CHICAGO & NORTH WESTERN RAILWAY

NORTHERN IOWA DIVISION

TIME TABLE

No. 180

Effective Sunday, February 25, 1951

AT 12:01 A. M.

CENTRAL TIME

For the government and information of employes only.

L. B. KENDALL, General Manager
J. J. STEIN, General Superintendent
E. TERRILL, Superintendent

THINK-PRACTICE-TALK SAFETY

THE GUNTHORP-WARREN PRINTING COMPANY, CHICAGO

CHICAGO & NORTH WESTERN RAILWAY

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L. B. KENDALL, General Manager
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THINK-PRACTICE-TALK SAFETY

2700—2-25-51

Westward—Between Belle Plaine and Mason Yard—Eastward

Third Class	Second Class	Capacity of Siding	Fuel, Water, Wye and Turntable	Distance from Belle Plaine	Subdivision 1 STATIONS Time Table 180 February 25, 1951	Station Numbers	Second Class	Third Class	Communicating Office Open Week Days *Note exceptions
73	223						126	72	
Monday Wednesday Friday	DAILY						DAILY	Tuesday Thursday Saturday	
A.M. 7.45	A.M. 11.50		FWTTY	.....	BELLE PLAINE	127	P.M. 1.00	P.M. 2.10	Continuous West Tower
					9.1				
8.05	12.11	40	.....	9.1	ELBERON	4503	12.42	1.45	Continuous
					6.1				
s 8.35	**12.30**	47	.....	15.2	CLUTIER	4505	**12.30**	s 1.30	8:30 a.m. to 5:30 p.m.
					8.9				
s 9.05	**1.05**	42	W	24.1	TRAER	4507	12.01	s **1.05**	8:45 a.m. to 5:45 p.m.
					4.9				
s 9.25	1.20	46	.....	29.0	BUCKINGHAM	4509	11.40	s12.25	7:30 a.m. to 4:30 p.m.
					5.6				
s 9.45	1.35	.....	.....	34.6	VOORHIES	4511	11.25	s12.05	.....
					3.4				
9.53	1.48	.....	.....	38.0	HICKS	4512	11.10	11.45	.....
					2.1				
s10.00	1.54	.....	.....	40.1	ZANETA	4513	11.00	s11.40	.....
					7.3				
s10.45	2.10	50	W	47.4	DIKE	4515	**10.45**	**11.30** s**10.25**	8:45 a.m. to 5:45 p.m.
					6.5				
s11.05	2.25	.....	.....	53.9	STOUT	4517	10.30	s10.15	.....
					6.1				
s11.45	2.50	28	FW	60.0	PARKERSBURG	4519	10.10	s 9.50	8:45 a.m. to 5:45 p.m.
					8.9				
s12.10	3.14	.....	.....	68.9	KESLEY	4523	9.47	s 9.05	7:00 a.m. to 4:00 p.m.
					6.7				
s12.35	3.28	48	.....	75.6	DUMONT	4525	9.33	s 8.45	8:25 a.m. to 5:25 p.m.
					6.6				
s 1.00	3.43	.....	.....	82.2	AREDALE	4527	9.19	s 8.25	8:30 a.m. to 5:30 p.m.
					6.6				
s 1.25	4.00	47	W	88.8	DOUGHERTY	4529	9.07	s 8.05	7:45 a.m. to 4:45 p.m.
					5.6				
s 1.40	4.17	.....	.....	94.4	CARTERSVILLE	4531	8.56	s 7.40	.....
					11.3				
2.02	4.42	38	.....	105.7	CLEAR LAKE TRANSFER	.....	8.33	7.15	.....
					1.4				
2.07	4.47	.....	.....	107.1	MASON CITY	4535	8.25	7.10	Continuous
					1.0				
2.10 P.M.	5.00 P.M.	.....	FWTT	108.1	MASON YARD	.....	8.20 A.M.	7.05 A.M.	6:45 a.m. to 2:45 p.m. 3:30 p.m. to 11:30 p.m
Monday Wednesday Friday	DAILY						DAILY	Tuesday Thursday Saturday	

Eastward freight trains stopping west of Bridge 162 at Parkersburg, will stop west of private crossing to eliminate continuous operation of crossing protection while getting water or doing work.

