

DIVISION OFFICERS

J. N. BALL	Superintendent	Oelwein
J. L. LARSON	Asst. Superintendent	Oelwein
W. E. FREEMAN	Master Mechanic	Marshalltown
P. A. STEPHENSON	Trainmaster	Kansas City
T. E. BROWN	Trainmaster	Clarion
A. L. DAMON	Trainmaster	Oelwein
R. D. MERRITT	Trainmaster	Des Moines
W. E. KNECHT	Traveling Engineer	Des Moines
E. B. STEFFENS	Asst. Trainmaster	Des Moines
R. G. HILLMAN	Asst. Trainmaster	Fort Dodge
C. E. LARSON	Div. General Foreman	Oelwein
D. F. GIFFORD	Chief Train Dispatcher	Oelwein
A. C. HALFPAP	Asst. 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
R. L. FREDERICK	Train Dispatcher	Oelwein
T. M. MARTIN	Train Dispatcher	Oelwein

ENGINEERING DEPARTMENT

J. L. SIMONS	Division Engineer	Oelwein
E. R. BOWMAN	Asst. Division Engineer	Oelwein
C. G. HESS	Roadmaster	Sycamore
G. J. KELLY	Roadmaster	Dubuque
A. H. SUBBERT	Roadmaster	New Hampton
R. L. McMACKIN	Roadmaster	Des Moines
J. J. SCHMITZ	Roadmaster <i>HASBROOK</i>	Randolph
B. WEILER	Roadmaster	St. Paul
D. M. TOLSTEAD	Roadmaster	Rochester
H. R. FORTSCH	Roadmaster	Clarion
H. B. KOBBE	Roadmaster	Carroll
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

H. P. LUKEHART	District General Car Foreman	Oelwein
A. J. CURICO	District General Car Foreman	Proviso
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. 1

Effective January 1, 1969

AT 12:01 A. M.

CENTRAL STANDARD TIME

For the information and government of employees only.

H. L. GASTLER, Vice President—Operations

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

W. G. KRANZ, Asst. General Manager

M. R. LONG, General Supt.—Transportation

R. C. CONLEY, Supt.—Transportation

J. N. BALL, Superintendent

STAY ALERT—STAY ALIVE
SAFETY FIRST

Westward—St. Paul Subdivision—Eastward

THIRD CLASS		SECOND CLASS		Mile Posts	Distance from St. Paul	Timetable No. 1		Distance from Oelwein	Capacity of Sidings	THIRD CLASS			
SOO LINE 169	167	161	165			January 1, 1969				162	168	SOO LINE 170	166
Daily except Sunday	Daily except Sunday	DAILY	Daily except Sunday			STATIONS				DAILY	Daily except Sunday	Daily except Sunday	Daily except Sunday
						Q.....	MINNEAPOLIS.....	189.1					
				529.7	0	D.....	ST. PAUL.....	178.5					
				529.2	0.5		FILLMORE AVE.....	178.0					
A. M.—	A. M.—	P. M.—	A. M.—	528.5	1.2	Q.....	STATE STREET.....	177.3		P. M.—	P. M.—	P. M.—	A. M.—
8-30	8-00	5-00	7-00	524.9	4.8	CQ.....	SOUTH ST. PAUL.....	173.7		A 12-15	A 2-25	A 3-25	A 12-35
8-40	8-10	5-10	7-10	524.1	5.6		ARMOUR AVE.....	172.9		12-05	2-17	3-17	12-23
8-42	8-12	5-12	7-12	522.0	7.7		INVER GROVE.....	170.8	61	12-02	2-15	3-15	12-20
8-46	8-16	5-16	7-16	516.2	13.5	DQ.....	ROSEPORT.....	165.0	200	11-58	2-10	3-10	12-15
A 8-55	8-25	5-24	7-24	511.2	18.5		ROSEMOUNT.....	160.0		11-48	2-00	3-00	12-05
A. M.—	A. M.—	5-32	7-32	503.1	26.6		HAMPTON.....	151.9	91	11-38	P. M.—	P. M.—	11-55
		5-44	7-44	497.2	32.5	DQ.....	RANDOLPH.....	146.0	220	11-25			11-40
		6-30	8-30	488.6	41.1		DENNISON.....	137.4	93	11-15			11-30
		6-45	8-45	483.3	46.4		NERSTRAND.....	132.1	48	10-41			10-45
		7-00	9-00	476.8	52.9	D.....	KENYON.....	125.6	222	10-33			10-35
		7-10	9-10	467.4	62.3	D.....	WEST CONCORD.....	116.2	94	10-20			10-20
		7-25	9-25	458.3	71.4	D.....	DODGE CENTER.....	107.1	93	10-00			10-00
		7-40	9-40	448.9	80.8	DQ.....	HAYFIELD.....	97.7	315	9-40			9-40
		8-00	11-00	442.5	87.2		SARGEANT.....	91.3	94	9-00			9-00
		8-12	11-12	431.5	98.2		ELKTON.....	80.3	200	8-24			8-12
		8-28	11-28	423.5	106.2		TAOPI.....	72.3		8-08			7-35
				414.9	114.8	DQ.....	McINTIRE.....	63.7	95				
		8-55	11-55	409.3	120.4	D.....	RICEVILLE.....	58.1	118	7-41			7-05
		9-04	12-04	398.9	130.8	D.....	ELMA.....	47.7	60	7-32			6-55
		9-20	12-20	395.5	134.2		ALTA VISTA.....	44.3	52	7-16			6-35
		9-25	12-25	384.6	145.1	DQ.....	NEW HAMPTON.....	33.4	190	7-11			6-30
		9-41	12-41	375.7	154.0	D.....	FREDERICKSBURG.....	24.5	82	6-55			6-10
		9-54	12-54	365.8	163.9	D.....	SUMNER.....	14.6	113	6-42			5-50
		10-10	1-10	358.1	171.6		WESTGATE.....	6.9	161	6-27			5-30
		10-22	1-22	351.2	178.5	DQ.....	OELWEIN.....	0		6-15			5-15
		A 10-35	A 1-35							6-00			5-00
		P. 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 STATE STREET

Switch at end of double track at 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 Fillmore Ave., must communicate with control operator at South St. Paul.

