DIVISION OFFICERS

D. L. PERRIN	Superintendent	Boone
T. S. BELEW	Asst. Superintendent	Co. Bluffs
W. J. HENNIGAN	Asst. Superintendent	Sioux City
C. D. Hill	Dist. Master Mechanic	Clinton
H. L. BARR	Division Engineer	Boone
R. R. CANTWELL	Trainmaster	Boone
L. H. GALLUP	Trainmaster	Clinton
M. R. LONG	Trainmaster	Cedar Rapids
W. M. McCARTNEY	Trainmaster	Mason City
J. H. PARISH	Trainmaster	Omaha
L. ROGERS	Trainmaster	Boone
H. W. CASE	Traveling Engineer	Co. Bluffs
C. H. DURBIN	Traveling Engineer	Sioux City
F. E. McNERTNEY	Traveling Engineer	Clinton
C. F. LARSON	Chief Train Dispatcher	Boone
C. F. SLATTERY	Chief Train Dispatcher	Sioux City
W. T. ERICSON	Night Chief Dispatcher	Boone
L. M. SHAW	Asst. Chief Dispatcher	Boone
C. H. JENNINGS	Train Dispatcher	Boone
W. A. SANDERSON	Train Dispatcher	Boone
G. G. RADCLIFFE	Train Dispatcher	Boone
L. R. McINTOSH	Train Dispatcher	Boone
H. D. CRUMBAUGH	Train Dispatcher	Boone
M. C. MILES	Train Dispatcher	Boone
G. E. SHARP	Train Dispatcher	Boone
S. M. LAGER	Train Dispatcher	Boone
L. O. OBERHOLSER	Train Dispatcher	Boone
J. H. CANNON	Train Dispatcher	Boone
G. S. BEVINGTON	Train Dispatcher	Boone
J. E. FIGGINS	Train Dispatcher	Boone
A. L. SANTAGE	Train Dispatcher	Boone
R. J. POHLNER	Train Dispatcher	Boone
L. G. KAMMERMAN	Train Dispatcher	Boone
G. D. LOBDELL	Train Dispatcher	Sioux City
E. D. SUNDBERG	Train Dispatcher	Sioux City
G. P. MUNGON	Train Dispatcher	Sioux City
E. E. KELLEY	Train Dispatcher	Sioux City
L. E. BENEDICT	Train Dispatcher	Sioux City
D. T. DUGDALE	Train Dispatcher	Sioux City

SPEED TABLE

This is not for authorized speed but for information only.

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
36	100		
38	95	65	55
40	90	72	50
43	85	80	45
45	80	90	40
46	79	103	35
48	75	120	30
52	70	144	25
55	65	180	20
60	60	240	15

THE GUNTHORP-WARREN PRINTING COMPANY, CHICAGO

CHICAGO & NORTH WESTERN RAILWAY

IOWA DIVISION

CEDAR RAPIDS DISTRICT
COUNCIL BLUFFS DISTRICT
DES MOINES DISTRICT
MASON CITY DISTRICT
SIOUX CITY DISTRICT
SIOUX RAPIDS DISTRICT
TAMA DISTRICT
ALDEN DISTRICT
ELMORE DISTRICT
FOX LAKE DISTRICT
HAWARDEN DISTRICT
MOVILLE DISTRICT
LAKE CITY DISTRICT
ONAWA DISTRICT
WHAT CHEER DISTRICT

TIME TABLE

No. 1

Effective Sunday, October 27, 1957

AT 12.01 A.M.

CENTRAL STANDARD TIME

For the information and government of employes only.

S. C. JONES, Vice President - Operation
C. R. HUSSEY, General Manager
R. W. HERON, General Supt. - Transportation
D. L. PERRIN, Superintendent

THINK-PRACTICE-TALK SAFETY

5000—10-27-57

1

Westward-CEDAR RAPIDS DISTRICT-Eastward

Time Table No. 1
Taking Effect
October 27, 1957

FIRST CLASS									FIRST CLASS	
5	3	Capacity of Westward Sidings	Mile Post	Distance from Clinton	STATIONS	Distance from Boone	Capacity of Eastward Sidings		4	6
Daily	Daily								Daily	Daily
P.M. L *11.30*	P.M. L *12.39*				C.....*EAST CLINTON*.....				P.M. A *5.44*	A.M. A *3.54*
					1.6					
P.M. s11.35 11.50	P.M. s12.45 12.55				C.....CLINTON ....YL	203.0			P.M. 5.40 5.20	A.M. 3.50 3.30
					4.5					
	1.00		4.5	4.5	.....WEST CLINTON	198.5			5.10	3.20
					5.0					
			9.5	9.5	.....LOW MOOR	193.5				
					9.5					
12.10	f 1.14		19.0	19.0	D.....DEWITT.....	184.0			f 5.00	3.10
					5.8					
			24.8	24.8	.....GRAND MOUND	178.2				
					5.8					
			30.6	30.6	.....CALAMUS.....	172.4				
					4.1					
			34.7	34.7	.....WHEATLAND	168.3				
					5.0					
12.28	1.32	150	39.7	39.7	D..... LOWDEN.....	163.3			4.42	2.52
					7.0					
			46.7	46.7	.....CLARENCE	156.3				
					5.0					
12.39	1.41		51.7	51.7	D.....STANWOOD	151.3	118		4.32	2.42
					5.2					
			56.9	56.9	..... MECHANICSVILLE	146.1				
					6.9					
12.54	1.51	120	63.8	63.8	D.....LISBON.....	139.2	120		4.22	2.32
	f 1.52		65.2	65.2	..... MT. VERNON.....	137.8			s 4.20	
					6.8					
			72.0	72.0	..... BERTRAM	131.0				
					6.0					
1.07	2.05		78.0	78.0	C..... OTIS	125.0			4.06	2.18
					3.3					
s 1.15 1.50	s 2.18		81.3	81.3	D.....CEDAR RAPIDS.YL	121.7			s 4.00	2.12 s 1.40
					5.3					
2.00	2.28		86.6	86.6	C..... BEVERLY.....	116.4			3.41	1.30
					3.0					
			89.6	89.6	..... FAIRFAX.....	113.4				
					6.7					
			96.3	96.3	..... NORWAY.....	106.7				
					4.1					
			100.4	100.4	..... WATKINS	102.6				
					5.3					
2.15	2.45	138	105.7	105.7	D.....BLAIRSTOWN.....	97.3	111		3.22	1.12
					5.1					
			110.8	110.8	..... LUZERNE.....	92.2				
					5.1					
f 2.25	s 2.55		115.9	115.9	D.....BELLE PLAINE.....YL	87.1			s 3.11	f 1.01
					6.4					
			122.3	122.3	.....CHELSEA.....	80.7				
					9.9					
s 3.05	s 3.13	156	132.2	132.2	C.....TAMA .....YL	70.8	146		s 2.55	s12.41
					7.2					
			139.4	139.4	..... MONTOUR.....	63.6				
					3.2					
			142.6	142.6	.....LE GRAND	60.4				
					2.2					
			144.8	144.8	.....QUARRY.....	58.2				
					5.8					
s 3.48	s 3.34		150.6	150.6	C.....MARSHALLTOWN....YL	52.4			s 2.33	s12.18
					7.3					
		129	157.9	157.9	.....LA MOILLE.....	45.1	119			
					7.0					
4.01	3.48		164.9	164.9	.....STATE CENTER.....	38.1			2.17	11.50
					7.8					
			172.7	172.7	..... COLO	30.3				
					7.0					
s 4.21	4.02	97	179.7	179.7	D..... NEVADA.....	23.3	116		s 2.03	s 11.36
					8.4					
s 5.10	s 4.18		188.1	188.1	C..... AMES.....YL	14.9			s 1.53	s 11.22
					4.0					
			192.1	192.1	.....ONTARIO	10.9				
					5.1					
			197.2	197.2	.....JORDAN.....	5.8				
					3.4					
5.18	4.31		200.6	200.6	..... BU INTERLOCKING	2.4			1.38	10.56
					1.8					
			202.4	202.4	C.... EIGHTH STREET...YL INTERLOCKING	0.6				
					0.6					
AS5.30 A.M.	AS4.38 P.M.		203.0	203.0	C..... BOONE				LS1.35 P.M.	LS10.53 P.M.

No. 3 will stop at DeWitt to discharge revenue passengers from Clinton or beyond and to receive revenue passengers for Cedar Rapids or beyond.

No. 4 will stop at DeWitt to discharge revenue passengers from Cedar Rapids or beyond and to receive revenue passengers for Clinton or beyond.

No. 3 will stop at Mt. Vernon to discharge or receive revenue passengers.

No. 3 will stop at Nevada to discharge or receive revenue passengers.

No. 5 will stop at Belle Plaine to discharge revenue passengers from Clinton and beyond, and to receive revenue passengers for Council Bluffs and beyond.

No. 3 must not exceed 40 miles per hour through Mt. Vernon, and Nevada to permit catching and dispatching U.S. mail.

No. 6 will stop at Belle Plaine to discharge revenue passengers from Council Bluffs and beyond and to receive revenue passengers for Clinton and beyond.

Westward-COUNCIL BLUFFS DISTRICT-Eastward

FIRST CLASS				Capacity of Westward Sidings	Mile Post	Distance from Boone	Time Table No. 1 Taking Effect October 27, 1957 STATIONS	Distance from Council Bluffs	Capacity of Eastward Sidings	FIRST CLASS			
203	3	5								204	4	6	
Daily	Daily	Daily								Daily	Daily	Daily	
	P.M.	A.M.									P.M.	P.M.	
	Ls4.50	Ls5.45		.....	203.0	.....	C.....BOONE .....YL	145.1	.....		As1.24	As10.41	
				.....	211.3	8.3	.....OGDEN	136.8	.....		1.14	10.29	
				.....	217.5	14.5	.....BEAVER	130.6	.....				
	5.09	6.03		.....	222.4	19.4	C....GRAND JUNCTION	125.7	.....		1.03	10.18	
	f 5.15	s 6.15		.....	229.2	26.2	.....JEFFERSON.....	118.9	.....		s12.54	s 10.09	
	5.24	6.24		.....	238.2	35.2	D..... SCRANTON.....	109.9	.....		12.43	9.57	
				.....	243.4	40.4	.....RALSTON.....	104.7	.....				
				.....	248.1	45.1	D.....GLIDDEN.....	100.0	.....				
	s 5.45	s 6.55		104	255.3	52.3	D.....CARROLL.....YL	92.8	93		s12.28	s 9.42	
				.....	259.5	56.5	.....MAPLE RIVER.....	88.6	.....		12.20	9.24	
				.....	265.4	62.4	.....ARCADIA.....	82.7	.....				
	5.59	7.07		.....	268.5	65.5	.....WEST SIDE.....	79.5	.....		12.12	9.16	
				.....	274.6	71.6	.....VAIL.....	73.5	.....				
	s 6.15	s 7.30		135	283.3	80.3	.....DENISON.....YL	64.8	122		s11.59	s 9.03	
	6.22	7.38		.....	290.7	87.7	C..... ARION	57.4	.....		11.48	8.52	
				.....	292.7	89.7	.....DOW CITY.....	55.4	.....				
	6.30	7.47		150	300.6	97.6	D.....DUNLAP	47.5	98		11.39	8.43	
				.....	310.3	107.3	..... WOODBINE	37.8	.....				
				.....	318.3	115.3	.....LOGAN.....	29.8	.....				
P.M.	s 7.00	s 8.15		.....	326.7	123.7	D...MISSOURI VALLEY. YL	21.4	.....	A.M.	s11.16	f 8.20	
L 4.19	7.02	8.17		.....	327.3	124.3	.....WEST WYE SWITCH YL	20.8	.....	A 9.55	11.14	8.18	
				.....	330.8	127.8	..... LOVELAND	17.3	.....				
				.....	335.9	132.9	..... HONEY CREEK	12.2	.....				
				.....	341.2	138.2	.....CRESCENT.....	6.9	.....				
4.40	7.21	8.38		.....	347.4	144.4	.....FREIGHT YARD.. YL	0.7	.....	9.36	10.52	7.59	
As8.45 P.M.	As7.27 P.M.	As8.45 A.M.		.....	348.1	145.1	C... COUNCIL BLUFFS		.....	Ls9.30 A.M.	Ls10.48 A.M.	Ls7.55 P.M.	