All movements on sidetracks over Highway 10 at Dumont must not exceed 6 miles per hour.

Class J, JS and JA engines must not operate beyond frog of Illinois Central interchange track at Parkersburg.

COMMUNICATING OFFICE OPEN SUNDAYS

Belle Plaine (West Tower)..Continuous
Elberon.....Continuous
Mason City.....Continuous
Mason Yard.....6:45 A.M. to 2:45 P.M.
3:30 P.M. to 11:30 P.M.

***EXCEPTIONS—COMMUNICATING OFFICE CLOSED SATURDAY AND SUNDAY**

Traer Dike Kesley Aredale

CLOSED SUNDAY AND MONDAY

Clutier Buckingham Parkersburg Dumont Dougherty

Westward—Between Mason Yard and Sanborn—Eastward

THIRD CLASS		Second Class	Capacity of Siding	Fuel, Water, Wye and Turntable	Distance from Belle Plaine	Subdivision 2 STATIONS Time Table 180 February 25, 1951	Station Numbers	Second Class	THIRD CLASS		Communicating Office Open Week Days *Note exceptions
79	75	223						126	76	80	
Monday Wednesday Friday	Monday Wednesday Friday	DAILY						DAILY	Tuesday Thursday Saturday	Tuesday Thursday Saturday	
	A.M. 8.30	P.M. 7.25	.....	FWTT	108.1	MASON YARD	.....	A.M. 6.40	P.M. 2.00		6:45 a.m. to 2:45 p.m. 3:30 p.m. to 11:30p.m.
					11.7						
	s 9.00	7.50	44	.....	119.8	HANLONTOWN	4539	6.09	s 1.30		8:00 a.m. to 5:00 p.m.
					7.0						
	s 9.20	8.07	.....	.....	126.8	JOICE	4541	5.53	s 1.00		7:00 a.m. to 4:00 p.m.
					6.0						
	s 9.50	8.22	40	W	132.8	LAKE MILLS	4543	5.40	s12.35		8:30 a.m. to 5:30 p.m.
					5.7						
	s10.10	8.36	.....	.....	138.5	SCARVILLE	4545	5.27	s12.05		7:00 a.m. to 4:00 p.m.
					6.9						
	s10.30	8.50	53	.....	145.4	KIESTER	4549	5.12	s11.40		8:00 a.m. to 5:00 p.m.
					5.4						
	s10.55	9.05	43	W	150.8	BRICELYN	4551	5.00	s11.15		8:45 a.m. to 5:45 p.m.
					5.8						
	s11.20	9.15	44	.....	156.6	FROST	4553	4.47	s10.45		7:00 a.m. to 4:00 p.m.
					4.4						
	11.30	9.25	.....	.....	161.0	MARNA	4555	4.37	10.22		.....
					5.3						
	s12.30	10.00	.....	FWY	166.3	BLUE EARTH	4557	4.25	s10.10		8:30 a.m. to 5:30 p.m.
					6.8						
	s12.50	10.15	43	.....	173.1	GUCKEEN	4559	4.02	s 9.00		8:45 a.m. to 5:45 p.m.
					6.1						
	s 1.05	10.28	.....	.....	179.2	IMOGENE	4561	3.48	s 8.40		.....
A.M.					6.0					P.M.	
8.30	1.30	10.50	.....	.....	185.2	FAIRMONT	4563	3.35	8.25	12.05	12:01 a.m. to 8:00 a.m.
	P.M.				7.8				A.M.		
s 8.50		11.10	.....	.....	193.0	WELCOME	4565	3.11		s11.30	.....
					2.3						
s 9.30		11.35	47	FWTT	195.3	FOX LAKE	4014	3.05		s11.20	8:45 a.m. to 5:45 p.m.
					6.3						
s10.00		11.55	35	.....	201.6	TRIUMPH	4016	2.40		s10.45	8:30 a.m. to 5:30 p.m.
					7.5						
s10.30		12.10	.....	.....	209.1	ODIN	4018	2.25		s10.15	8:30 a.m. to 5:30 p.m.
					6.7						
s11.15		12.45	37	.....	215.8	BUTTERFIELD	4020	2.10		s 9.45	12:01 a.m. to 7:30 a.m. 8:45 a.m. to 4:45 p.m. 11:30 p.m. to 11:59 p.m.
					7.0						
s11.40		1.05	.....	W	222.8	DARFUR	4022	1.43		s 8.45	.....
					5.2						
s12.05		**1.30**	39	.....	228.0	COMFREY	4024	**1.30**		s 8.15	8:00 a.m. to 5:00 p.m.
					6.3						
12.25		1.50	.....	.....	234.3	DOTSON	4026	1.16		7.25	.....
					7.5						
12.45 P.M.		2.10 A.M.	.....	FWY	241.8	SANBORN	1056	1.00 A.M.		7.00 A.M.	12:30 a.m. to 8:30 a.m. 8:45 a.m. to 4:45 p.m.
Monday Wednesday Friday	Monday Wednesday Friday	DAILY						DAILY	Tuesday Thursday Saturday	Tuesday Thursday Saturday	