Westward—Tripoli Subdivision—Eastward

Mile Posts		Distance from Sumner		Timetable No. 1 January 1, 1969 STATIONS		Distance from Bremer	Capacity of Sidings
0.0	0.0	D.....	SUMNER.....	8.9 TRIPOLI 7.6 Y	16.5		
8.9	8.9	D.....	TRIPOLI.....		7.6		
16.5	16.5		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—Des Moines Subdivision—Eastward

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SECOND CLASS				Mile Posts	Distance from Oelwein	Timetable No. 1 January 1, 1969 STATIONS	Distance from Des Moines	Capacity of Sidings	THIRD CLASS			
163	141	161							164	142	162	
Daily except Sunday	DAILY	DAILY							Daily except Saturday	DAILY	DAILY	
P. M.		A. M.							P. M.		A. M.	
3.00		2.30	351.2	0	DQ.....OELWEIN.....Y	132.4			A 2.30		A 4.40	
3.15		2.45	343.8	7.4	FAIRBANK.....	125.0	180		2.10		4.20	
3.30		3.00	336.1	15.1	D.....DUNKERTON.....	117.3			1.55		4.04	
3.40		3.10	331.5	19.7	DEWAR.....	112.7			1.45		3.55	
3.45		3.15	329.5	21.7	ARMOUR.....	110.7	10		1.40		3.50	
4.10		3.40	325.3	25.9	CQ.....WATERLOO.....Y	106.5	128		1.30		3.40	
4.30		4.00	319.1	32.1	CEDAR FALLS JCT.....Y	100.3	193		12.00		1.50	
4.35		4.05	315.8	35.4	D.....HUDSON.....	97.0	80		11.40		1.41	
4.45		4.15	310.9	40.3	HICKS.....	92.1			11.30		1.31	
4.55		4.25	306.5	44.7	D.....REINBECK.....	87.7			11.20		1.22	
5.10		4.40	299.4	51.8	D.....LINCOLN.....	80.6	108		11.00		1.11	
5.20		4.50	293.9	57.3	GLADBROOK.....	75.1			10.40		1.02	
5.30		5.10	285.0	66.2	GREEN MOUNTAIN.....	66.2	56		10.20		12.46	
5.40		5.20	279.3	71.9	NORTH MARSHALLTOWN.....Y	60.5	117		10.01		12.35	
6.30	A. M. —	6.00	277.5	73.7	DQ.....MARSHALLTOWN.....Y	58.7	28		9.00	A. M. —	12.00	
6.55	11.30	6.25	263.9	87.3	MELBOURNE.....	45.1	66		8.30	10.15	11.30	
7.15	12.10	6.45	254.8	96.4	D.....BAXTER.....	36.0			8.15	9.45	11.15	
7.35	12.25	7.05	245.6	105.6	MINGO.....	26.8	50		7.59	9.14	10.59	
8.00	12.45	7.30	232.9	118.3	D.....BONDURANT.....	14.1	131		7.30	8.52	10.37	
8.25	1.00	7.45	224.6	126.6	HIGHLAND PARK.....	5.8			6.50	8.35	10.20	
A 9.35	A 1.20	A 8.05	218.8	132.4	DQ.....DES MOINES.....Y	0			6.30	8.15	10.00	
P. M.	P. M.	A. M.							A. M.	A. M.	P. M.	

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

Westward—Cedar Falls Subdivision—Eastward

Mile Posts		Distance from Cedar Falls Jct.	Timetable No. 1		Distance from Cedar Falls	Capacity of Sidings
			January 1, 1969			
			STATIONS			
0.0	0.0	CEDAR FALLS JCT.....			7.7	
7.7	7.7	D.....CEDAR FALLS.....Y			0.0	

Westward—Kansas City Subdivision—Eastward

SECOND CLASS				Mile Posts	Distance from Des Moines	Timetable No. 1 January 1, 1969 STATIONS	Distance from Kansas City	Capacity of Sidings	THIRD CLASS			
		141	161						162	142		
		DAILY	DAILY						DAILY	DAILY		
		P. M.	A. M.						P. M.	A. M.		
		2.00	9.00	218.8	0	DQ.....DES MOINES.....Y	217.1		A 5.15	A 5.45		
		2.10	9.10	214.8	4.0	MILLMAN.....	213.1		4.55	5.25		
		2.22	9.22	207.8	11.0	CUMMING.....	206.1	216	4.40	5.10		
		2.36	9.36	199.1	19.7	MARTENSDALE.....	197.4		4.20	4.53		
		3.01	10.01	184.4	34.4	PERU.....	182.7		3.50	4.25		
		3.23	10.23	173.1	45.7	DQ.....LORIMOR.....	171.4	183	3.23	4.02		
		3.38	10.38	165.3	53.5	TALMAGE.....	163.6	24	3.00	3.46		
		3.53	10.53	157.1	61.7	ARISPE.....	155.4	70	2.44	3.30		
		4.17	11.17	144.8	73.8	D.....DIAGONAL.....	143.1		2.20	3.06		
		4.50	11.50	127.7	91.1	BLOCKTON.....	126.0	42	1.44	2.30		
		5.10	12.10	117.3	101.5	D.....SHERIDAN.....	115.6	222	1.22	2.08		
		5.33	12.33	105.1	113.7	RAVENWOOD.....	103.4		1.00	1.46		
		5.44	12.44	99.3	119.5	DQ.....CONCEPTION.....	97.6	128	12.44	1.36		
		6.10	1.10	84.2	134.6	REA.....	82.5		11.59	1.08		
		6.26	1.26	74.6	144.2	D.....SAVANNAH.....	72.9	222	11.40	12.50		
		6.45	2.00	63.0	155.8	DQ.....ST. JOSEPH.....Y	61.3		11.10	12.30		
		6.50	2.05	61.8	157.0	FRANCIS STREET.....	60.1		10.30	12.15		
					157.9	FIFTH STREET.....	59.2					
					158.4	C.....TERMINAL YARD.....	58.7					
		7.30	2.45	52.9	165.9	BC JCT.....	51.2		9.45	11.30		
		7.35	2.50	50.8	168.0	WILLOW BROOK.....	49.1	113	9.40	11.25		
		7.40	2.55	48.5	170.3	FAUCETT.....	46.8		9.35	11.20		
		7.50	3.05	42.9	175.9	D.....DEARBORN.....	41.2		9.25	11.10		
		7.55	3.10	40.8	178.0	HAYDITE.....	39.1		9.20	11.05		
		8.15	3.30	29.9	188.9	BEVERLY.....	28.2	42	9.00	10.55		
		8.25	3.40	26.3	192.5	Q JCT.....	24.6		8.50	10.45		
		8.26	3.42	25.9	192.9	KIRMEYER.....	24.2	30	8.45	10.40		
		8.30	3.46	25.4	193.4	LEAVENWORTH.....	23.7		8.40	10.35		
		A 8.35	A 3.50	25.0	193.8	CNW CONN.....	23.3		8.35	10.30		
		A 9.30	A 4.50		217.1	DQ.....KANSAS CITY.....Y	0		A 7.30	A 9.30		
		P. M.	P. M.						A. M.	P. M.		

CONCEPTION

Unless otherwise instructed, trains taking siding at Conception will use South Yard.

ST. JOSEPH, FRANCIS STREET AND BC JCT.

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

LEAVENWORTH AND KANSAS CITY

Between CNW Conn. and Kansas City trains operate over tracks of MP RR. Missouri Pacific timetable and rules govern.

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).

All trains and engines will run at restricted speed between Q Jct. and Leavenworth, expecting to find main track occupied or draw span of Leavenworth Bridge open.

CB&Q westward trains and engines before entering on C&NW tracks at Q Jct. will first make certain there are no C&NW trains approaching and then may 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.

CB&Q eastward trains and engines will be governed by indications of signal located at west end of Leavenworth Bridge. If signal does not clear, movement may proceed at restricted speed.