BETWEEN COUNCIL BLUFFS AND OMAHA TRAINS AND ENGINES OPERATE OVER THE TRACKS OF THE UNION PACIFIC RAILROAD. TIMETABLE AND SPECIAL RULES OF THE NEBRASKA DIVISION–BRIDGE SUBDIVISION, U.P.R.R. AND OPERATING RULES OF THE UNION PACIFIC RAILROAD GOVERN SUCH MOVEMENTS.

	S *4.55*	*7.35*	S *9.05*	.....	349.1	146.1	*COUNCIL BLUFFS TRANSFER*	1.0	.....	S *9.23*	S *10.43*	S *7.50*	
	A *5.05* P.M.	A *7.50* P.M.	A *9.15* A.M.	.....	*352.8*	149.0	C.....*OMAHA*.....	3.9	.....	L *9.00* A.M.	L *10.30* A.M.	L *7.30* P.M.	

No. 3 will stop at Jefferson to discharge or receive revenue passengers.

No. 3 must not exceed 40 miles per hour through Jefferson, Dow City, Dunlap, Woodbine and Logan to permit catching and dispatching U.S. mail.

No. 5 must not exceed 30 miles per hour through Glidden, Vail, Dunlap and Logan to permit catching and dispatching U.S. mail.

No. 6 will stop at Missouri Valley to receive revenue passengers for scheduled stops.

Westward-DES MOINES DISTRICT-Eastward

	THIRD CLASS	SECOND CLASS		Mile Post	Distance from Des Moines	Time Table No. 1 Taking Effect October 27, 1957 STATIONS	Distance from Eagle Grove	Capacity of Siding	SECOND CLASS		THIRD CLASS
	65	63	123						124	64	66
	Daily except Saturday and Sunday	Daily except Sunday	DAILY						DAILY	Daily except Sunday	Daily except Saturday and Sunday
		P.M. L9.30		98.2	86.1	D..... EAGLE GROVE .....YL		.....		A.M. A3.00	
		9.45		90.6	78.5	7.6 .....WOOLSTOCK.....	7.6	.....		2.40	
		10.30		83.4	71.3	7.2 ..... WEBSTER CITY.....	14.8	.....		2.20	
		10.45		76.1	64.0	7.3 ..... KAMRAR	22.1	.....		2.00	
No. 123 is superior to No. 124		11.25		55.3	55.3	8.7 D..... JEWELL.....YL	30.8	.....		1.40	
		11.40		49.6	49.6	5.7 ..... RANDALL	36.5	.....		1.25	
		11.50		46.2	46.2	3.4 D..... STORY CITY.....	39.9	.....		1.15	
		12.05		40.0	40.0	6.2 .....GILBERT.....	46.1	.....		1.00	
	P.M. L 2.00	64 12.40	P.M. L 3.15	33.9	33.9	6.1 C..... AMES .....YL	52.2	.....	P.M. A 8.45	63 12.40	A.M. A10.55
	2.20	12.55	3.30	28.2	28.2	5.7 ..... KELLEY	57.9	50	8.20	12.15	10.25
	2.30	1.05	3.40	23.4	23.4	4.8 .....SLATER	62.7	39	8.10	12.05	10.15
	2.35	1.10	3.45	22.0	22.0	1.4 .....SHELDAHL.....	64.1	.....	8.05	11.58	10.10
	2.45	1.20	3.55	18.0	18.0	4.0 .....POLK CITY JCT.	68.1	.....	7.55	11.50	10.00
						2.4 *POLK CITY*					
	2.45	1.20	3.55	18.0	18.0	2.4 .....POLK CITY JCT.....	68.1	.....	7.55	11.50	10.00
	3.15	1.35	4.10	10.8	10.8	7.2 D..... ANKENY	75.3	.....	7.40	11.35	9.40
	3.30	1.45	4.20	6.0	6.0	4.8 .....SAYLOR	80.1	.....	7.20	11.20	9.20
	3.45	1.55	4.30	2.0	2.0	4.0 DES MOINES FREIGHT YARD. } YL	84.1	.....	7.10	11.10	9.10
	A 4.00 P.M.	A2.00 A.M.	A 5.00 P.M.		.....	2.0 D.....DES MOINES..... }	86.1	.....	L 7.00 P.M.	L 11.00 P.M.	L 9.00 A.M.

BRANCH LINES

STANWOOD TO TIPTON..... 8.5 Miles

CARROLL TO HARLAN .....40.4 "

Between Carroll and Harlan C&NW trains operate over the tracks of the CGW and are governed by CGW rules and timetable.

Westward-Symbol Freight Trains-Eastward

CC-1 DAILY	CD-1 DAILY	CC-5 DAILY	CC-9 DAILY	CC-7 DAILY	CC-3 DAILY	STATIONS	CC-2 DAILY	CC-8 DAILY	CC-4 DAILY	CC-6 DAILY	CR-2 DAILY	DC-4 DAILY
P.M. L *11.30*	*A.M.* L *3.00*	*A.M.* L *4.00*	*P.M.* L *7.45*	*P.M.* L *3.30*	*A.M.* L *8.00*	.....*PROVISO*.....	*P.M.* A *9.00*	*P.M.* A *11.30*	*A.M.* A *11.30*	*A.M.* A *11.45*	*A.M.* A *1.30*	*P.M.* A *3.00*
A.M. A 3.30 4.00	A.M. A 8.00 L 10.00	A.M. A10.15 L 12.01	P.M. A11.30 L 12.01	P.M. A 7.00 L 7.20	P.M. A 2.00 L 4.00	.....CLINTON.....	P.M. L 5.45 A 4.30	P.M. L 8.15 A 7.00	A.M. L 5.30 A 4.00	A.M. L 8.40 A 7.30	P.M. L10.00 A 9.45	A.M. L 9.00 A5.30
6.00 6.45	12.01 12.45				6.00 6.45	.....BEVERLY.....	2.30 2.00		1.30 1.00	5.30 5.00	8.00 6.30	3.00 2.00
	A 5.00					.....DES MOINES.....						L 7.00
10.40 11.30	P.M.	5.30 6.00	5.30 6.00	12.30 1.00	9.45 10.00	..... BOONE	10.00 9.30	1.40 1.00	8.00 6.00	2.15 1.30	10.00 6.30	P.M.
2.30 4.00					2.00 3.00	.MISSOURI VALLEY.	6.15 5.30			10.45 10.00	1.30 12.45	
A 5.00 P.M.		A 10.00 P.M.	A 10.00 A.M.	A 5.30 A.M.	A 4.00 A.M.	.COUNCIL BLUFFS.	L 4.30 A.M.	L 9.30 A.M.	L 12.30 P.M.	L 9.15 P.M.	L 12.01 A.M.	

MASON CITY DISTRICT

Westward — Eastward

SECOND CLASS 225 Daily except Saturday	SECOND CLASS 223 Daily except Sunday	Mile Post	Distance from Belle Plaine	Time Table No. 1 Taking Effect October 27, 1957 STATIONS	Distance from Sanborn	Capacity of Siding	Second Class 126 Daily except Sunday
	P.M. L 2.00	.....	.....	D.....BELLE PLAINE .....YL	241.8	.....	A.M. A10.50
	2.20	9.1	9.1	9.1 ELBERON	232.7	.....	10.34
	2.35	15.2	15.2	6.1 D.....CLUTIER	226.6	47	10.22
	2.50	24.1	24.1	8.9 .....TRAER	217.7	.....	10.07
	3.00	29.0	29.0	4.9 D.....BUCKINGHAM	212.8	44	9.57
	3.12	34.6	34.6	5.6 .....VOORHIES	207.2	.....	9.45
	3.21	38.0	38.0	3.4 .....HICKS	203.8	.....	9.37
	3.26	40.1	40.1	2.1 .....ZANETA	201.7	.....	9.32
	3.38	47.4	47.4	7.3 .....DIKE	194.4	46	9.17
	3.50	53.9	53.9	6.5 .....STOUT	187.9	.....	9.04
	4.10	60.0	60.0	6.1 D.....PARKERSBURG	181.8	.....	8.53
	4.25	68.9	68.9	8.9 .....KESLEY	172.9	.....	8.35
	4.40	75.6	75.6	6.7 D.....DUMONT	166.2	43	8.24
	4.55	82.2	82.2	6.6 D.....AREDALE	159.6	.....	8.11
	5.09	88.8	88.8	6.6 .....DOUGHERTY	153.0	.....	8.00
	5.21	94.4	94.4	5.6 .....CARTERSVILLE	147.4	.....	7.47
	5.45	105.7	105.7	11.3 ...CLEAR LAKE TRANSFER	136.1	34	7.25
	5.50	107.1	107.1	1.4 .....MASON CITY.	134.7	.....	7.20
P.M. L 9.30	A 6.00 P.M.	108.1	108.1	1.0 D.....MASON YARD. } YL	133.7	.....	7.15 5.15
9.55		119.8	119.8	11.7 D.....HANLONTOWN	122.0	.....	4.45
10.08		126.8	126.8	7.0 D.....JOICE	115.0	.....	4.30
10.23		132.8	132.8	6.0 D.....LAKE MILLS	109.0	.....	4.17
10.35		138.5	138.5	5.7 D.....SCARVILLE	103.3	.....	4.03
10.49		145.4	145.4	6.9 D.....KIESTER	96.4	47	3.48
11.04		150.8	150.8	5.4 D.....BRICELYN	91.0	.....	3.35
11.14		156.6	156.6	5.8 D.....FROST	85.2	44	3.22
11.25		161.0	161.0	4.4 .....MARNA	80.8	.....	3.12
11.54		166.3	166.3	5.3 D.....BLUE EARTH.....YL	75.5	.....	3.00
12.09		173.1	173.1	6.8 D.....GUCKEEN	68.7	42	2.25
12.21		179.2	179.2	6.1 .....IMOGENE	62.6	.....	2.12
12.50		185.2	185.2	6.0 D.....FAIRMONT .....YL	56.6	.....	2.00
1.05 126		193.0	193.0	7.8 D.....WELCOME	48.8	.....	1.26 225
1.20		195.3	195.3	2.3 .....FOX LAKE.....YL	46.5	47	1.20
1.45		201.6	201.6	6.3 D.....TRIUMPH	40.2	.....	1.07
2.00		209.1	209.1	7.5 D.....ODIN	32.7	.....	12.54
2.30		215.8	215.8	6.7 D.....BUTTERFIELD.....YL	26.0	37	12.40
2.45		222.8	222.8	7.0 .....DARFUR	19.0	.....	11.47
2.55		228.0	228.0	5.2 D.....COMFREY	13.8	.....	11.35
A 3.20 A.M.		241.8	241.8	13.8 D.....SANBORN.....YL	.....	.....	L 11.05 P.M.