No. 126 may register with blank R at Sanborn during open office hours.

***EXCEPTIONS—COMMUNICATING OFFICE CLOSED SATURDAY AND SUNDAY**

Joice, Kiester, Blue Earth, Odin
Scarville, Frost

CLOSED SUNDAY AND MONDAY

Hanlontown, Bricelyn, Triumph, Comfrey
Lake Mills, Guckeen

CLOSED SUNDAY

Fairmont, Fox Lake

COMMUNICATING OFFICE OPEN SUNDAYS

Mason Yard..... 6:45 A.M. to 2:45 P.M.
3:30 P.M. to 11:30 P.M.

Butterfield..... 12:01 A.M. to 7:30 A.M.
8:45 A.M. to 4:45 P.M.
11:30 P.M. to 11:59 P.M.

Sanborn..... 12:30 A.M. to 8:30 A.M.

3 Westward—BETWEEN BELLE PLAINE AND WHAT CHEER—Eastward

Second Class 71 Wednesday Sunday	Capacity of Siding	Fuel, Water, Wye and Turntable	Distance from Belle Plaine	Subdivision 3 STATIONS Time Table 180 February 25, 1951	Station Numbers	Third Class 70 Wednesday Sunday	Communicating Office Open Week Days #Closed Sunday and Monday.
A.M. 4.00	.....	FWTTY	.....	.....BELLE PLAINE.....	127	A.M. 10.30	Continuous West Tower
			9.0				
s 4.40	.....	.....	9.0	.....HARTWICK.....	477	s 9.50	#8:10 a.m. to 5:10 p.m.
			4.4				
s 4.55	.....	.....	13.4	.....CARNFORTH.....	478	s 9.15	.....
			5.6				
s 5.20	.....	.....	19.0	.....GUERNSEY.....	480	s 8.50	.....
			5.7				
s 5.50	.....	W	24.7	.....DEEP RIVER.....	482	s 8.30	#8:15 a.m. to 5:15 p.m.
			5.3				
s 6.10	.....	.....	30.0	.....TILTON.....	484	s 8.07	.....
			8.6				
s 6.35 A.M.	.....	.....	38.6	.....WHAT CHEER.....	486	7.50 A.M.	#8:45 a.m. to 5:45 p.m.

Carnforth: C. R. I. & P. Leverman-operator is on duty from 8:30 P. M. to 5:30 A. M. daily. C. & N. W. trains using interlocking plant between 5:30 A. M. and 8:30 P. M. will call C. & N. W. agent to operate plant.