Westward—Stockton Subdivision—Eastward

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SECOND CLASS				Mile Posts	Distance from Chicago	Timetable No. 1		Distance from Galena Jct.	Capacity of Sidings	SECOND CLASS			
			191			January 1, 1969				192			
			Tuesday Thursday Saturday			STATIONS				Monday Wednesday Friday			
			A. M.—		0	CHICAGO		157.6		A. M.—			
			11.00		7.3	DQ.....CHICAGO TRANSFER.....Y		150.3		A 2.40			
			A. M.—			C.....FOREST PARK.....		147.3		A 2.20			
			11.20	10.3	10.3	BELLWOOD.....		144.5		2.10			
			11.30	13.1	13.1	ELMHURST.....		140.8	43	1.50			
			11.37	16.8	16.8	VILLA PARK.....		139.1		1.45			
			11.40	18.5	18.5	LOMBARD.....Y		136.7		1.40			
			11.45	20.9	20.9	D.....CAROL STREAM.....		132.0		1.30			
			11.55	25.6	25.6	DQ.....INGALTON.....		126.9	87	1.20			
			12.05	30.7	30.7	D.....ST. CHARLES.....		121.7	96	1.10			
			12.15	35.9	35.9	FOX RIVER.....		120.3	97	1.07			
			12.20	37.3	37.3	WASCO.....		116.2	65	12.59			
			12.28	41.4	41.4	LILY LAKE.....		112.0	52	12.51			
			12.36	45.6	45.6	VIRGIL.....		109.0		12.45			
			12.42	48.6	48.6	DQ.....SYCAMORE.....Y		101.0	222	12.30			
			1.20	56.6	56.6	FIVE POINTS.....		98.3		11.47			
			1.25	59.3	59.3	CLARE.....Y		93.5		11.37			
			1.35	64.1	64.1	D.....ESMOND.....Y		87.8	138	11.27			
			1.45	69.8	69.8	LINDENWOOD.....		82.7		11.17			
			1.55	74.9	74.9	HOLCOMB.....Y		79.2	55	11.10			
			2.05	78.4	78.4	STILLMAN VALLEY.....		74.2		11.01			
			2.15	83.4	83.4	DQ.....BYRON.....Y		69.8		10.53			
			2.25	87.8	87.8	EGAN.....		60.9		10.37			
			2.40	96.7	96.7	D.....GERMAN VALLEY.....		56.8		10.30			
			2.50	100.9	100.9	SOUTH FREEPORT.....Y		50.9	222	10.20			
			3.10	106.7	106.7	BOLTON.....		43.3		9.42			
			3.25	114.3	114.3	PEARL CITY.....		37.6		9.32			
			3.35	120.0	120.0	KENT.....		32.7		9.24			
			3.50	124.9	124.9	EAST STOCKTON.....		28.6		9.16			
			4.05	129.0	129.0	DQ.....STOCKTON.....Y		26.5		9.10			
			4.15	131.1	131.1	GOLDEN.....		26.1		9.00			
			4.20	131.5	131.5	WOODBINE.....		19.0		8.46			
			4.35	138.6	138.6	D.....ELIZABETH.....		14.3		8.39			
			4.48	143.3	143.3	NORTH HANOVER.....		11.0	222	8.33			
			4.55	146.6	146.6	RICE.....		4.0		8.19			
			5.10	153.6	153.6	GALENA JCT.....Y		0		8.10			
			A 5.20 P. M.	157.6	157.6					P. M.			

Between Chicago (Grand Central Station) and Forest Park trains operate over track of B&OCT RR. B&OCT timetable and rules govern.

Westward—Dubuque Subdivision—Eastward

SECOND CLASS				Mile Posts	Distance from Dubuque Jct.	Timetable No. 1 January 1, 1969		Distance from Oelwein	Capacity of Sidings	SECOND CLASS			
			191			STATIONS				192			
			Tuesday Thursday Saturday P. M.							Monday Wednesday Friday P. M.			
			5.20	157.6		GALENA JCT.	88.2			A 8.10			
						C.....PORTAGE	87.7						
						C.....EAST CABIN	74.9						
			5.50	171.9	0	C.....DUBUQUE JCT.	73.9			7.40			
				172.1	0.2	DUBUQUE	73.7						
			6.20	174.2	2.3	DQ.....FAIR GROUND	71.6	182		7.30			
			6.35	180.1	8.2	DURANGO	65.7			6.55			
			6.50	187.9	16.0	GRAF	57.9	165		6.38			
			7.05	196.0	24.1	FARLEY	49.8	59		6.20			
			7.18	202.5	30.6	D.....DYERSVILLE	43.3			6.10			
			7.28	207.5	35.6	PETERSBURG	38.3			6.03			
			7.58	210.6	38.7	ALMORAL	35.2	222		5.58			
				215.2	43.3	ONEIDA	30.6						
			8.30	225.3	53.4	DUNDEE	20.5			5.36			
			8.40	230.4	58.5	LAMONT	15.4	38		5.28			
			8.50	235.2	63.3	D.....AURORA	10.6			5.20			
			9.00	239.7	67.8	STANLEY	6.1			5.13			
			9.10	244.0	72.1	FELTON	1.8			5.05			
			A 9.15 P. M.	245.8	73.9	DQ.....OELWEIN	0			5.00 P. M.			

Special Instructions Governing Movements Between Galena Jct. and Dubuque Jct.

GALENA JCT. AND PORTAGE

Between Galena Jct. and Portage trains operate over tracks of CB&Q Railroad. CB&Q Rules govern.

Galena Jct. CB&Q, MP 171.60
 Portage CB&Q, MP 172.35
 Maximum speed, All trains REDUCED SPEED not exceeding 25 MPH
 MP 157.6—Galena Jct., over junction switches 10 MPH
 MP 171.64—Over Galena Drawbridge, trains handling ore cars 10 MPH

Trains will not require a CB&Q Clearance or train orders. Movements will be governed by signal indications which supersede the superiority of trains. Galena Jct. is a remotely controlled interlocking. Special Instructions are posted in shelter houses to govern hand operation of switches.

PORTAGE AND DUBUQUE JCT.

Between Portage and Dubuque Jct. trains operate over tracks of IC RR. IC Rules govern.

Portage IC, MP 168.8
 East Cabin IC, MP 181.5
 Dubuque Jct. IC, MP 182.3

Two Tracks: Between East Cabin and Portage Main Tracks designated as follows:

Track No.	Location	Use
1	North	Westward Trains
2	South	Eastward Trains

Between Dubuque Jct. and Portage, trains will display signals as provided by train orders of their respective roads.

Between Dubuque Jct. and Portage trains may run without train orders. Second class and extra trains, except work extras, receiving clear train order signal at East Cabin, or clear home signal at Portage, may run ahead of overdue first class trains between these stations.

PORTAGE AND DUBUQUE JCT.—Continued

Trains may pass "STOP AND PROCEED" signals without stopping, proceeding at restricted speed through entire block expecting to find train in block, broken rail, obstruction, or switch not properly lined.

Between Dubuque Jct. and East Cabin, controlled manual block signals govern the use of the blocks; their indications supersede timetable superiority. They do not dispense with the use or observance of other signals whenever and wherever they may be required.

Illinois Central definition for restricted speed reads as follows:—"Proceed prepared to stop short of train, obstruction, or switch not properly lined and look out for broken rail, but not exceeding 15 M.P.H."

SPEED RESTRICTIONS

Speeds shown are maximum authorized between points named but do not modify any rule or instruction which may require lower speed.