SIOUX RAPIDS DISTRICT

Westward — Eastward

Mile Post	Distance from Eagle Grove	Time Table No. 1 Taking Effect October 27, 1957 STATIONS	Distance from Hawarden	Capacity of Siding
98.2	.....	D.....EAGLE GROVE .....YL	145.0	.....
106.4	8.2	8.2 D.....THOR	136.8	.....
115.7	17.5	9.3 D.....DAKOTA CITY	127.5	.....
121.0	22.8	5.3 D.....RUTLAND	122.2	28
128.1	29.9	7.1 D.....BRADGATE	115.1	.....
133.7	35.6	5.7 D.....ROLFE	109.4	23
142.7	44.6	9.0 D.....HAVELOCK	100.4	.....
150.4	52.3	7.7 D.....LAURENS	92.7	.....
157.0	59.0	6.7 .....MARATHON	86.0	.....
166.4	68.1	9.1 D.....SIOUX RAPIDS	76.9	.....
172.9	74.9	6.8 D.....LINN GROVE	70.1	.....
180.4	82.4	7.5 D.....PETERSON	62.6	.....
189.8	91.8	9.4 D.....SUTHERLAND	53.2	.....
199.7	101.7	9.9 D.....PAULLINA	43.3	44
209.3	111.2	9.5 D.....GRANVILLE	33.8	.....
216.6	118.7	7.5 D.....ALTON .....YL	26.3	.....
219.7	121.7	3.0 D.....ORANGE CITY	23.3	.....
226.0	127.9	6.2 D.....MAURICE	17.1	.....
233.6	135.5	7.6 D.....IRETON	9.5	.....
240.5	142.9	7.4 .....N. I. JUNCTION	2.1	.....
242.7	145.0	2.1 ..... *HAWARDEN*.....YL	.....	.....

TAMA DISTRICT

Westward — Eastward

Mile Post	Distance from Tama	Time Table No. 1 Taking Effect October 27, 1957 STATIONS	Distance from Jewell	Capacity of Siding
.....	.....	C.....TAMA.....YL	68.8	.....
2.8	2.8	2.8 D.....TOLEDO	66.0	.....
11.4	11.4	8.6 D.....GARWIN	57.4	40
18.7	18.7	7.3 D.....GLADBROOK	50.1	59
25.0	25.0	6.3 D.....BEAMAN	43.8	.....
27.7	27.7	2.7 D.....CONRAD	41.1	30
35.1	35.1	7.4 D.....WHITTEN	33.7	.....
39.2	39.2	4.1 .....ELDORA JCT.....YL	29.6	.....
40.4	40.4	1.2 D.....GIFFORD	28.4	49
44.6	44.6	4.2 D.....LAWN HILL	24.2	.....
51.2	51.2	6.6 D.....HUBBARD	17.6	.....
58.4	58.4	7.2 D.....RADCLIFFE	10.4	38
65.6	65.6	7.2 D.....ELLSWORTH	3.2	.....
68.8	68.8	3.2 D.....JEWELL.....YL	.....	50

WHAT CHEER DISTRICT

Westward — Eastward

Mile Post	Distance from Belle Plaine	Time Table No. 1 Taking Effect October 27, 1957 STATIONS		Distance from What Cheer
.....	.....	D.....BELLE PLAINE.		38.6
		9.0		
9.0	9.0	.....HARTWICK		29.6
		4.4		
13.4	13.4	.....CARNFORTH ...		25.2
		5.6		
19.0	19.0	.....GUERNSEY.....	YL	19.6
		5.7		
24.7	24.7	.....DEEP RIVER....		13.9
		5.3		
30.0	30.0	.....TILTON.....		8.6
		8.6		
38.6	38.6	.....WHAT CHEER...		.....

Westward-ALDEN DISTRICT-Eastward

Mile Post	Distance from Eldora Jct.	Time Table No. 1 Taking Effect October 27, 1957 STATIONS		Distance from Alden	Capacity of Siding
.....	.....	.....ELDORA JUNCTION.		26.3	.....
		5.1			
5.1	5.1	D.....ELDORA.....		21.2	.....
		7.8			
12.9	12.9	..... OWASA.....	YL	13.4	
		7.8			
20.7	20.7	.....IOWA FALLS		5.6	28
		5.6			
26.3	26.3	D..... ALDEN.....		.....	.....

Westward-ELMORE DISTRICT-Eastward

Third Class 55 Daily except Sunday	Mile Post	Distance from Eagle Grove	Time Table No. 1 Taking Effect October 27, 1957 STATIONS		Distance from Elmore	Capacity of Siding	Third Class 54 Daily except Sunday
A.M.							P.M.
L 9.00	98.2	.....	D.....EAGLE GROVE.....YL		66.3	.....	A 6.30
			4.5				
9.15	102.7	4.5	D..... GOLDFIELD.....		61.8	16	6.10
			7.8				
9.35	110.3	12.3	D.....RENWICK.....		54.0	.....	5.50
			8.1				
9.55	118.6	20.4	D..... LUVERNE		45.9	.....	5.32
			5.8				
10.10	124.4	26.2	.....GALBRAITH.....		40.1	.....	5.17
			2.6				
10.17	127.0	28.8	D.....IRVINGTON		37.5	.....	5.10
			4.9				
10.40	131.9	33.7	.....ALGONA.....		32.6	.....	4.55
			9.6				
11.10	141.5	43.3	D..... BURT.....		23.0	24	4.15
			6.7				
11.30	148.2	50.0	D.....BANCROFT..		16.3	30	3.10
			9.5	YL			
11.50	157.7	59.5	D.....LEDYARD...		6.8	.....	2.40
			6.8				
A12.10 P.M.	164.5	66.3	D.....ELMORE....		.....	.....	L 2.15 P.M.

No. 55 is superior to No. 54.

FOX LAKE DISTRICT

Westward — Eastward

Mile Post	Distance from Burt	Time Table No. 1 Taking Effect October 27, 1957 STATIONS		Distance from Fox Lake	Capacity of Siding
141.5	.....	D..... BURT.....	YL	46.2	24
		6.0			
147.5	6.0	D.....LONE ROCK		40.2	.....
		5.2			
152.7	11.2	D..... FENTON		35.0	.....
		6.9			
159.6	18.1	D..... RINGSTED.....		28.1	.....
		4.1			
163.7	22.2	..... HALFA		24.0	.....
		3.6			
167.3	25.8	.....GRIDLEY.....		20.4	.....
		5.1			
172.4	30.9	D.....DOLLIVER.....		15.3	.....
		4.9			
177.3	35.8	D.....CEYLON.....		10.4	.....
		5.0			
182.4	40.8	.....MANYASKA		5.4	.....
		5.4			
187.7	46.2	..... FOX LAKE	YL	.....	.....

Westward-SIOUX CITY DISTRICT-Eastward

SECOND CLASS					FIRST CLASS	Mile Post	Distance from Mo. Valley	Time Table No. 1 Taking Effect October 27, 1957 STATIONS	Distance from 22nd Street	Capacity of Sidings	FIRST CLASS	SECOND CLASS				
41	251	43	117	409	9						10	52	42	44	256	40
OM-4	N.D.251	OM-2	N.D.117									N.D.52	MO-3		N.D.256	MO-1
Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily	Daily
	P.M. L 7.45		A.M. L 4.30	A.M. L 2.45		.....	.....	MISSOURI D.....VALLEY..	76.3	.....		A.M. A 2.20		P.M. A7.00	P.M. A6.00	A.M. A 2.00
	7.47		4.33	2.50	A.M. L 10.00	0.6	0.6	0.6 — .....I. C. WYE.. YL	75.7	.....	P.M. A4.12	2.15		6.55	5.55	1.55
P.M. L 11.00	A 8.00	A.M. L 11.00	A 4.45	A 3.30	10.06	5.9	5.9	5.3 — C..CALIFORNIA JCT.YL	70.4	74	4.06	L 2.05	P.M. A1.40	6.44	L5.35	1.40
11.08	P.M.	11.08	A.M.	A.M.	10.15	10.3	10.3	4.4 — D.....MODALE.....	66.0	80	4.01	A.M.	1.30	6.37	P.M.	1.30
11.18		11.18			s 10.26	16.6	16.6	6.3 — D..... MONDAMIN.....	59.7	137	3.55		1.20	6.27		1.20
11.28		11.28			10.35	23.1	23.1	6.5 — D.....RIVER SIOUX	53.2	68	3.49		1.10	6.17		1.10
11.40		11.40			10.47	32.1	32.1	9.0 — D.....BLENCOE	44.2	130	3.40		12.58	6.04		12.58
11.50		11.50			s 10.59	38.7	38.7	6.6 — D..... ONAWA.....YL	37.6	115	s 3.33		12.48	5.54		12.48
12.05 40		12.05 42			11.07	46.7	46.7	8.0 — D..... WHITING.....	29.6	84	3.21		12.35	5.42		12.35 41
12.20		12.20			11.15	54.8	54.8	8.1 — D.....SLOAN.....	21.5	92	3.13		12.20 43	5.30		12.20
12.30		12.30			11.22	60.8	60.8	6.0 — D.....SALIX.....	15.5	68	3.07		12.08	5.21		12.08
12.42		12.42			11.29	68.4	68.4	7.6 — D..SERGEANT BLUFF ..	7.9	123	3.00		11.57	5.11		11.57
12.52		12.52			11.34	73.9	73.9	5.5 — .....STOCK YARDS.	2.4	73	2.55		11.47	4.59		11.47
A12.55 A.M.		A12.55 A.M.			11.35	74.6	74.6	0.7 — .....DACE STREET. YL	1.7	.....	2.54		L11.45 A.M.	L4.45 P.M.		L11.45 P.M.
					A11.40 A.M.	75.2	75.2	0.6 — C..... SIOUX CITY..	1.1	.....	L 2.50 P.M.					
A 1.00 A.M.		A 1.00 P.M.				76.3	76.3	1.1 — C....*22nd STREET*.....	.....	.....			A11.30 A.M.	L4.30 P.M.		L11.30 P.M.

Westward-HAWARDEN DISTRICT-Eastward

FIRST CLASS	Mile Post	Distance from Sioux City	Time Table No. 1 Taking Effect October 27, 1957 STATIONS	Distance from Hawarden	Capacity of Sidings	FIRST CLASS
23						2
Daily except Sunday						Daily except Monday
P.M. L *3.55*			C..... *SIOUX CITY*.....	43.1		A.M. A*3.35*
		2.0	2.0 — C.....*22nd STREET*	41.1		
			10.7 —			
Between Wren and Sioux City trains and engines operate over the I.C. R.R. and are governed by rules and time table of that railroad.						
P.M. Ls4.20	0	12.7	C .....WREN.....	30.4	65	A.M. A3.05
			5.6 —			
s 4.30	5.6	18.3	..... MERRILL	24.8		2.54
			6.7 —			
s 4.41	12.3	25.0	.....BRUNSVILLE	18.1		f 2.42
			6.5 —			
s 4.52	18.8	31.5	D ..... CRAIG	11.6	51	f 2.31
			5.2 —			
f 5.02	24.0	36.7	.....McNALLY.....	6.4		2.20
			4.3 —			
5.10	28.3	41.0	.....N. I. JUNCTION	2.1		2.11
			2.1 —			
A5.20 P.M.	30.4	43.1	D .....HAWARDEN.....YL			L2.05 A.M.

