	371-3504	371-2103
		O. J. Wullschlegler, M. D.	371-3504	371-4249
	719 Norfolk Ave.	G. L. Stewart, M. D., Ophthalmologist	371-5055	371-5854
	1109 Norfolk Ave.	E. G. Surber, M. D.	371-5330	371-9640
	900 Norfolk Ave.	G. D. Adams, M. D.	371-3160	371-9576
OAKLAND	404 N. Oakland St.	A. J. Mullman, M. D.	4041	4043
OMAHA	4239 Farnam St.	E. K. Connors, M. D., Dist. Surgeon	551-6064	345-5175
		J. D. Bisgard, M. D.	553-2588	553-6610
		S. E. Potter, M. D.	556-4220	553-7007
	4930 S. 24th St.	H. R. Elston, M. D.	731-0142	551-8232
	105 S. 17th St.	Harold Gifford, M. D.	341-5410	556-7514
		J. C. Kennedy, M. D.	341-5558	551-8347
	8721 Shamrock St.	R. S. Long, M. D.	391-9339	391-1121
	5827 N. 60th St.	R. E. Underriner, M. D.	451-1100	558-0842
ONAWA	911 Diamond St.	L. A. Gaukel, M. D.	423-1211	423-1039
		P. L. Wolpert, M. D.	423-1211	423-1038
SEWARD		V. R. Watson, M. D.	643-2956	643-4606
SIOUX CITY	501 Insurance Exch. Bldg.	J. E. Dvorak, M. D.	258-0158	239-2030
		V. R. Heimann, M. D.	258-0158	255-1798
		Virgil Kirkegaard, M. D.	258-0158	277-3280
	2417 Pierce St.	H. E. Rudersdorf, M. D.	258-7575	277-1053
		G. J. McGowan, M. D.	258-0527	255-1340
STANTON		H. S. Tennant, M. D.	801	802
STATE CENTER	503 3rd Ave. S. W.	C. R. Sokol, M. D.	483-2141	483-2408
SUPERIOR	213 E. 3rd St.	P. J. Hallgrimson, M. D.	879-3251	879-3251
		T. C. Kiekhaefer, M. D.	879-3251	879-3251
TAMA	207 W. 3rd St.	A. J. Havlik, M. D.	484-2602	484-3828
		A. J. Wentzien, M. D.	484-2602	484-3443
TEKAMAH	224 S. 13th St.	I. Lukens, M. D.	66	226
WAHOO	964 Laurel St.	I. M. French, M. D.	443-4141	443-3510
WAKEFIELD	307 Main St.	C. M. Coe, M. D.	287-2267	287-2766
WAYNE	215 W. 2nd St.	Walter Benthack, M. D.	375-2500	375-1366
WEST POINT	539 E. Decatur St.	R. H. Scherer, M. D.	372-2477	372-2128
WISNER		R. W. Dilley, M. D.	529-3266	529-3288
		Colleen Dilley, M. D.	529-3266	529-3288