	Freight Trains: Passenger or GP Type Engines	All Trains: Switcher or Transfer Engines	Wrecking Derricks and Eight-Wheel Locomotive Cranes
Maximum speed	60	45	30
Between East Cabin and Dubuque Jct.	10	10	10
Through turnouts	15	15	15
Westward—Between MP 172 and MP 173 curves	40	40	25
Westward—Between MP 177.5 and MP 178 curve	50	45	30
Eastward—Between MP 177 and MP 178 curve	50	45	30

Westward—Mason City Subdivision—Eastward

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THIRD CLASS		SECOND CLASS			FIRST CLASS	Mileposts and Distance from Hayfield	Timetable No. 1			Distance from Clarion	Capacity of Sidings	FIRST CLASS	SECOND CLASS			THIRD CLASS	
183	185	CRI&P 67	CRI&P 65	181	CRI&P 17		January 1, 1969	STATIONS				CRI&P 18	CRI&P 66	182	CRI&P 68	184	
Daily ex. Sat. & Sun.	Saturday Only	DAILY	DAILY	Daily except Sunday	DAILY							DAILY	DAILY	Daily except Sunday	DAILY	Daily except Sunday	
				A. M.		0.0	DQ.....	HAYFIELD.....	Y	101.0				A. M.			
				3.00		5.0		WALTHAM.....		96.0				A 11.05			
				3.10		9.8		MAYVILLE.....		91.2				10.55			
				3.20		17.5	DQ.....	AUSTIN.....	Y	83.5	68			10.45			
P. M.— 3.30	A. M.— 10.30			A 3.35		28.2		LYLE.....		72.8	56			10.30		A. M.— A 9.55	
3.55	10.55			A. M.—		34.0		MELTONVILLE.....		67.0				A. M.—		9.30	
4.05	11.05					40.9		BOLAN.....		60.1						9.20	
4.20	11.20	P. M.— 6.30	A. M.— 5.30		P. M.— 1.45	48.2	C.....	MANLY.....	Y	52.8		P. M.— A 3.40	A. M.— A 10.59		P. M.— A 11.15	9.05	
4.35	11.35					48.9		WEST MANLY.....		52.1	66					8.50	
						56.4		NORTH YARD.....		44.6	55						
A 5.00	A 11.59	6.52	5.52		s 1.59	57.6	CQ.....	MASON CITY.....	Y	43.4	W-19 E-47	s 3.29	10.36		10.47	8.30	
P. M.	A. M.	A 7.01	A 6.01		A 2.08	59.1		CLEAR LAKE JCT.....		41.9	18	3.18	10.27		10.38	A. M.—	
		P. M.—	A. M.—		P. M.—	64.9		BURCHINAL.....		36.1		P. M.—	A. M.—		P. M.—		
						71.2		SWALEDALE.....		29.8							
						75.8	D.....	THORNTON.....		25.2	56						
						81.3	D.....	MESERVEY.....		19.7							
						90.4	D.....	BELMOND.....		10.6	15						
						101.0	DQ.....	CLARION.....	Y	0							

Special Instructions Governing Movements Between Manly and Clear Lake Jct.

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

RULE 1 STANDARD TIME

Clocks showing Central Standard Time are located at:

Manly..... Passenger Station
Mason City..... Passenger 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, first class trains will register by Register ticket except when displaying signals.

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.

Trains originating at Manly must obtain a Clearance.

RULE 97—Rule 97 does not apply between Clear Lake Jct. and North Yard.

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 Ry., Missouri Division, General Orders are posted:

Des Moines..... Passenger Station..... Enginehouse
Yard Office
Iowa Falls..... Yard Office
Manly..... Passenger Station..... Yard Office
Minneapolis..... Passenger Station
Inver Grove..... Yard Office..... Enginehouse

RULE 505 AUTOMATIC BLOCK SIGNAL TERRITORY

Between North Yard and Mason City.

MANUALLY CONTROLLED INTERLOCKINGS, DRAWBRIDGES, AND JUNCTIONS

C&NW-CRI&P..... Manly
Iowa Terminal-CRI&P-C&NW..... Clear Lake Jct.

AUTOMATIC INTERLOCKINGS

C&NW..... Mason City (MP 57.0)
CMS&P..... Mason City (MP 58.5)

SPEED RESTRICTIONS

LOCATION	Restrictions	
	MPH	
	Psg.	Freight
MASON CITY SUBDIVISION		
BETWEEN MANLY AND CLEAR LAKE JCT.		
Maximum speed, miles per hour:		
Passenger trains.....	55	
Freight trains.....	45	
MP 48.9—Over C&NW-CRI&P Crossing.....	20	20
MP 57.0—Over C&NW Crossing, Mason City.....	20	20
MP 54.7 to 59.1—Between North Yard and Clear Lake Jct.		
REDUCED SPEED not exceeding.....	20	20

Trains and engines are governed by Additional Speed Restrictions on Page 12, and rule modifications in Special Instructions on pages 12 to 17, inclusive.

7 Westward—Clarion Subdivision—Eastward

SECOND CLASS	Mile Posts	Distance from Oelwein	Timetable No. 1 January 1, 1969 STATIONS	Distance from Clarion	Capacity of Sidings	SECOND CLASS
193						194
Tuesday Thursday Saturday						Monday Wednesday Friday
A. M.						A. M.
8.00	245.8	0	CQ.....OELWEIN.....Y	98.8		11.00
8.20	254.5	8.7	ORAN.....	90.1		10.45
8.35	262.2	16.4	D.....READLYN.....	82.4	200	10.30
10.00	275.0	29.2	DQ.....WAVERLY.....Y	69.6	143	10.00
10.15	281.5	35.7	SHELL ROCK.....	63.1	66	8.40
10.30	288.4	42.6	D.....CLARKSVILLE.....	56.2	63	8.25
10.45	295.4	49.6	DQ.....ALLISON.....	49.2	53	8.10
10.55	301.3	55.5	BRISTOW.....	43.3	96	7.55
11.05	305.5	59.7	DUMONT.....	39.1		7.45
11.20	312.1	66.3	HANSELL.....	32.5	54	7.30
11.59	317.5	71.7	DQ.....HAMPTON.....Y	27.1	66	7.20
12.15	325.8	80.0	COULTER.....	18.8		6.45
12.35	334.9	89.1	ROWAN.....	9.7	50	6.25
12.45	338.3	92.5	SOLBERG.....	6.3		6.15
A 1.00 P. M.	344.6	98.8	DQ.....CLARION.....Y	0		6.00 A. M.