MOVILLE DISTRICT

Westward — Eastward

Mile Post	Distance from Sacton	Time Table No. 1 Taking Effect October 27, 1957 STATIONS	Distance from Moville	Capacity of Siding
1.0	.....	..... SACTON.....YL	79.2	.....
		3.4		
4.4	3.4	D..... LAKE VIEW.....	75.8	20
		9.0		
13.4	12.4	D.....SAC CITY.....	66.8	.....
		8.4		
21.8	20.8	D.....EARLY.....	58.4	.....
		7.9		
29.7	28.7	D..... SCHALLER.....	50.5	.....
		6.6		
36.3	35.3	D.....GALVA.....	43.9	.....
		9.0		
45.3	44.3	D.....HOLSTEIN.....	34.9	30
		7.1		
52.4	51.4	D..... CUSHING.....	27.8	.....
		5.8		
58.2	57.2	... CORRECTIONVILLE	22.0	.....
		6.2		
64.4	63.4	D.....PIERSON	15.8	.....
		6.8		
71.2	70.2	D.....KINGSLEY.....	9.0	.....
		9.0		
80.2	79.2	D..... MOVILLE	.....	.....

ONAWA DISTRICT

Westward — Eastward

Mile Post	Distance from Maple River	Time Table No. 1 Taking Effect October 27, 1957 STATIONS	Distance from Onawa	Capacity of Siding
		D.....*CARROLL*		
		4.2		
0.0		.....MAPLE RIVER.....	80.8	.....
		7.2		
7.2	7.2	D .....BREDA.....	73.6	21
		5.8		
13.0	13.0	..... CARNARVON	67.8	.....
		2.7		
15.7	15.7	.....SACTON.... } YL	65.1	.....
		1.0		
16.7	16.7	D .....WALL LAKE.. }	64.1	.....
		9.0		
25.7	25.7	D.....ODEBOLT.....	55.1	.....
		5.7		
31.4	31.4	D ..... ARTHUR.....	49.4	.....
		6.7		
38.1	38.1	D .....IDA GROVE.....	42.7	.....
		7.0		
45.1	45.1	D ....BATTLE CREEK.....	35.7	.....
		8.7		
53.8	53.8	D .....DANBURY.....	27.0	.....
		6.1		
59.9	59.9	D ..... MAPLETON	20.9	34
		8.9		
68.8	68.8	D .....CASTANA.....	12.0	.....
		5.0		
73.8	73.8	.....TURIN.....	7.0	.....
		7.0		
80.8	80.8	D .....ONAWA.....YL	.....	115

Westward-LAKE CITY DISTRICT-Eastward

	Mile Post	Distance from Jewell	Time Table No. 1 Taking Effect October 27, 1957 STATIONS	Distance from Carnarvon	Capacity of Siding	
	68.8	.....	D..... JEWELL.....YL	73.5	.....	
			8.2			
	77.2	8.2	D..... STANHOPE.....	65.3	.....	
			6.8			
	83.8	15.0	D..... STRATFORD.....	58.5	.....	
			9.1			
	92.9	24.1	D..... DAYTON	49.4	.....	
			5.7			
	98.6	29.8	D..... HARCOURT.....	43.7	.....	
			6.0			
	104.6	35.8	D..... GOWRIE	37.7	10	
			5.7			
	110.3	41.5	D.....FARNHAMVILLE.....	32.0	.....	
			7.4			
	117.7	48.9	D..... LOHRVILLE	24.6	.....	
			9.2			
	126.9	58.1	D.....LAKE CITY.....	15.4	.....	
			7.8			
	134.7	65.9	D..... AUBURN	7.6	.....	
			7.6			
	142.3	73.5	..... CARNARVON .....YL	.....	.....	

*DIESEL TONNAGE RATINGS

HORSEPOWER	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1000
DISTRICTS	F3	F3	F3	F7	F7	F7	GP7	GP7	GP7	6W6M	6W6M	6W6M	
Clinton to Tama	2250	4500	6750	2500	5000	7500	2500	5000	7500				
Tama to Boone	2250	4500	6750	2500	5000	7500	2500	5000	7500				
Boone to Carroll	2250	4500	6750	2500	5000	7500	2500	5000	7500				
Carroll to Arcadia	2250	4500	6750	2500	5000	7500	2500	5000	7500				
Arcadia to Council Bluffs	3000	6000	9000	3400	6800	10200	3400	6800	10200				
Council Bluffs to Boone	3125	6250	9375	3400	6800	10200	3400	6800	10200				
Boone to Clinton	2425	4850	7275	2725	5450	8175	2725	5450	8175				
Des Moines to Saylor	1400	2800	4200	1675	3350	5025	1675	3350	5025	1900	3800	5700	1300
Saylor to Ames	2050	4100	6150	2250	4500	6750	2250	4500	6750	2700	5400	8100	2000
Ames to Jewell							2200	4400	6600	2400	4800	7200	1500
Jewell to Ames							3000	6000	9000	3400	6800	10200	2100
Ames to Kelley	1725	3450	5175	1925	3850	5775	2100	4200	6300	2300	4600	6900	1625
Kelley to Des Moines	2300	4600	6900	2500	5000	7500	2500	5000	7500	2875	5750	8625	2000
What Cheer to Belle Plaine													1400
Sanborn to Belle Plaine	2250	4500	6750	2500	5000	7500	2500	5100	7500				
Eagle Grove to Jewell							3000	6000	9000	3300	6600	9900	2050
Jewell to Tama													1750
N. I. Jct. to Alton													1150
Alton to Sutherland													1300
Sutherland to Marathon													1400
Marathon to Eagle Grove													2000
Elmore to Eagle Grove													
Fox Lake to Burt													
Alden to Eldora Junction													
Belle Plaine to What Cheer													1400
Belle Plaine to Mason Yard	2250	4500	6750	2500	5000	7500	2550	5200	7650				2000
Mason Yard to Sanborn	2250	4500	6750	2500	5000	7500	2550	5200	7650				
Tama to Jewell													1750
Jewell to Eagle Grove							2300	4600	6900	2500	5000	7500	1750
Eagle Grove to Peterson													1800
Peterson to N. I. Jct.													1400
Eagle Grove to Elmore													
Burt to Fox Lake													
Eldora Junction to Alden													
Missouri Valley to Sioux City				4000	8000	12000							
Sioux City to Missouri Valley				4000	8000	12000							

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

SPEED RESTRICTIONS

LOCATION	Restrictions Miles Per Hour		
	Streamliner	Other Psgr. Trains	Freight Trains
BETWEEN EAST CLINTON AND COUNCIL BLUFFS			
Maximum speed, miles per hour:			
Streamliner Trains	90		
Other Passenger Trains	80		
Freight Trains	60		
MP 137.0 to 137.2–Over interlocking and around curve at west end of plant, East Clinton:			
Straight route	45	45	35
Diverging main route, C. B. & Q. Trains	15	15	15
MP 137.6 to 137.7–Over drawbridge, Clinton	30	30	30
MP 1.2 to 1.9–In Clinton yard:			
All Eastward trains	30	30	30
MP 1.9 to 2.4–Around reverse curve	20	20	20
MP 68.9 to 70.2–Around two curves 3.7 miles and 4.5 miles west of Mt. Vernon	80	.....	.....
MP 71.5 to 77.8–Between east end of curve 6.0 miles west of Mt. Vernon and interlocking, Otis	75	70	55
Between home signals interlocking, Otis:			
L. C. Ry. route	30	30	30
Cedar Rapids Route	30	30	25
MP 77.8 to 80.0–Between interlocking, Otis and Bridge 199, 2.0 miles west of Otis, via Cedar Rapids	60	50	50
MP 80.0 to 83.0–Between Bridge 199, 2.0 miles west of Otis, and 1.75 miles west of Cedar Rapids	20	20	12
MP 83.0 to 85.9–Between 1.75 miles west of Cedar Rapids and interlocking, Beverly	60	50	35
Over Beverly interlocking	30	30	30
MP 77.8 to 82.2–Between interlockings at Otis and Beverly, via Linn County Ry.	50	50	50
MP 78.6 to 78.9–Westward on Linn County Ry., Gauntlet track over Bridge 228 Cedar River	15	15	15
MP 89.9 to 90.1–Around curve at Fairfax	80	.....	.....
MP 101.4 to 103.7–Between east end of curve 0.5 mile west of Watkins and west end of curve 2.75 miles west of Watkins	75	70	
MP 109.3 to 109.7–Around curve 3.0 miles west of Blairstown	75	70	
MP 112.0 to 113.7–Around curve 0.75 mile west of Luzerne and east end of curve 2.5 miles west of Luzerne	75	70	

LOCATION	Restrictions Miles Per Hour		
	Streamliner	Other Psgr. Trains	Freight Trains
MP 113.7 to 117.3–Between east end of curve 2.5 miles west of Luzerne and west crossover Belle Plaine	50	50	40
MP 136.0 to 137.1–Around curve 3.0 miles and 4.0 miles west of Tama, respectively	75	70	
MP 142.3 to MP 142.7–Around curve 0.6 mile east of Le Grand	80	.....	.....
MP 147.4 to 147.6–Around curve 2.0 miles west of Quarry	75	70	
MP 149.3 to 149.7–Around curve 4.0 miles west of Quarry	75	70	
MP 150.6 to 152.2–Between east end of Marshalltown yard and west end of interlocking	50	50	35
MP 153.9 to 154.6–Around curve 3.0 miles west of Marshalltown–Eastward	70	60	50
MP 153.9 to 154.6–Around curve 3.0 miles west of Marshalltown–Westward	70	60	
MP 155.9 to 156.3–Around curve 5.0 miles west of Marshalltown	75	70	
MP 159.5 to 164.0–Between 1.0 mile west of LaMoille and 1.5 miles east of State Center eastward	.....	.....	45
MP 163.3 to 163.8–Around curve 2.0 miles east of State Center	80	.....	.....
MP 188.3 to 189.3–Between east end of Ames yard and west end of Interlocking	50	40	40
MP 202.4 to 203.0–Between Eighth Street Interlocking and Greene Street, Boone	50	40	30
MP 207.4 to 207.9–Over Bridge B-615,–5.0 miles west of Boone	50	35	35
MP 207.9 to 210.4–Between west end of Bridge B-615,–5.0 miles west of Boone and west end of curve 1.0 mile east of Ogden, Eastward	60	60	
MP 248.4 to 248.7–Around curve 2.4 miles east of Glidden	80	.....	.....
MP 257.6 to 259.0–Between highway crossing 0.75 mile east of Carroll and Carroll depot	40	30	30
Over interlocking, Maple River:			
Straight route	70	60	
Diverging main route	.....	15	15
MP 270.4 to 271.0–Around curve 2.0 miles west of Arcadia	75	70	
MP 273.4 to 274.3–Around curve 2.3 miles west of West Side	80	.....	.....
MP 279.6 to 280.0–Around curve 2.5 miles west of Vail	75	70	
MP 284.0 to 286.6–Between east end of curve, 2.5 miles east of Denison and Bridge 869, 0.25 mile west of Denison	70	60	
MP 294.7 to 294.9–Around curve 0.6 mile east of Dow City	80	.....	.....
MP 315.6 to 317.5–Around curve 2.8 miles and 4.2 miles west of Woodbine	80	.....	.....