Westward—BETWEEN ELDORA JCT. AND ALDEN—Eastward

Third Class 105 Daily except Sunday	Station Numbers	Fuel, Water, Wye and Turntable	Distance from Eldora Junction	Subdivision 4a STATIONS Time Table 180 February 25, 1951	Capacity of Siding	Third Class 106 Daily except Sunday	Communicating Office Open Week Days δClosed Sunday and Monday. #Closed Saturday and Sunday.
P.M. 12.05	199	Y	0	.....ELDORA JUNCTION	.....	A.M. 11.05	.....
			5.1				
s 1.00	197	.....	5.1	.....ELDORA.....	.....	s10.50	δ8:30 a.m. to 5:30 p.m.
			7.8				
s 1.40	195	.....	12.9	.....OWASA.....	.....	s10.00	.....
			7.8				
s 2.35	192	.....	20.7	.....IOWA FALLS.....	28	s 9.30	.....
			5.6				
3.00 P.M.	190	WTT	26.3	.....ALDEN.....	.....	9.00 A.M.	#7:30 a.m. to 4:30 p.m.

No. 106 will obtain register check at Eldora from the Train Dispatcher of all overdue trains affecting their rights on No. 107 to proceed Eldora Jct. to Gifford. When necessary, obtain block by telephone from Gifford which will give them right to proceed to Gifford.

COMPANY SURGEONS

Chicago, Ill.....James K. Stack, M. D., Chief Surgeon....
A. Nygood, M. D., Chief Medical Examiner.

		Telephone Call Office Phone	Residence Phone
St. James, Minn..	O. B. Bergman, M. D., Local Surgeon....	527	584
	E. J. Bratrude, M. D., Local Surgeon....	105	520
	F. L. Bregel, M. D., Local Surgeon.....	15	218
Sanborn, Minn....	A. F. Johnson, M. D., Local Surgeon....	68	72
Comfrey, Minn....	F. C. Gibbons, M. D., Local Surgeon....	108 Call 2	109
Fairmont, Minn...	R. C. Hunt, M. D., Local Surgeon.....	52	121
	V. H. Gardener, M. D., Local Surgeon...	172	536
Blue Earth, Minn..	W. C. Chambers, M.D., District Surgeon..	61J	61Y
Lake Mills, Iowa..	Nels Olson, M. D., Local Surgeon.....	211	86
Mason City, Ia....	T. E. Davidson, M.D., District Surgeon...	2700	2738
	C. W. Thomas, M. D., Local Surgeon....	2700	1231

COMPANY SURGEONS—Continued

		Telephone Call Office Phone	Residence Phone
Parkersburg.....	Floyd O. Rolfs, M. D., Local Surgeon....	2511	2831
Traer, Ia.....	G. M. Dalbey, M. D., Local Surgeon....	35	35-R 2
Belle Plaine, Ia...	G. W. Yavorsky, M.D., District Surgeon...	24 Black	24Blue
	N. B. Williams, M. D., Local Surgeon....	65	200
Tama, Ia.....	A. J. Wentzien, M.D., District Surgeon...	671	670
Eldora, Ia.....	D. M. Nyquist, M.D., District Surgeon....	37	240-M
Jewell, Iowa.....	F. C. Vernon, M. D., Local Surgeon.....	51	51
	C. A. Heise, Jr., M. D., Associate Local Surgeon.....	199	199
Webster City, Ia...	R. C. Crumpton, M. D., Local Surgeon....	89	148
Fort Dodge, Ia....	E. F. Beeh, M.D., Consulting Surgeon....	WA 1774	WA 1337
EagleGrove, Ia....	L. D. MacNaughton, M.D., District Surgeon.....	74	593
	M. J. Schaeferle, M. D., Local Surgeon..	78	619
Algona, Ia.....	M. G. Bourne, M. D., Local Surgeon.....	197	211
Burt, Ia.....	J. G. Clapsaddle, M. D., Local Surgeon...	79	80
Elmore, Minn.....	Harry Shragg, M. D., Local Surgeon.....	7	80
	T. G. Rollins, M. D., Local Surgeon.....	7	15
Rolfe, Ia.....	E. O. Loxterkamp, M. D., Local Surgeon.	8-R-1	8-R-2
Laurens, Iowa....	Harry Pitluck, M. D., Local Surgeon.....	2	184
Sioux Rapids, Ia...	T. R. Campbell, M. D., Local Surgeon.....	2151	3161
Paullina, Ia.....	N. E. Weems, M. D., Local Surgeon.....	9	142
Alton, Iowa.....	C. B. Murphy, M. D., Local Surgeon.....	23	147
Hawarden, Ia.....	F. F. Null, M. D., District Surgeon.....	2	186
	D. K. Haggar, M. D., Associate Local Surgeon.....	2	560