Westward—Council Bluffs Subdivision—Eastward

SECOND CLASS	Mile Posts	Distance from Clarion	Timetable No. 1 January 1, 1969 STATIONS	Capacity of Sidings	THIRD CLASS
195					196
Daily except Sunday					Daily except Sunday
A. M.					P. M.
10.30	344.6	0	DQ....CLARION.....Y		A 6.55
10.40	349.4	4.8	FLORENCE.....		6.40
11.00	354.4	9.8	EAGLE GROVE.....Y	93	6.30
11.10	358.8	14.2	NUEL.....		6.05
11.20	362.7	18.1	D.....VINCENT.....	53	5.55
11.30	367.4	22.8	INDUSTRY.....		5.45
A 11.45 A. M.	372.5	27.9	DQ...FORT DODGE....Y	48	5.30 P. M.
	380.3	35.7	MOORLAND.....Y	62	
	384.3	39.7	ROELYN.....	52	
	388.8	44.2	D.....SOMERS.....	52	
	392.6	48.0	RINARD.....		
	398.8	54.2	LOHRVILLE.....	98	
	402.6	58.0	WIGHTMAN.....		
	408.0	63.4	D.....LANESBORO.....	98	
	414.4	69.8	LIDDERDALE.....		
	420.8	76.2	DQ...CARROLL.....Y	132	
	429.1	84.5	HALBUR.....	52	
	430.8	86.2	NW JUNCTION.....		
	437.9	93.3	MANNING.....	50	
	449.1	104.5	IRWIN.....	53	
	461.1	116.5	DQ.....HARLAN.....Y	95	
	469.3	124.7	TENNANT.....	53	
	480.0	135.4	MINDEN.....		
	487.5	142.9	BENTLEY.....	47	
	490.2	145.6	PETER.....		
	476.6	147.5	McCLELLAND.....	73	
	501.9	157.3	RIGG.....		
	504.2	159.6	Q...COUNCIL BLUFFS..Y		

PETER AND RIGG

Between Peter and Rigg trains operate over C&NW Ry-CRI&P RR 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.

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WESTWARD —Highland Park Subdivision— EASTWARD

	Distance from Highland Park	Timetable No. 1 January 1, 1969 STATIONS	Distance from Des Moines	Capacity of Sidings	
	0	Q.....HIGHLAND PARK.....	7.4		
	2.3	2.3HARRIS.....	5.1		
	4.0	1.7FLINT JCT.....	3.4		
	7.4	3.4DES MOINES (DM&CI)....	0		

WESTWARD —Beaver Valley Subdivision— EASTWARD

Distance from Flint Jct.	Timetable No. 1		Distance from Granger	Capacity of Sidings
	January 1, 1969			
	STATIONS			
0		FLINT JCT.....	14.3	
0.3		BEAVER VALLEY.....	14.0	
1.5		ACME.....	12.8	
5.0		JOHNSTON.....	9.3	
7.1		CAMP DODGE.....	7.2	
9.0		HERROLD.....	5.3	
14.3		GRANGER.....	0	

SPECIAL INSTRUCTIONS

RULE 1

STANDARD TIME

Clock showing Central Standard Time is located at:
Highland Park..... Yard Office.

RULE 93 (Revised)

All tracks of the DM&CI Ry. are located within yard limits. Rule 93 (Revised) applies. (See page 13)

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 (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.

RULE 109

BULLETIN BOARD LOCATION

Highland Park..... Yard Office

WEIGHT LIMITATIONS

Maximum weight of cars that may be moved on DM&CI Ry. 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 12 to 17, inclusive.

SPEED RESTRICTIONS

LOCATION	Restrictions
	Miles Per Hour
	All Trains
HIGHLAND PARK SUBDIVISION	
BETWEEN HIGHLAND PARK AND DES MOINES	
Maximum speed, miles per hour:	
All trains.....15	
BEAVER VALLEY SUBDIVISION	
BETWEEN FLINT JCT. AND GRANGER	
Maximum speed, miles per hour:	
All trains.....20	
CMStP&P Crossing, Granger.....	Stop

In addition to speed restrictions shown above, trains and engines are governed by additional speed restrictions on page 12.

SPEED RESTRICTIONS (Continued on page 10)

LOCATION	Restrictions		LOCATION	Restrictions	
	Miles per Hour			Miles per Hour	
	All Trains			All Trains	
ST. PAUL SUBDIVISION			DES MOINES SUBDIVISION—Continued		
BETWEEN ST. PAUL AND KENYON			MP 239.2 to 235.1—Between 6.4 miles west of Mingo and 2.2 miles east of Bondurant.....		
Maximum speed, miles per hour:			MP 226.3—Around curve.....		
All trains.....			MP 225.3—Around curve.....		
MP 529.7 to 528.5—Between State Street and St. Paul			MP 224.0 to 218.8—Between Highland Park and Des Moines		
REDUCED SPEED not exceeding.....			MP 220.9—CRI&P-DMU and CB&Q crossings.....		
MP 525.1—So. St. Paul, over Grand Ave. crossing.....					
MP 524.1—So. St. Paul, over Armour Ave. crossing.....					
MP 528.5 to 517.0—Between 0.8 mile west of Roseport and State Street.....					
Roseport Lead over Highway 52-56 crossing.....					
MP 513.6 to 512.6—Around curves.....					
MP 507.1 to 506.2—Around curves.....					
MP 488.6 to 483.3—Between Nerstrand and Dennison.....					
MP 482.1 to 481.9—Around curves.....					
MP 481.4 to 479.9—Around curves.....					
MP 479.3—Around curve.....					
MP 477.6—Around curve.....					
BETWEEN KENYON AND HAYFIELD			KANSAS CITY SUBDIVISION		
BETWEEN DES MOINES AND MP 182.6					
Maximum speed, miles per hour:			Maximum speed, miles per hour:		
All trains.....			All trains.....		
MP 460.0 to 458.3—Between Dodge Center and 1.6 miles west of Dodge Center.....			MP 207.2—Around curve.....		
MP 458.3—Dodge Center, over C&NW crossing.....			MP 206.8—Around curve.....		
MP 449.0 to 448.9—Hayfield, over street crossings.....			MP 203.1—Around curve.....		
BETWEEN HAYFIELD AND OELWEIN			MP 202.5—Around curve.....		
Maximum speed, miles per hour:			MP 201.6—Around curve.....		
All trains.....			MP 201.2—Around curve.....		
MP 449.0 to 448.9—Hayfield, over street crossings.....			MP 200.9—Around curve.....		
MP 430.3 to 423.5—Between Elkton and Taopi.....			MP 200.3—Around curve.....		
MP 423.5—Over CMStP&P crossing, Taopi.....			MP 199.3—Around curve.....		
MP 423.5 to 385.0—Between Taopi and New Hampton.....			MP 198.2—Around curve.....		
MP 385.0—Over CMStP&P crossing, New Hampton.....			MP 195.7—Around curve.....		
MP 385.0 to 366.3—Between New Hampton and Sumner.....			MP 190.1—Around curve.....		
			MP 187.6—Around curve.....		
			MP 184.6—Around curve.....		
			MP 183.6—Around curve.....		
			BETWEEN MP 182.6 AND MP 100.2		
			Maximum speed, miles per hour:		
			All trains.....		
			MP 166.8—Around curve.....		
			MP 165.0—Around curve.....		
			MP 163.8—Around curve.....		
			MP 145.7—Around curve.....		
			BETWEEN MP 100.2 AND LEAVENWORTH		
			Maximum speed, miles per hour:		
			All trains.....		
			MP 83.8—Around curve.....		
			MP 71.7 to 70.7—Around curves.....		
			MP 64.3 to 63.9—Between 1.3 miles east of St. Joseph and 0.9 mile east of St. Joseph.....		
			MP 63.9 to 61.8—Between 0.9 mile east of St. Joseph and Francis Street.....		
			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 52.9—BC Jct., within interlocking limits.....		
			MP 52.9 to 30.2—Between BC Jct. and Beverly.....		
			MP 29.9—Over CB&Q crossing, Beverly.....		
			MP 28.5—Around curve.....		
			MP 26.3 to 25.6—Between Q Jct. and Leavenworth bridge.....		
			MP 25.6 to 25.0—Over Leavenworth bridge and MP connection.....		