SPEED RESTRICTIONS

LOCATION	Restrictions Miles Per Hour		
	Streamliner	Other Psgr. Trains	Freight Trains
MP 320.9 to 321.4–Around curve at Logan	70	60	45
MP 322.0 to 322.3–Around curve 1.0 miles west of Logan	80		
MP 324.1 to 324.3–Around curve 3.0 miles west of Logan	80		
MP 328.5 to 329.1–Around curve 0.5 mile east of Missouri Valley	75	70	50
MP 329.1 to 330.0–Between East crossover, Missouri Valley and West Wye Switch	35	35	35
MP 330.0–Over crossover switches at West Wye Switch	30	30	30
MP 333.0 to 333.4–Around curve 1.0 mile east of Loveland	75	70	
MP340.5 to 340.8–Around curve 2.0 miles west of Honey Creek	75	70	
MP 343.6 to 346.4–Between Bridge No. 1012 and east yard limit, Council Bluffs	70	60	55
MP 346.4 to 350.4–Between east yard limit Council Bluffs and crossovers Avenue C–Westward	50	40	25
MP 350.4 to 351.0–Between crossovers Avenue C to U. P. connection west of Third Ave	10	10	10

LOCATION	Restrictions Miles Per Hour All Trains
BETWEEN DES MOINES AND JEWELL	
Maximum Speed, Miles Per Hour: All Trains 40	
MP 0.0 to 1.7–Between Des Moines freight station and E. 14th Street crossing, 1.7 miles east of station, Des Moines	10
MP 1.7 to 6.0 Between East 14th Street crossing, Des Moines and Saylor:	
Westward	25
Eastward	35
MP 6.0 to 13.4–Between Saylor and 2.5 miles east of Ankeny	35
MP 13.4 to 13.6–Around curve 3.0 miles east of Ankeny	30
MP 16.7 to 17.9–Between 1.25 miles west of Polk City Jct. and Polk City Jct.	30
Between Polk City Jct. and Polk City	10
MP 21.7 to 23.3–Between curve west of Sheldahl and eastward home signal at Interlocking Slater	30
MP 23.3 to 23.6–Over Interlocking Slater	20
MP 29.8 to 33.5–Around curve 2.0 miles east of Kelley to 5.7 miles east of Kelley	35
MP 33.7 to 33.8–Over Lincoln Highway crossing Ames	10
MP 33.9 to 34.0–Over Ames Interlocking	10
MP 34.4 to 34.5–Around curve 0.5 miles east of Ames	20
MP 37.1 to 37.3–Around curve 3.25 miles east of Ames	30
MP 42.4 to 42.6–Around curve 2.5 miles east of Gilbert	35
MP 44.4–Over Highway 1.9 miles west of Story City	30
MP 45.8 to 46.2–Around curve at Story City	35

LOCATION	Restrictions Miles Per Hour All Trains
MP 51.7 to 55.0–Between 2.25 miles east of Randall and Junction switch at Jewell	35
BETWEEN JEWELL AND EAGLE GROVE	
Maximum Speed, Miles Per Hour: All trains 35	
MP 68.8–Over Highway No. 69, just east of Depot, Jewell	6
MP 79.0 to 82.4–Between 3.0 mile east of Kamrar and Webster City	25
MP 82.4 to 84.0–Over all street crossings in Webster City and between approach signals I.C. crossing at Webster City	6
MP 97.0 to 97.7–Between eastward approach signal and C.G.W. crossing west of Eagle Grove	20
MP 97.7 to 99.3–Within corporate limits, Eagle Grove	10
BETWEEN STANWOOD AND TIPTON	
Maximum Speed, Miles Per Hour: All Trains 20	
Lincoln Highway just west of Stanwood	Stop
Around sharp curve 1.0 mile east of Wald	15
Over highway crossing at Wald	5
BETWEEN BELLE PLAINE AND SANBORN	
Maximum Speed, Miles Per Hour: All trains 45	
MP 0.9 to 1.1–Around curve west of Interlocking, Belle Plaine	20
MP 8.9–Between home signals C.M. St. P. & P. Crossing, Elberon	20
MP 30.2 to 30.8–Around curve at Bridge 76, 1.25 miles west of Buckingham	35
MP 37.9 to 38.1–Between home signals C. G. W. crossing, Hicks	30
MP 48.5 to 49.5–Between 0.5 mile east and 0.5 mile west of highway crossing 1.6 miles west of Dike	40
MP 54.0 to 58.0–Between Stout and 4.0 miles west of Stout	35
MP 60.2 to 60.6–Around curve at Bridge No. 162 at west end of Parkersburg Yard	25
MP 75.8–Between home signals C.G.W. crossing west of Dumont	20
MP 103.4 to 108.9 Between westward approach signal M.&St.L. crossing east of Clear Lake Transfer and 25th street, west of Mason Yard	20
MP 110.9–Over highway crossing 240 feet west of Bridge No. 269, 2.0 miles west of Mason Yard–Eastward	20
MP 132.1 to 133.1–Over all street crossing and curves at Lake Mills	20
MP 133.3–Between home signals M.&St.L. crossing just west of Lake Mills	20
MP 133.4 to 150.1–Between eastward home signal M. & St.L. crossing just west of Lake Mills and westward approach signal C.R.I.&P. crossing at Bricelyn	40
MP 150.4–Between home signals of C.R.I.&P. crossing Bricelyn	20
MP 165.7 to 166.0–Around curve east end of Blue Earth Yard	30
MP 166.6–Twin Cities Division crossing at Blue Earth Yard	Stop
MP 166.6 to 167.0–Over all switches and curve west of Twin Cities crossing Blue Earth	10

SPEED RESTRICTIONS

LOCATION	Restrictions Miles Per Hour All Trains
BETWEEN BELLE PLAINE AND SANBORN (Continued)	
MP 167.0 to 175.0–Between Twin Cities Division crossing at Blue Earth and 2 miles West of Guckeen	35
MP 184.6–Between home signals C.M.St.P.&P.–Twin Cities Division crossing Fairmont	20
MP 184.9 to 185.6–Over all street crossings at Fairmont	6
MP 193.0 to 195.0–Between Welcome and Junction Switch 0.3 miles east of Fox Lake	40
MP 195.0–Over Junction switch 0.3 miles east of Fox Lake	10
MP 203.5–Between home signals M.&St.L. crossing 1.5 miles west of Triumph	20
MP 215.9–Between home signals of Twin Cities Division crossing Butterfield	20
MP 240.5–Around curve 1.1 miles east of Sanborn	40
MP 241.9–Junction with Dakota Division at Sanborn	Stop
BETWEEN BELLE PLAINE AND WHAT CHEER	
Maximum Speed, Miles Per Hour: All trains 25	
MP 13.2–Between home signals C. R.I.&P. crossing at Carnforth	20
MP 38.2 to 39.2–Through Yard and over all street crossings, What Cheer	10
BETWEEN TAMA AND JEWELL	
Maximum Speed, Miles Per Hour: All trains 30	
Except between MP 34.5 at Whitten and MP 69.0 at Jewell, Class AA diesel engines 25	
MP 0.3 to 1.0–Eastward trains approaching Tama	20
MP 19.0–Between home signals C.G.W. crossing Gladbrook	20
MP 27.9–Over Highway No. 185 crossing 0.3 miles west of Conrad–Westward trains	15
MP 39.1–Eldora Jct.–Operate at restricted speed	Restricted Speed
MP 40.4–Between home signals M.&St.L. crossing Gifford	20
MP 68.6–Junction switch–Des Moines District and Tama District, Jewell	Stop
MP 68.7–Over Junction switch, Lake City District and Des Moines District, Jewell	10
BETWEEN EAGLE GROVE AND BURT	
Maximum Speed, Miles Per Hour: All trains 35	
MP 102.8 to 103.2–Eastward trains between westward home signal C.R.I.&P. crossing 0.2 mile west of Goldfield to crossing of Highway No. 3 located 0.2 mile east of Goldfield	25
MP 103.3–Between home signals C.R.I.&P. crossing, Goldfield	20
MP 118.2–Between home signals M.&St.L. crossing, Luverne	20
MP 127.0 to 131.9–Between Irvington and Algona	20
MP 135.1 to 137.3–Between 3.9 miles west Algona and 5.5 miles west of Algona	20
MP 141.6–Over Walnut Street crossing, east of depot, Burt	8
MP 142.0–Junction switch, Burt	10

LOCATION	Restrictions Miles Per Hour All Trains
BETWEEN BURT AND FOX LAKE	
Maximum Speed, Miles Per Hour: All trains 25	
MP 167.0–Between home signals C.R.I.&P. crossing, Gridley	20
MP 187.4–Junction with Mason City District, Fox Lake	Stop
BETWEEN BURT AND ELMORE	
Maximum Speed, Miles Per Hour: All trains 25	
MP 142.0–Over junction switch – Burt	10
BETWEEN EAGLE GROVE AND N.I. JUNCTION	
Maximum Speed, Miles Per Hour: All trains 30	
MP 98.2 to 98.8–Within Corporate Limits, Eagle Grove	10
MP 102.5 to 115.6–Between 4.4 miles west of Eagle Grove and Dakota City, Class A Diesel	20
MP 133.8–Between home signals M.&St.L. crossing, Rolfe	20
MP 150.4–Over Main Street crossing, Laurens	6
MP 150.9–Between home signals C.R.I.&P. crossing, Laurens	20
MP 156.9–Between home signals C.M.St.P. &P. crossing, Marathon	20
MP 164.3 to 166.7–Around curves between 2.1 miles east of Sioux Rapids and 0.25 mile west of Sioux Rapids	20
MP 172.7 to 173.0–Over all street crossings, Linn Grove	25
MP 174.7 to 174.9–Around curve at west end Bridge No. 2696, 2.0 miles west of Linn Grove	20
MP 186.8 to 187.1–Around curves 3.0 miles east of Sutherland	15
MP 199.7–Over Main Street crossing, just east of depot, Paullina	8
MP 216.6–Between home signals Twin Cities Division crossing, Alton	15
MP 225.8 to 226.2–Through Yard at Maurice	15
MP 226.2 to 234.0–Between Maurice and Ireton	25
MP 240.1 to 240.5–Around curve at Bridge No. 2886, 0.4 miles east of N.I. Junction	25
MP 240.5–Junction with Hawarden District at N.I. Junction	Stop
BETWEEN ELDORA JUNCTION AND ALDEN	
Maximum Speed, Miles Per Hour: All trains 25	
MP 0.0–Junction with Tama District–Eldora Junction	Stop
MP 5.1 to 6.0–Over all Street crossings, Eldora	10
MP 6.2–M.&St.L. crossing 1.0 mile west of Eldora	Stop
MP 20.3–Over Highway No. 65, east of Iowa Falls; All movements to be protected by flagman	.....
MP 26.0–Alden –Trains approaching Alden must expect to find cars on main track and be prepared to stop	Restricted Speed