DIVISIONAL STAFF

TRAINMASTER
F. W. YEAGER
MASON CITY

CHIEF TRAIN DISPATCHER
L. J. PION
MASON CITY

DISPATCHERS
C. HOLBROOK — D. H. CASEY — G. E. SHARP
L. M. SHAW — M. C. MILES — R. W. OVERTURF
MASON CITY

DISTRICT CLAIM AGENTS
F. R. KRATOSKA, BOONE — D. M. THOMPSON, MANKATO
H. T. CLARK, SIOUX CITY

MASTER MECHANIC
H. P. COX
CLINTON

ASSISTANT MASTER MECHANIC
C. D. HILL
COUNCIL BLUFFS

ROAD FOREMAN OF ENGINES, AND TRAINMASTER
R. P. WALTERS
EAGLE GROVE

DIVISION ENGINEER
B. S. CONVERSE
SIOUX CITY

ROADMASTERS
E. L. HOFFMAN, MASON CITY — B. F. HAGAR, EAGLE GROVE — G. K. STERLING

SUPERVISOR BRIDGES AND BUILDINGS
R. D. KELLY, MASON CITY — K. LARSON, SIOUX CITY

SUPERVISOR COMMUNICATIONS AND SIGNALS
C. C. MANSFIELD
BOONE

Westward—Between Tama and Eagle Grove—Eastward

THIRD CLASS			SECOND CLASS		FIRST CLASS	Distance from Tama	Station Numbers	Subdivision 4 STATIONS Time Table 180 February 25, 1951	Capacity of Siding	FIRST CLASS	SECOND CLASS		THIRD CLASS			
33	31	107	129	67	15					14	68	238	108	34	32	
Tuesday Thursday Saturday	Tuesday Thursday Saturday	Daily except Sunday	Daily except Monday	Daily except Monday	Daily except Sunday					Daily except Sunday	Daily except Monday	Daily except Monday	Daily except Sunday	Monday Wednesday Friday	Monday Wednesday Friday	
	A.M. s 8.10		P.M. 9.30			.....	131	TAMA	.....			A.M. 6.15			P.M. s 2.40	
	s 8.30		9.40			2.8	200	2.8 TOLEDO	42			6.00			s 2.15	
	s 9.00		10.00			11.4	201	8.6 GARWIN	43			5.40			s 2.00	
	s 9.35		10.25			18.7	202	7.3 GLADBROOK	63			5.15			s 1.20	
	s 9.55		10.38			25.0	203	6.3 BEAMAN	.....			5.02			s12.55	
	s10.20		10.48			27.7	204	2.7 CONRAD	32			4.45			s12.40	
	s10.50	— A.M. —	11.00			35.1	205	7.4 WHITTEN	36			4.20			s12.05	
	11.00	11.10	11.10			39.2	199	4.1 ELDORA JCT	.....			3.50	— P.M. — 12.05		11.40	
— A.M. — 8.45	11.05 — A.M. —	11.15 — A.M. —	11.35			40.4	206	1.2 GIFFORD	52			3.45	12.01 — P.M. —	— P.M. — 3.00	11.30 — A.M. —	
s 9.15			11.50			44.6	207	4.2 LAWN HILL	.....			3.10		s 2.45		
s 9.40			12.05			51.2	208	6.6 HUBBARD	64			2.50		s 2.30		
s10.05			12.22			58.4	209	7.2 RADCLIFFE	41			2.15		s 2.00		
s10.30			12.42	— A.M. — 2.00	— A.M. — 7.15	65.6	210	7.2 ELLSWORTH	.....			1.50		s 1.25		
11.40			**1.30**			68.8	211	3.2 JEWELL	53	— P.M. — s 9.00	— A.M. — 12.05	**1.30**		s12.55		
s12.05			1.55	2.25	s 7.27	76.1	212	7.3 KAMRAR	60	s 8.48	11.45	1.10		s11.45		
s 1.05			2.40	2.55	s 7.50	83.4	214	7.3 WEBSTER CITY	.....	s 8.33	11.25	12.45		s11.20		
s 1.30			3.10	3.20	s 8.02	90.6	216	7.2 WOOLSTOCK	34	s 8.12	10.50	12.21		s10.20		
2.00 P.M.			3.30 A.M.	3.40 A.M.	8.15 A.M.	98.2	218	7.6 EAGLE GROVE	.....	8.00 P.M.	10.30 P.M.	12.03 A.M.		10.00 A.M.		
Tuesday Thursday Saturday	Tuesday Thursday Saturday	Daily except Sunday	Daily except Tuesday	Daily except Monday	Daily except Sunday					Daily except Sunday	Daily except Sunday	Daily except Monday	Daily except Sunday	Monday Wednesday Friday	Monday Wednesday Friday	