SPEED RESTRICTIONS (Concluded)

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LOCATION	Restrictions		LOCATION	Restrictions	
	Miles per Hour			Miles per Hour	
	All Trains			All Trains	
STOCKTON SUBDIVISION—Continued			COUNCIL BLUFFS SUBDIVISION—Continued		
BETWEEN MP 76 AND MP 107			Fort Dodge over Gypsum Line.....		
Maximum speed, miles per hour:			MP 373.6—Ft. Dodge, over high bridge.....		
All trains.....		50	MP 380.3—Over C&NW crossing, Moorland.....		10
MP 78.4—Over CB&Q crossing.....		25	MP 388.8—Over CRI&P crossing, Somers.....		20
MP 87.0—Around curve.....		30	MP 398.2—Over C&NW and CMStP&P crossing, Lohrville..		15
MP 87.2—Over Rock River bridge.....		25	MP 420.2 to 421.1—Carroll, over street crossings.....		20
MP 88.3—Over CMStP&P crossing.....		25	MP 463.9 to 483.4—Between 2.8 miles west of Harlan and 4.1		15
MP 90.6—Around curve.....		40	miles east of Bentley.....		30
BETWEEN MP 107 AND GALENA JCT.			MP 490.2 to 501.9—Between Peter and Rigg trains and		
Maximum speed, miles per hour:			engines are governed by speed restrictions in CRI&P		
All trains.....		45	timetable.		
MP 124.7 to 135.0—Between Kent and 3.5 miles west of		35	MP 501.9 to 502.5—Between Rigg and 1.7 miles east of		
Golden.....			Council Bluffs.....		
MP 152.4—Through Winston tunnel.....		20	MP 504.6—Over CB&Q crossing.....		
MP 153.6 to 157.6—Between Rice and Galena Jct.....		35	MP 505.2 to 505.3—C&NW, CB&Q and OB&T crossings.....		
MP 157.6—Over junction switches Galena Jct.....		10	MP 504.6 and 504.8—Council Bluffs, Main and 6th Street		
DUBUQUE SUBDIVISION			crossings.....		
BETWEEN DUBUQUE JCT. AND OELWEIN			MP 504.9 and 505.0—Council Bluffs, 7th and 8th Street		
Maximum speed, miles per hour:			crossings.....		
All trains.....		45	MP 505.5—Council Bluffs, 17th Street crossing.....		
MP 171.7 to 174.5—Between Dubuque Jct. and Fair Ground..		20	MASON CITY SUBDIVISION		
MP 172.1—Over CMStP&P crossing.....		15	BETWEEN HAYFIELD AND CLARION		
MP 174.5 to 195.0—Between Fair Ground and 7.1 miles west		30	Maximum speed, miles per hour:		
of Graf.....			All trains.....		
MP 215.2—Over CMStP&P crossing, Oneida.....		20	MP 448.9 to 449.0—Hayfield, over street crossings.....		30
MP 235.3 to 244.5—Between Aurora and 0.5 miles west of		35	MP 12.7—Over CMStP&P crossing 4.8 miles east of Austin..		20
Felton.....			MP 15.9—Over CMStP&P crossing 1.6 miles east of Austin..		
MP 245.2—Over CRI&P crossing, Oelwein.....		15	MP 16.2 to 17.7—Austin, over street crossings.....		20
MP 245.4—Oelwein, over Frederick Street crossing.....		10	MP 16.2—Austin—Oak Street crossing, Main track-		15
CLARION SUBDIVISION			Switching.....		10
BETWEEN OELWEIN AND CLARION			Sundays.....		5
Maximum speed, miles per hour:			MP 21.3 to 28.0—Between 3.8 miles west of Austin and 0.2		Stop
All trains.....		35	mile east of Lyle.....		15
MP 274.9 to 275.7—Waverly, over street crossings.....		10	MP 28.2—IC crossing, Lyle.....		Stop
MP 276.0—Over IC crossing, Waverly.....		20	MP 28.0 to 48.2—Between 0.3 mile east of Lyle and Manly..		25
MP 288.4—Over CRI&P crossing, Clarksville.....		30	MP 48.2 to 59.1—Between Manly and Clear Lake Jct. trains		25
MP 305.5—Over C&NW crossing, Dumont.....		20	and engines are governed by speed restrictions as shown on		
MP 310.0 to 344.6—Between 2.1 miles east of Hansell and		25	Page 6.		25
Clarion.....			MP 59.1 to 101.0—Between Clear Lake Jct. and Clarion.....		
MP 317.7 to 318.1—Over C&NW and CRI&P crossings,		20	MP 89.3—CRI&P crossing 1.1 miles east of Belmond.....		Stop
Hampton.....		15	MP 88.9 to 90.4—Belmond, over street crossings.....		10
MP 334.9—Over CRI&P crossing, Rowan.....			MP 90.6—C&NW crossing 0.2 mile west of Belmond.....		Stop
COUNCIL BLUFFS SUBDIVISION			BRANCH LINES		
BETWEEN CLARION AND COUNCIL BLUFFS			BETWEEN CEDAR FALLS JCT. AND CEDAR FALLS....		
Maximum speed, miles per hour:			BETWEEN SUMNER AND BREMER.....		
All trains.....		35			
MP 344.8—Over CRI&P crossing, Clarion.....		20			
MP 354.1 to 355.2—Eagle Grove, over street crossings.....		15			
MP 372.8—Over FDDM&S crossing, Ft. Dodge.....		10			

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	Scale Test Cars
	MPH	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.

When a lower speed is prescribed it will govern. Such cars to be handled only upon specific instructions from Chief Train Dispatcher. SCALE TEST cars are to be placed in train 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. Where a lower speed is prescribed it will govern.

(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. Where a lower speed is prescribed it will govern.

(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
Where a lower speed is prescribed it will govern.

(G) Trains handling the following switch engines in tow must not exceed a speed of 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 a speed of 45 MPH.

Where a lower speed is prescribed it will govern.

(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 (Continued on page 12)

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.

RULE 1 STANDARD TIME

Clocks showing Central Standard Time are located at:

Chicago Transfer.....	Yard Office
Sycamore.....	Operator's Office
Stockton.....	Operator's Office
Fair Ground.....	Operator's Office
Oelwein.....	Train Dispatcher's Office
	Operator's Office
Waterloo.....	Enginemen's Welfare Room
Marshalltown.....	Agent's Office
Des Moines.....	Operator's Office
	Operator's Office
	Engine Foreman's Office
St. Joseph.....	Operator's Office
Kansas City.....	Yard Office
Clarion.....	Operator's Office
	Enginehouse
Ft. Dodge.....	Operator's Office

RULE 1—Concluded STANDARD TIME

Council Bluffs.....	Yard Office
	Enginehouse
Hayfield.....	Operator's Office
Randolph.....	Operator's Office
State Street.....	Yard Office
	Enginemen's Welfare Room
St. Paul.....	Union Depot
Minneapolis.....	East 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
- Q—Radio installations
- 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:

Chicago Transfer	Carroll (b)	Mason City (a)
Forest Park (a)	Des Moines	Oelwein
Portage (a)	Ft. Dodge	Roseport (b)
East Cabin (a)	Hayfield (b)	State Street (e)
Austin	Kansas City	South St. Paul (c)
Clarion	Manly (d)	Terminal Yard (a)
Council Bluffs		

- (a) Trains will register by Register ticket.
- (b) At Carroll, Hayfield and Roseport only trains that originate or terminate will register.
- (c) At South St. Paul trains will register by Register ticket except when displaying signals.
- (d) Manly is a register station only for trains originating and terminating; first class trains will register by Register ticket except when displaying signals.
- (e) State Street is a register station only for C&NW Ry. trains.