SPEED RESTRICTIONS

LOCATION	Restrictions Miles Per Hour Psgr. Trains	Freight Trains
BETWEEN MISSOURI VALLEY AND SIOUX CITY		
Maximum Speed: Miles Per Hour		
Passenger Trains 65		
Freight Trains 45		
MP 0.0 to 0.9–Through yard, Missouri Valley	15	10
MP 0.9 to 1.5–I. D. Wye to 0.6 miles West	50	
MP 5.8 to 6.3–Between home signals, California Junction Interlocking, through and diverging main routes, and around curve at California Junction	25	25
California Jct.–Junction Switch, West leg of wye, Trains enroute to Nebr. Divn.	Stop	Stop
MP 38.6 to 39.0–Over all street crossings, Onawa ..	25	25
MP 73.3 to Dace Street, Westward	55	
Eastward	40	40
MP 74.4 to 75.0–Between Dace St. and Passenger Station, Sioux City	10	10
Between Dace St. and 22nd St., Sioux City, Twin Cities Division, G. N. and C. M. St. P. & P. Railroad crossings	Stop	Stop
Over Street Crossings	20	20

BETWEEN JEWELL AND CARNARVON Maximum Speed, Miles Per Hour: 35	Restrictions Miles Per Hour All Trains
MP 68.6–Junction switch, Des Moines District and Lake City District, Jewell	Stop
MP 68.6 to 69.1–Between junction switch over Highway No. 69 west of depot, and west switch Jewell	6
MP 83.8 to 93.9–Between Stratford and 1.0 mile west of Dayton	20
MP 98.4–Between approach and home signals, Harcourt Interlocking	20
MP 104.4–Between approach and home signals, Gowrie Interlocking	20
MP 117.1–Between approach and home signals, Lohrville Interlocking	20
MP 127.2 to 142.4–Between Lake City and Carnarvon	20
MP 142.4–Junction switch Carnarvon, westward trains, Lake City District	Stop

LOCATION	Restrictions Miles Per Hour All Trains
BETWEEN SACTON AND MOVILLE	
Maximum Speed, Miles Per Hour: 35.	
MP 15.8–Junction switch, Sacton, eastward trains, Moville District	Stop
MP 15.8–Around east leg of wye, Sacton	15
MP 13.3–Highway crossing east of depot, Sac City .	5
MP 12.7 to 14.3–Within corporate limits, Sac City...	20
MP 39.0–Around curve 3 miles west of Galva.....	20
MP 57.3–Around curve 1 mile east of Correctionville	20
MP 58.4–I. C. crossing, Correctionville	Stop
BETWEEN MAPLE RIVER AND ODEBLT	
Maximum Speed, Miles Per Hour: 35.	
MP 0.0–Between home signals, Maple River Interlocking	15
MP 15.8–Junction switch, Sacton	15
MP 16.6 to 17.6–Between Wall Lake and 1 mile west of Wall Lake	15
BETWEEN ODEBOLT AND ONAWA	
Maximum Speed, Miles Per Hour: 40.	
MP 25.5 to 26.5–Within corporate limits, Odebolt ...	30
MP 38.1–Over street crossing east of station, Ida Grove	30
MP 59.1–Around reverse curve 0.75 mile east of Mapleton	25
MP 60.7–Around curve 0.75 mile west of Mapleton ..	25
MP 68.6–Around curve at Castana	15
MP 80.2–Around north leg of Wye, Onawa	15
MP 80.3–Junction switch, Onawa, westward trains Onawa District.....	Stop
BETWEEN WREN AND HAWARDEN	
Maximum Speed, Miles Per Hour: 40.	
MP 0.0–Between home signals, I.C. Interlocking, Wren	10
MP 0.0 to 18.9–Between Wren and Craig	25
MP 21.9–Around curve bridge 761,–3 miles west of Craig	25
MP 28.0 to 28.3–Around reverse curves near M.P. 28, –2.5 miles east of Hawarden	25

ADDITIONAL SPEED RESTRICTIONS

(a) Speed restrictions for "Other Psgr. Trains" apply to:
Trains consisting of conventional equipment exclusively, or
Trains consisting of conventional and streamlined equipment mixed, or
Trains handling gallery type cars.

(b) Streamliner type trains or diesel electric motor trains and engines must not run over inundated tracks if water is more than 3 inches above top of rail, and all trains, when operating through water must not exceed 5 miles per hour; Rules 101, 101a and 713 govern.

(c) The maximum speed for diesel power operating light will be as indicated in speed restrictions for freight trains.

(d) 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 miles per hour, unless otherwise provided.

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

(f) Trains handling scale test cars must not exceed 30 m.p.h. on the Cedar Rapids, Council Bluffs, Sioux City, and Mason City Districts, and must not exceed 20 m.p.h. on all other districts. Where a lower speed is prescribed, it will govern.

(g) Unless otherwise instructed, wrecking outfits must not exceed 35 m.p.h. on the Cedar Rapids, Council Bluffs, and Sioux City Districts, 30 m.p.h. on the Mason City District, 25 m.p.h. on the Des Moines District, and must not be operated on other districts without special speed restrictions. Where a lower speed is prescribed, it will govern.

(h) Circus trains and carnival trains entirely of steel construction or steel underframe cars must not exceed 35 m.p.h. on straight track or 25 m.p.h. on curves on the Cedar Rapids, Council Bluffs, Sioux City, and Mason City Districts; 25 m.p.h. on straight track and 20 m.p.h. on curves on the Des Moines, Tama, and Sioux Rapids Districts; and must not be operated on other districts without special speed restrictions. Where a lower speed is prescribed, it will govern.

(i) Trains handling loaded ore cars must not exceed 30 m.p.h., and empty ore cars 40 m.p.h. Where a lower speed is prescribed it will govern.

(j) Diesel switch engines must not be operated or towed at speeds in excess of 35 m.p.h. Diesel switchers in the 400 series must not be operated or towed at speeds in excess of 25 m.p.h.

(k) Switch engines must not exceed 20 m.p.h. between Beverly and Otis via Cedar Rapids.

(l) Diesel engines must not exceed 3 m.p.h. on tracks 1 and 2 at Cedar Rapids passenger station.

(m) When any locomotive crane or derrick is moved on its own wheels in any train, the boom must be detached. 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 the truck is so equipped; such machines must be hauled next ahead of caboose and trains handling them must not exceed 25 m.p.h. Where a lower speed is prescribed it will govern.

(n) "Magor" air dump cars, series No. 11701 to 11765, odd numbers, or cars of a similar type may be handled only in switch, work train or way freight service and then only upon receipt of specific instructions for such handling from the Division Superintendent. Trains handling this type of car must not exceed 20 m.p.h. when cars are loaded nor 25 m.p.h. when cars are empty.

(o) The speed of trains handling rotary snow plows, not in service, will be restricted to 18 m.p.h. Where track conditions will not justify speed of 18 m.p.h. the speed must be further reduced to meet existing conditions. When they are handled ahead of engine not in service the wheel of the rotary should be kept revolving slowly.

SPECIAL RULES

Rule M CLOSE CLEARANCES

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

Rule 3 STANDARD TIME

Clocks showing Central Standard time are located at:
Clinton—Passenger Station, West Yard Office; Enginehouse.
Cedar Rapids—Operator's Office; Yard Office.
Belle Plaine—Operator's Office; Enginehouse.
Des Moines—Operator's Office; Enginehouse.
Jewell—Operator's Office.
Boone—Train Dispatchers' Office; Eighth Street Interlocking; Yard office.
Carroll—Operator's Office.
Missouri Valley—Operator's Office.
Council Bluffs—Passenger Station; Yard Office; Enginehouse.
Mason City—Yard Office; Engine House.
Belle Plaine—Operator's Office; Engine House.
Eagle Grove—Operator's Office; Engine House.
Sioux City—Train Dispatchers' Office; Yard Office; Enginehouse; Passenger Station.
Onawa—Operator's Office
Hawarden—Operator's Office
Wall Lake—Operator's Office
Holstein—Operator's Office

Rules 6 and 6a

Rules 6 and 6a of the Rules for the Government of the Operating Department are revised as shown below:

Rule 6: The following letters when placed before the figures of a schedule indicate:

L - Leave.
A - Arrive.
s - regular stop.
f - flag stop to receive or discharge traffic
d - stop to receive or discharge revenue passengers. (See footnote)

Rule 6a: 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.
YL - Yard Limits

Rules 31 and 32 ORDINANCES: SOUNDING ENGINE WHISTLE

The whistle of any engine must not be sounded within the city limits of Clinton, Cedar Rapids, Belle Plaine, Tama, State Center, Nevada, Boone, Ogden, Grand Junction, Council Bluffs, Des Moines or Mason City except for the purpose of train inter-communication or to prevent injury to persons and damage to property.

Rule S-72 SUPERIOR DIRECTION

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

Rules S-83 and S-83a REGISTER STATIONS

Clinton—Passenger trains and Express Extras.
Jewell—All trains.
Ames—All trains on Des Moines District
Des Moines—All trains.
Boone Train Dispatchers Office—Passenger trains and Express Extras.
Missouri Valley and Carroll; all trains terminating or originating at these points.
Yard offices at West Clinton; at Boone and at Freight Yard, for freight trains only.
For trains running via Linn Co. Railway, a clear signal displayed at Otis or Beverly will indicate that all overdue first class trains have left.—Rule D-83.

Rule S-83 does not apply at either end of single track district

Cedar Rapids
Belle Plaine Mason City District Trains,
Mason Yard,
Fairmont
Fox Lake (Fox Lake District Trains)
Eldora Junction
Eagle Grove Yard Office
Sanborn,
Tama Interlocking (By Blank R), Tama District Trains
N.I. Jct.

Sacton,	Wall Lake,
Missouri Valley	Sioux City
Nebraska Street	22nd Street Yard Office
Wren, (by Blank R)	Hawarden

When trains are relieved by train order or Time table from complying with Rule S-83 at Blair, Conductors will furnish a Blank R register ticket at the first open communicating station in either direction from Blair. Information contained thereon must be transmitted by the operator receiving this register ticket to the operator at Blair and then retain this form in his file. The operator at Blair will enter this information on the train register in accordance with Rule S-83a.

REGISTER STATIONS (Continued)

Rule 83c CLEARANCE FORM A

Trains starting from initial division stations on Cedar Rapids and Council Bluffs Districts and trains entering at stations on Cedar Rapids and Council Bluffs Districts from other districts must obtain Clearance Form A at such stations during the hours that communicating office is open. Operators at these stations may accept train orders for such trains without displaying the train order signal at stop.

All trains between Des Moines and Eagle Grove must obtain Clearance Form A at Ames.

Except as otherwise provided, Rule 83c does not apply at initial division station when same is non-communicating or the office is closed.

Trains to or from Sioux Rapids District need not obtain clearance Form A at N. I. Junction.

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

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

Trains operating between California Jct., Iowa and North Yard, Omaha may be relieved of observing the provisions of Rule 83(c) by train orders in the following form:

"You need not obtain Clearance Form A at Blair."

For trains operating out of North Yard Omaha, such train orders will be issued by authority of the Chief Train Dispatcher, Nebraska Divison, and for trains operating out of California Jct. such train orders will be issued by authority of the Chief Train Dispatcher St. James.

Rule 83f BULLETIN BOARDS

Conductors, trainmen, enginemen, yardmen and others concerned must examine and familiarize themselves with all bulletins that are posted on designated bulletin boards before commencement of each day's work or trip, and failure to do so will not be accepted as excuse for neglect or violation of instructions. Bulletin boards for posting of General Orders and Special Orders issued by the Superintendent are located as follows:

Clinton	(Passenger station (Yard office	Enginehouse
Cedar Rapids	Passenger station	Enginehouse
Belle Plaine	Passenger station	Enginehouse
Tama	Passenger station	
Marshalltown	Passenger station	Freight Office
Des Moines	Freight station	Enginehouse
Boone	Passenger station	Yard office
Carroll	Passenger station	
Missouri Valley	Passenger station	Enginehouse
Council Bluffs	Yard office	Enginehouse
Mason City	(Freight station (Yard office	Enginehouse
Fairmont	Freight station	
Tracy	Yard office	Enginehouse
Eagle Grove	Freight station	Enginehouse
Hawarden	Freight station	Enginehouse
Omaha	North yard office	Enginehouse
California Jct.	Operator's office	
Sioux City	(Yard office (Nebraska St. telegraph office (and enginemen's locker (room	Enginehouse
Jewell	Operator's office	

SPECIAL RULES—Continued

Rule 91 TIME SPACING

Except in automatic train speed control and automatic block territory, Rules 380 to 382, inclusive, govern. Trains will be spaced ten minutes apart, except that a freight train must not follow a passenger train within fifteen minutes.

Rule 93 YARD LIMITS

CEDAR RAPIDS DISTRICT:
Clinton to West Clinton; Otis to Beverly; Belle Plaine; Tama; Marshalltown; Ames; Boone.
COUNCIL BLUFFS DISTRICT:
Boone, Carroll; Denison; Missouri Valley to West Wye Switch; Freight Yard to Council Bluffs.
DES MOINES DISTRICT:
Des Moines to Des Moines Freight Yard; Ames; Jewell; Eagle Grove.
MASON CITY DISTRICT:
Belle Plaine; Mason City to Mason Yard; Blue Earth; Fairmont; Fox Lake; Butterfield; Sanborn.
SIOUX RAPIDS DISTRICT:
Eagle Grove; Alton; Hawarden.
TAMA DISTRICT:
Tama; Eldora Junction; Jewell.
WHAT CHEER DISTRICT
Belle Plaine to and including What Cheer.
ALDEN DISTRICT:
Eldora Junction to and including Alden.
ELMORE DISTRICT:
Burt to and including Elmore.
FOX LAKE DISTRICT:
Burt; Fox Lake.
SIOUX CITY DISTRICT:
Missouri Valley to I.D.Wye; California Junction; Onawa; Stock Yards to Sioux City.
HAWARDEN DISTRICT:
Hawarden.
MOVILLE DISTRICT:
Sacton.
LAKE CITY DISTRICT:
Jewell.
ONAWA DISTRICT:
Sacton to Wall Lake; Onawa.
TIPTON BRANCH:
Stanwood to and including Tipton.

Rule 97 TRAIN ORDERS

In all two or more track districts, extra freight, empty passenger equipment and express trains will be operated without train orders.

Rule 97 does not apply in the single track district at Cedar Rapids.

Rule 98 CROSSINGS, DRAWBRIDGES AND JUNCTIONS

Crossings, junctions and drawbridges at which Rules 98 and 98a govern:

CROSSINGS, DRAWBRIDGES AND JUNCTIONS (Continued)

C&NW	Wall Lake, Onawa, Sacton, California Junction, I. D. Wye, Carnarvon.
CGW	Packing house track, Marshalltown.
FtDDM&S	Des Moines.
Des Moines Union	Des Moines.
CRI&P	Des Moines, Council Bluffs
UP	Council Bluffs
CMStP&P	Council Bluffs
IC	Council Bluffs
CB&Q	Council Bluffs
Wabash	Council Bluffs
CGW	Council Bluffs
M.&St.L.	Eldora (1 mile west)

RULES 104e, 104f, 510a, 512a & 512b 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.

	Miles per Hour Engine	Train
WEST CLINTON		
Westward	10	15
LOWDEN		
Westward	10	15
STANWOOD		
Eastward	10	15
LISBON		
Eastward	10	25
Westward	10	20
CEDAR RAPIDS		
Located between F Avenue NW and G Avenue N.W. Normal position is for movement from single track to Westward main track	10	10
BLAIRSTOWN		
Eastward	10	15
Westward	10	15
BELLE PLAINE		
Eastward	10	15
LAMOILLE		
Eastward	10	15
Westward	10	15
NEVADA		
Eastward	10	25
AMES		
South Y	10	15
GLIDDEN		
Westward	10	25
CARROLL		
Westward	10	25
DENISON		
Eastward	10	25
Westward	10	25
DUNLAP		
Eastward	10	15
Westward	10	15
MISSOURI VALLEY		
Westward	10	15
COUNCIL BLUFFS LAKE LEAD		
Eastward	10	25

CALIFORNIA JUNCTION

(1) North switch of wye; normal position for Sioux City District main track.

SPRING SWITCHES (Continued)

(2) West switch of wye; normal position for west leg of wye.

(3) Spring switch north end of wye is equipped with mechanical point lock. Train crews finding signal governing movements through this spring switch in stop position must contact operator before making movement, and if there are no conflicting movements, will operate switch by hand.

RULE D–150 TRACKS IN OPERATION

Two Tracks:

Between East Clinton and Council Bluffs, except between the crossover just west of Third Avenue SE and the crossover just west of G Avenue in Cedar Rapids.

All other districts on the Iowa Division are single track.

At Council Bluffs west of the double crossover located between Avenue B and Avenue C, east of Council Bluffs station, trains must keep to the right.

RULE 221 TRAIN ORDER SIGNALS

Sacton–governs the movement of trains on Onawa District.

Wall Lake–governs the movement of trains on Onawa District.

Onawa–governs the movement of trains on Sioux City District.

California Jct.–governs movements only on Sioux City District of the Iowa Division. Movements to and from subdivision 4 of the Nebraska Division must obtain Clearance Form A. (Rule 83c).

RULES 501A to 516 AUTOMATIC BLOCK–WAYSIDE SIGNALS

Between Beverly and Otis via Cedar Rapids; between the south switch at Ames and Des Moines.

Between Missouri Valley and Howard Street, Sioux City.

RULES 520-529(h) AUTOMATIC TRAIN SPEED CONTROL

(a) The main tracks between the east end of the Mississippi River bridge at East Clinton and Broadway Station, Council Bluffs, via both Cedar Rapids and Linn County Ry., are equipped for continuous Automatic Train Speed Control (Rules 520-529(h) govern).

(b) In train control territory, the movement of non-equipped engines must be authorized by train order Form G and protected by positive manual block in advance. Clearance Form A must indicate block "clear" before the engine enters train control territory. The speed of such movements must not exceed 20 miles per hour.

(c) All train or engine movements between Maple River and Carroll not equipped with train control or with the train control out of service will operate under the protection of Positive Block in advance of the movement at a speed not to exceed 20 miles per hour. The block will be under the control of the operator at Carroll. Eastward trains from Onawa District will move on signal indication and must not be given clear signal at Maple River until block is clear. Westward trains must receive Clearance Form A which must not be delivered by the operator at Carroll until the block is clear.

(d) Sperry Rail Detector Cars running light and not testing rails must operate under the same instructions as apply to movements made with engines not equipped with train control.

(e) Non-equipped locomotives in switching service may be operated on the main track between East Clinton, Illinois, and West Clinton, Iowa, between Otis and Beverly via Cedar Rapids and at Beverly, Belle Plaine, Tama, Marshalltown, Ames, Boone, Carroll, Missouri Valley and Council Bluffs within switching limits at not exceeding restricted speed and in accordance with signal indications.

(f) MAIN LINE 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.

MAIN LINE TRAIN CONTROL TEST SECTIONS (Continued)

EASTWARD:
- MP 333.0, 0.8 mile east of Loveland.
- MP 195.7, 2.0 miles east of Jordan.
- MP 91.5, 6.0 miles east of Norway.

RULES 601A to 672 CROSSINGS, JUNCTIONS, AND DRAW–BRIDGES

(a) C.M.St.P.&P. and C.&N.W.	Second St., Clinton
C.&N.W.	Otis
Cedar River Gauntlet	Linn County Ry.
C.M.St.P.&P. and C.R.I.&P.	Cedar Rapids
C.M.St.P.&P. and C.&N.W.	Beverly
C.M.St.P.&P.	Tama
C.G.W. and M.&St.L.	Marshalltown
C.&N.W.	Ames
C.&N.W.	BU Interlocking
C.&N.W.	Eighth St., Interlocking
C.&N.W.	Boone Viaduct
M.&St.L.	Grand Junction
C.M.St.P.&P.	Jefferson
C.&N.W.	Maple River
C.M.St.P.&P.	Arion
Ft. D.D.M.&S.	Kelley
C.M.St.P.&P.	Slater
C.R.I.&P.	Carnforth
C.&N.W.	Belle Plaine
C.M.St.P.&P.	Elberon
C.G.W.	Mason Yard
I.C.	Webster City
Twin Cities Division	Alton

(b) Automatic Interlockings at which Rules 601A to 672, inclusive, will be observed, except that if the Home Signal displays an indication to proceed, trains or engines must not exceed the speed shown below between Home Signals:

		Miles Per Hour
C.G.W.	Hicks	30
C.G.W.	Dumont	20
M.&St.L.	East of Clear Lake Transfer	20
M.C.&C.L.	Clear Lake Transfer	20
C.M.St.P.&P. and C.G.W.	Mason City	20
C.R.I.&P.	Bricelyn	20
M.&St.L.	Lake Mills	20
C.M.St.P. &.P.and Twin Cities Division.	Fairmont	20
M.&St.L.	Triumph	20
Twin Cities Division.	Butterfield	20
C.G.W.	Gladbrook	20
M.&St.L.	Gifford	20
C.G.W.	Eagle Grove	20
M.&St.L.	Rolfe	20
C.R.I.&P.	Laurens	20
C.M.St.P.&P.	Marathon	20
C.R.I. & P.	Goldfield	20
M.&St.L.	Luverne	20
C.R.I. & P.	Gridley	20

(c) M.&St. L. ..... 1 mile west of Eldora

Crossing gates are normally set against movement on C.&N.W. All movements on the C.&N.W. must stop and operate gates in accordance with instructions posted in the release box.

SPECIAL RULES—Continued

CROSSINGS, JUNCTIONS AND DRAWBRIDGES (Continued)

(d) In addition to observing Rules 601A to 672, all trains will approach the signal protected railroad crossings shown below at Restricted Speed. If clear indication is given, the train must not exceed the speed as indicated between home signals:

RAILROAD	LOCATION	MILES PER HOUR
Twin Cities Division	Howard St., Sioux City	10
I. C.	Wall St., Sioux City	10
M.&St.L.and Ft.D.D.M.&S.	Gowrie	20
C.M.St.P.&P. and C.G.W.	Lohrville	20

(1) If a train or engine is stopped by the home signal at the signal protected railroad crossings at Lohrville and Gowrie and no conflicting train movement is evident, a Trainman must go to the crossing and be governed by instructions located in the box near the crossing. If the operation of the release does not cause the signal to display a "Proceed" indication the provisions of Rule 672 will govern.

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

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

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

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

Telephone for communication with the operator at Carroll is located at the westward home signal and the eastward home signal on Onawa District.