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) Westward trains originating at Chicago Transfer must obtain a Clearance at Chicago Transfer.
- (b) Rule 83 (B) does not apply at Forest Park. Westward trains originating at Chicago must obtain a Clearance at Forest Park.
- (c) Eastward trains must obtain a Clearance at Kansas City.
- (d) All trains must obtain a Clearance at Des Moines, Clarion and Oelwein.
- (e) Westward trains must obtain a clearance at South St. Paul.
- (f) Trains originating at Roseport must obtain a Clearance at Roseport.
- (g) No. 182, No. 183 and No. 185 must obtain a Clearance at Austin.
- (h) No. 196 must obtain a Clearance at Ft. Dodge.
- (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 CNW Conn.
Sumner and Bremer

Rule 97 does not apply in double track territory.

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

C&NW.....	Oelwein; Clarion; Hayfield; McIntire; Randolph; Cedar Falls Jct.; Sumner; Sycamore; Council Bluffs; Belmond
CB&Q.....	Des Moines; Q Jct.; Leavenworth; Council Bluffs; Terminal Yard; Hickory Street (St. Joseph)
OB&T.....	Council Bluffs
CRI&P.....	Terminal Yard; 1.1 miles west of Terminal Yard; Hickory Street (St. Joseph), Rowan; Somers; 1.1 miles east of Belmond; 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
Clarion Subdivision
Council Bluffs Subdivision between Moorland and Peter
Mason City Subdivision between Hayfield and Manly
Mason City Subdivision between Clear Lake Jct. 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."

RULE 99—Continued

(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 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:

- (A) "Eastward trains between H and F, except Extra 1709 East, wait at H until 11:01 P.M."
- (B) "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."
- (C) "Extra 1730 West has right over all trains between A and C, 6:01 P.M. until 11:01 P.M."
- (D) "Engine 1730 run extra A to D and return to A has right over all trains between A and D, from.....(time).....until.....(time)....."
- (E) 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.

RULE 104 (H) SPRING SWITCHES

#*ELMHURST—At end of double track, normal position is for eastward main track. See Note 1.

#*EAST STOCKTON—At end of double track, normal position is for westward main track. See Note 1.

#*GOLDEN—At end of double track, normal position is for eastward main track. See Note 1.

#NORTH HANOVER—West switch of siding, normal position is for the main track. See Note 2.

#ALMORAL—At west end of siding, normal position is for the main track. See Note 2.

#*FELTON—At end of double track, normal position is for westward main track. See Note 1.

FAIRBANK—At west end of siding, normal position is for the main track. See Note 3.

DES MOINES—(1) East end of yard, normal position is for the main track. See Note 3.

(2) West end of yard, normal position is for the main track. See Note 3.

#CUMMING—At west end of siding, normal position is for the main track. See Note 2.

#LORIMOR—At west end of siding, normal position is for the main track. See Note 2.

SHERIDAN—At east switch of siding, normal position is for the main track. See Note 3.

SAVANNAH—At west switch of siding, normal position is for the main track. See Note 3.

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

OELWEIN—At west end of yard, normal position is for eastward main track. See Notes 3 and 4.

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

*Indicates maximum speed of 20 MPH through spring switches entering or leaving siding.

Note 1.—Trains moving against the current of traffic onto single track are governed by color light signal and must stop clear of signal. Crew member will proceed to signal and insert switch key in slot on side of signal, turning key clockwise as far as possible and removing key. After a time interval varying from three (3) minutes to six (6) minutes, depending on location, signal will clear. Signal will remain clear for approximately three (3) minutes, or until movement is made by end signal. If movement is not made within three (3) minutes after signal clears, the signal will again display STOP indication and procedure must be repeated.

Note 2.—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 3.—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 the block signal system.

Note 4.—At Oelwein lunar light indicator located on signal mast below the signal. The lunar indicator will indicate position of first switch east of spring switch entering Oelwein Yard. When lunar indicator is lit, the first switch east of spring switch is lined in normal position for main track movement. When lunar indicator is dark, switch is lined for movement to yard track.

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:

Chicago Transfer	Yard Office
Sycamore	Operator's Office
Stockton	Operator's Office
Fair Ground	Operator's Office
Oelwein	Operator's Office
Waterloo	Freighthouse
Cedar Falls	Operator's Office
Marshalltown	Operator's Office
	Yard Office (Bell Ave.)
	Enginemen's Welfare Room (Bell Ave.)
Des Moines	Yard Office (Hull Ave.)
	Yard Office (FDDM&S Ry.)
	CB&Q Yard Office
St. Joseph	Operator's Office
Kansas City	Yard Office
Creston	CB&Q Yard Office
Clarion	Yard Office
Fort Dodge	Agent's Office
	Yard Office (FDDM&S Ry.)
Carroll	Operator's Office
Council Bluffs	Yard Office
Hayfield	Station
Randolph	Operator's Office
State Street	Yard Office
Mason City	Passenger Station
	Enginemen's Welfare Room

RULE D-151 MAIN TRACKS

Double track is in operation between:

Forest Park and Elmhurst
East Stockton and Golden
Portage and East Cabin—ICRR
Felton and Oelwein
Armour Avenue and Fillmore Avenue

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.

RULE 222 (D&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.

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 employee 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:

Forest Park and Galena Jct.
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 employees from promptly and properly protecting the movement.

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

B&OCT	Forest Park
CB&Q	Galena Jct.
CB&Q-IC	Portage
IC	East Cabin
CB&Q	0.6 mile east of Dubuque Jct.
IC	Dubuque Jct.
IC	Waterloo
CRI&P	Des Moines (Reddy)
CB&Q	Francis Street
MP	Leavenworth
CRI&P-C&NW	Manly
Iowa Terminal—CRI&P	Clear Lake Jct.
Missouri River Drawbridge	Leavenworth
Mississippi River	
Drawbridge	St. Paul
CRI&P	Rigg, Peter
AT&SF	BC Jct.
C&NW	Fillmore Ave.

RULES 613-614 AUTOMATIC INTERLOCKINGS

IC	Elmhurst
CMSiP&P	2.2 miles east of Clare
CB&Q	Holcomb
CMSiP&P	Byron
CMSiP&P	Dubuque
CMSiP&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
CMSiP&P	New Hampton
CMSiP&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	Lohrville
CMSiP&P	Lohrville
CMSiP&P	MP 12.7 (Mason City Subdivision)
CMSiP&P	1.6 miles east of Austin
C&NW	Mason City
CMSiP&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 employees 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 employees 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—DIESEL LOCOMOTIVES: In the event the hot box detector indicates an abnormal condition on a diesel 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 locomotives, to cut out the traction motor on the axle involved, and thereby proceed with the unit in the consist.