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

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

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

C.&N.W., I.C., Twin City Division...Dace Street, Sioux City

When a train or engine has been stopped by a stop-signal at the above interlocking a trainman or engineman must at once communicate

CROSSINGS, DRAWBRIDGES AND JUNCTIONS (Continued)

with the man in charge of the control machine at Sioux City Passenger Terminal by telephone, and then be governed by the instructions received from him. The instructions must be repeated to insure correct understanding.

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

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

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

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

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

(g) Trains and engines will approach the signal protected crossovers indicated below at restricted speed and will be governed by timetable speed restrictions between MP 350.4 and 350.9 (Avenue C to Council Bluffs station):

C.&N.W.....Avenue C, Council Bluffs.

(h) Rule 509b will also apply at the automatic interlocking at:

Ft. D.D.M.&S..... Kelley

Time release box marked C.&N.W. is located on an iron post in the southeast quadrant at the crossing.

(i) Rule 509b will also apply at the interlocking at:

C.M.St.P.&P.....Slater

Time release box as referred to in Rule 672 is located in box on corner of interlocking station.

(k) Rules 401 to 408 will govern if hand operation is required of dual control switches at the locations shown below:

C.&N.W.....BU interlocking

Telephones for communication with operator at Eighth Street Interlocking are located on leg of eastward signal bridge and at westward signal.

ADDITIONAL SPECIAL INSTRUCTIONS

RULE 704 CONDUCT OF EMPLOYES

(a) Civil, gentlemanly deportment is required of all employes in their dealings with the public, their subordinates and each other. Courtesy and attention to patrons is demanded.

Employees who are negligent, insubordinate, dishonest, immoral or quarrelsome or who conduct themselves in such a manner that might bring discredit upon the railway company or loss of good will or who are careless of the safety of themselves or others will not be retained in the service.

(b) The general direction and government of a train is vested in the conductor, and all persons employed on the train must obey his instructions. Should there be any doubt as to authority or safety of proproceeding, from any cause, he must consult the engineman and be equally responsible with him for the safety and proper handling of the train and for such use of signals and other precautions as the case may require.

(c) Trainmen and enginemen must not go to meals or otherwise delay their train for personal convenience without permission.

(d) Constant presence of mind to insure safety to themselves and others is the primary duty of all employes.

(e) General Rules Governing Employes of the Operating Department dated January 1st 1953 are issued in book form. Employes whose

CONDUCT OF EMPLOYES (Continued)

duties are prescribed by these rules must have a copy of them at hand when on duty.

The designation "Trainmen" or "Enginemen" in any rule includes yardmen and firemen, when applicable.

While general rules are subdivided for convenience, they apply equally to all and must be observed wherever they relate in any way to the proper discharge of the duties of any employe.

HOT BOXES

When a car is set out because of hot box, the fire must be entirely extinguished and all of the packing removed from the journal box. Close inspection must be made to ascertain whether or not the floor or other wooden parts of the car have been ignited, and if so, they must also be extinguished.

MOVEMENT OF TRAINS ON RUNNING TRACKS

CEDAR RAPIDS

All trains and engines must approach the crossovers at east and west end of Cedar Rapids passenger station at restricted speed and operate at restricted speed between these crossovers. During the hours that switchtenders are on duty they are located at First Avenue, west of station and at Seventh Avenue, east of station. C&NW trains will accept signals only when given with a white flag by day or a white light by night. CRI&P trains will accept signals only when given with a yellow flag by day or a yellow light by night. Switchtenders will be held responsible for the proper position of all switches between First Avenue and Seventh Avenue leading to and from the passenger station during the hours they are on duty. They must use the prescribed hand signals and signal appliances and must not use verbal instructions except in case of emergency. Switchtenders must not start the movement of a train or engine until all switches in the route are properly lined. Enginemen and trainmen must understand that the switch targets and lights show green for the straight crossing movements and red for turnout movements.

Switchtenders hours:

C. & N. W. 8:00 p.m. to 4:00 a.m. Daily
C. R. I. & P. 9:30 p.m. to 5:30 a.m. Daily.

BETWEEN CARROLL AND MAPLE RIVER

Operation of eastward trains against the current of traffic over westward track from Maple River to Carroll will be made as follows:

When a train or engine is stopped by the interlocking signal at Maple River, conductor or engineman will promptly communicate with the operator at Carroll. If it is desired that the train should operate over the westward track from Maple River, operator will consult train dispatcher for authority to give the necessary instructions. These instructions must be repeated by the conductor or engineman to insure correct understanding. The operator at Carroll must not set any switches or signals for the movement nor issue any instructions in connection therewith until he has received authority from the train dispatcher to do so. The conductor or engineman of the train making the movement against the current of traffic must be advised in what manner the movement is being protected and may then proceed upon proper signal indication without train orders.

When a movement against the current of traffic on westward track from Maple River is to continue on that track through Carroll, such movement from Carroll must be authorized by Form D-R orders and in accordance with Rule D-152a.

FAIRMONT

All second class and extra trains approaching Fairmont from either direction must do so at restricted speed, expecting to find Twin Cities Division engines occupying main track or switching at either end of the C.&N.W. yards, and expecting to find Siding occupied.

MOVEMENT OF TRAINS ON RUNNING TRACKS (Con't)

BLUE EARTH

All trains approaching Blue Earth from either direction, must do so at restricted speed, expecting to find Twin Cities Division, engines switching at either end of C.&N.W. yard.

EAGLE GROVE

The normal position of the main track switch located 300 feet east of Highway No. 60 entering the west yard is for the yard.

The normal position of north wye switch on the Elmore District is for the wye.

BURT

The normal position of junction switch is for the Elmore District.

BETWEEN N.I. JUNCTION AND HAWARDEN

All Sioux Rapids District trains will stop and register at N.I. Junction. Westward Sioux Rapids District trains, when not previously provided with a register check, on arrival at N.I. Junction and before entering upon Hawarden District main track, will obtain telephone check on overdue trains from operator at Hawarden. Telephone is in booth.

Normal position of junction switch is for the Hawarden District.

All trains must approach N.I. Junction and operate between N.I. Junction and Hawarden at restricted speed.

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

BETWEEN DACE STREET AND SIOUX CITY

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

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

WREN

All trains must obtain proper authority before entering upon the track of the Illinois Central Railroad.

ONAWA

Onawa District from junction switch east of coal shed location to west switch at Onawa will be considered a siding.

CALIFORNIA JUNCTION

Nebraska Division engines may use the main track of the Sioux City District to turn, only when properly protected.

RIVER SIOUX

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

MOVEMENT OVER STREET CROSSINGS

SIOUX CITY

(a) Street crossings shall not be obstructed by standing trains, engines, or cars for a longer period than five minutes, under city ordinance.
(b) Train and engine movements in both directions on Twin Cities Division main track and westward movements on Twin Cities Division.

ADDITIONAL SPECIAL INSTRUCTIONS—Continued

MOVEMENT OVER STREET CROSSINGS (Continued)

yard tracks will be governed by crossing protection indication signals at Third Street. Sioux City, Ia. as follows:

(1) A Yellow aspect will indicate that crossing protection is operating and movements over the crossing may be made without stopping.
(2) A Red aspect will indicate that crossing protection is not operating and the movement must come to a stop at the crossing; then proceed in accordance with the provisions of Rule 103.

PARKERSBURG

Eastward freight trains must stop west of private crossing, west of Bridge No. 162, to avoid continuous operation of crossing protection while performing station work.

DUMONT

All movements on side tracks over Highway 3 must not exceed 6 miles per hour.

PROTECTION ON DISTRICTS

On the Des Moines, Mason City, Tama, Sioux Rapids, Fox Lake, Hawarden, Onawa, Moville, and Lake City Districts second and third class trains, extra trains and engines, may occupy the main track at stations between station mile boards, protecting against scheduled trains only, and extra trains must approach all stations prepared to stop, expecting to find the main track occupied between the station mile boards.

When possible trains will be notified of following extra trains by train order in the following form: "After.....M, protect against Extra..... (East or West.)"

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

Where yard limit signs are indicated Rule 93 will govern.

OVERHEAD OBSTRUCTIONS

Maximum width and height of cars that will pass in safety over the Iowa Division.

BETWEEN	Height Above Top of Rail 9'0" wide Ft.	In.	10'0" wide Ft.	In.	11'6" wide Ft.	In.	LOCATION
Clinton and Clinton Ice House	18	9	17	11	17	1	Icing Platform
Clinton and Belle Plaine (via Linn Co. Railway)	17	5	17	5	17	5	O. H. Br. 229, Linn County Ry.
Otis and Beverly (via Cedar Rapids)	20	0	19	6	18	7	O. H. Br. 201½, Cedar Rapids and Br . 202 Over Cedar River.
Belle Plaine and Boone	20	0	20	0	20	0	O. H. Br. 429, West of Le Grand.
Boone and Woodbine	20	1	20	1	20	1	O. H. Br. 710½ West of Ogden.

OVERHEAD OBSTRUCTIONS (continued)

BETWEEN	Height Above Top of Rail 9'0" wide Ft.	In.	10'0" wide Ft.	In.	11'6" wide Ft.	In.	LOCATION
Woodbine and Council Bluffs	19	9	19	9	18	3	O. H. Bridge 937¼ West of Woodbine and Bridge 978 West of Missouri Valley.
Belle Plaine and Mason City	19	10	19	3	18	4	O. H. Br. 63½ E. of Traer.
Mason City and Blue Earth	18	11	18	6	17	10	Tank at Lake Mills.
Blue Earth and Sanborn	17	8	17	2	16	5	Tank at Fox Lake.
Belle Plaine and Carnforth	19	5	19	5	19	5	O. H. Br. 1630 E. of Hartwick
Carnforth and What Cheer	18	0	18	0	18	0	O. H. Br. 1772 West Tilton.
Tama and Jewell	17	6	16	11	16	1	O. H. Br. 2384½, at Radcliffe and Tank at Gifford.
Jewell and Eagle Grove	19	10	19	0	18	0	Br. 2460 at Webster City
Eagle Grove and N.I. Jct.	16	7	16	1	15	4	Tank at Sioux Rapids.
Eagle Grove and Fox Lake	18	9	18	3	17	7	Tank at Burt.
Burt and Elmore	17	2	16	8	15	11	O. H. Br. 849, 6.4 miles west of Bancroft and Tank at Elmore.
Eldora Jct. and Alden	18	5	18	0	17	5	Br. 1187 west of Iowa Falls.
Jewell and Carnarvon	19	3	18	8	17	10	Br. 969 M.P. 88.3
Carnarvon and Onawa	16	0	15	6	14	9	Tanks at Sacton, Ida Grove and Mapleton.
Sacton and Moville	19	1	18	6	17	7	Tank at Correctionville.
California Junction and Sioux City	16	11	16	4	15	6	Tank at Sloan.
Sioux City (Twin Cities Div'n main track between Howard Street & 28th Street)	19	0	17	1	16	6	O. H. Br. at 4th St., Sioux City.
Sioux City and Wren (Via I. C. R. R.)	19	0	17	1	16	6	O. H. Br. at 4th St., Sioux City.
Wren and Hawarden	18	4	17	11	17	3	Tank at Merrill.

NO LOAD MUST EXCEED 11' 6" IN WIDTH NOR 21' 6" IN HEIGHT EXCEPT ON CLEARANCE AUTHORITY FROM CHIEF TRAIN DISPATCHER

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