Employees 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.

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) DRAGGING EQUIPMENT DETECTORS

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

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. After train is in condition for movement dispatcher will instruct trainmen to operate knife switch located in the small box on top of signal case and locked with a switch lock. Placing the knife switch in the down position will cause the red detector light on the signal mast to be extinguished, and will permit automatic signal to clear providing there is no train or other obstruction in the block.

(B) 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.

(C) 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 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.

(D) 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.

(E) 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'	9'	10'	11' 6"
		Width	Width	Width	Width
263,000	Chicago and Stockton.....	18	5 18	5 18	5 18
263,000	Stockton and Dubuque.....	16	8 16	3 15	9 14
263,000	Dubuque and Oelwein.....	20	4 20	4 20	4 20
263,000	Oelwein and Des Moines.....	20	6 20	3 19	10 18
263,000	Des Moines and Kansas City.....	18	9 18	7 18	4 17
263,000	Oelwein and St. Paul.....	19	8 19	8 19	8 19
263,000	St. Paul and Minnesota Transfer...	17	6 17	6 17	6 17
263,000	Oelwein and Clarion.....	20	6 20	6 20	6 20
263,000	Hayfield and Clarion.....	21	6 21	6 21	6 21
263,000	Clarion and Council Bluffs.....	19	6 19	6 19	6 19
220,000	Sumner and Bremer.....	18	9 18	9 18	9 18
220,000	Cedar Falls Jct. and Cedar Falls...	21	6 21	6 21	6 21

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.

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

CHICAGO TERMINAL DIVISION

Location	Address	Name	Office Phone	Home Phone
CHICAGO	C&NW Dispensary, 127 N. Clinton St. (6:30 A.M.—5:00 P.M., C.S.T. Daily except Saturday, Sunday & Holidays)	J. K. Stack, M. D., Chief Surgeon	332-2121	944-0988
	Passavant Hospital, Emergency Room, 303 E. Superior St.		944-4200	
	St. Joseph Clinic, 4809 W. Chicago Ave.	R. J. Dougherty, M. D.	261-1400	
	9029 S. Western Ave.	G. F. Kruse, M. D.	238-2006	
ELMHURST	7147 West Higgins Road	J. M. Lally, M. D.	631-0081	631-0081
	Du Page Memorial Hospital, 315 Schiller		833-1400	
	116 Cottage Hill Ave.	Arthur P. LeBeau, M. D.	834-3282	
NORTH LAKE	Westgate Medical Center, 212 E. North Ave.	D. E. Hockman, M. D.	562-2200	
MELROSE PARK	Westlake Community Hospital, 1225 Superior St.		681-3000	
MAYWOOD	Joslyn Clinic, 1908 St. Charles Road	A. E. Joslyn, M. D.	344-5300	
OAK PARK	1011 Lake Street	J. B. Moles, M. D.	386-1167	848-9727
	6525 W. North Ave.	C. J. White, M. D.	386-0696	369-7859

MISSOURI DIVISION

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
BYRON, ILL.	220 W. Blackhawk Dr.	R. F. Dearborn, M. D.	234-2611	234-2551
CARROLL, IA.	117 E. 6th Street	R. E. Morrison, M. D.	792-3543	792-3630
COUNCIL BLUFFS, IA.	417 E. Washington Ave.	C. Edwards, M. D.	328-1801	
	417 E. Washington Ave.	H. F. Trafton, M. D.	328-1801	323-3475
	414 Bennett Bldg.	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.	D. W. Coughlan, M. D.	244-4208	243-3411
	2801 Ingersoll Ave.	F. E. Thornton, M. D.	244-0384	243-8888
	811 Savings & Loan Bldg.	A. L. Nelson, M. D.	244-2127	(Huxley, Ia. 597-2888)
	811 Savings & Loan Bldg.	J. B. Fraser, M. D.	244-2127	266-4830
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.	M. J. Schaeferle, M.D.	448-3203	448-3180
	121 N. Iowa	G. B. Hogenson, M. D.	448-4575	448-4848
FORT DODGE, IA.	1214 Central Ave.	W. B. McTaggart, M. D.	576-2641	573-4019
FREEPORT, ILL.	7 E. Stephenson St.	J. M. Linden, M. D.	232-3131	232-1234
	306 State Bank	R. J. Hyslop, M. D.	232-1161	232-7310
HAMPTON, IA.	121—1st Ave. S. W.	S. G. Walton, M. D.	456-2553	456-4103
HANOVER, ILL.		R. E. Speer, M. D.	591-3622	591-3623
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	J. B. Dixon, M. D., Oculist-Aurist	423-4655	424-2071
	121—3rd Street N. W.	J. M. Baker, M. D.	423-1123	423-7083
	121—3rd Street N. W.	J. E. Houlihan, M. D.	423-1123	423-7826
	708 Brick & Tile Building	Roger Smith, M. D., Oculist-Aurist	423-1796	423-5202
MINNEAPOLIS, MINN.	2337 Central Ave.	R. P. Neary, M. D.	789-5403	789-4747
	91—S. 7th St.	W. P. Eder, M. D.	335-8729	
OELWEIN, IA.	24½—S. Frederick	J. P. Gallagher, M. D.	283-3441	283-2441
OMAHA, NEBR.	4239 Farnam St.	E. K. Connors, M. D., Dist. Surgeon	551-6064	345-5175
	4239 Farnam St., 422 Doctors Bldg.	J. D. Bisgard, M. D.	553-2588	553-6610
	4239 Farnam St., 609 Doctors Bldg.	S. E. Potter, M. D.	556-4220	553-7007
	4930 S. 24th St.	H. R. Elston, M. D.	731-0142	551-8232
	8721 Shamrock St.	R. S. Long, M. D.	391-9339	391-1121
	105 S. 17th St.	J. C. Kennedy, M. D.	341-5558	551-8347
	5739 N. 60th St.	R. E. Underinner, M. D.	451-1100	558-0842
RICEVILLE, IA.		T. G. Walker, M. D.	985-2122	985-2168
ST. CHARLES, ILL.	606 S. Riverside Drive	J. L. Rogers, M. D.	584-2400	584-0471
ST. JOSEPH, MO.	902 Edmond St.	E. F. Butler, M. D.	233-1311	233-1656
ST. PAUL, MINN.	Lowry Medical Arts Bldg.	C. E. Rea, M. D.	224-9691	644-6896
	Lowry Medical Arts Bldg.	C. W. Leverenz, M. D.	224-2123	699-4528
	Central Medical Bldg.	C. A. Roach, M. D.	646-1841	484-7065
STOCKTON, ILL.	323 N. Main	L. A. Rachuy, M. D.	947-2100	947-3423
SUMNER, IA.	119 N. Carpenter	J. E. Whitmire, M. D.	224-3256	224-5512
SYCAMORE, ILL.	204 W. Elm St.	J. W. Orvitz, M. D.	895-2184	895-3350
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