No. 31 is superior to No. 108.

No. 107 is superior to No. 32 and No. 108.

Trains will register at Tama Tower with blank R.

FUEL, WATER, WYE AND TURNTABLES

Tama	FWTT	Gifford	FWY	Webster City	W
Gladbrook	W	Jewell	FWY	Eagle Grove	FWTTY
Eldora Jct.	Y				

COMMUNICATING OFFICE OPEN SUNDAYS

Tama.....Continuous
Jewell.....12:01 A.M. to 6:45 A.M.
Webster City (I.C. Tower).Continuous
Eagle Grove.....12:01 A.M. to 8:00 A.M.

COMMUNICATING OFFICE OPEN DAILY EXCEPT SATURDAY AND SUNDAY

Garwin.....8:45 A.M. to 5:45 P.M.
Gladbrook.....8:15 A.M. to 5:15 P.M.
Beaman.....8:00 A.M. to 5:00 P.M.
Whitten.....8:00 A.M. to 5:00 P.M.
Lawn Hill.....8:00 A.M. to 5:00 P.M.
Ellsworth.....8:45 A.M. to 5:45 P.M.
Kamrar.....6:30 A.M. to 3:30 P.M.

COMMUNICATING OFFICE OPEN DAILY EXCEPT SUNDAY AND MONDAY

Toledo.....8:00 A.M. to 5:00 P.M.
Conrad.....8:00 A.M. to 5:00 P.M.
Gifford.....8:15 A.M. to 5:15 P.M.
Hubbard.....7:45 A.M. to 4:45 P.M.
Radcliffe.....8:00 A.M. to 5:00 P.M.
Woolstock.....7:00 A.M. to 4:00 P.M.

COMMUNICATING OFFICE OPEN WEEK DAYS

Tama.....Continuous
Jewell.....Continuous, except closed 12:01 A.M. to 6:45 A.M. Monday
Webster City (I.C. Tower).Continuous
Eagle Grove.....Continuous

Westward—Between Eagle Grove and N. I. Jct.—Eastward

THIRD CLASS							Subdivision 5 STATIONS Time Table 180 February 25, 1951	Capacity of Siding	THIRD CLASS				Communicating Office Open Week Days *Note exceptions
		35	27	Station Numbers	Fuel, Water, Wye and Turntable Stations	Distance from Eagle Grove			28	36			
		Daily except Sunday	Tuesday Thursday Sunday						Monday Wednesday Saturday	Daily except Sunday			
		A.M 10.30		218	FWTTY	.....	..... EAGLE GROVE	.....		P.M. 7.00			Continuous
		s10.50		220	.....	8.2	..... THOR	.....		s 6.35			8:45 a.m. to 5:45 p.m.
		s11.10		222	.....	9.3 17.5	..... DAKOTA CITY	.....		s 6.10			8:45 a.m. to 5:45 p.m.
		s11.28		224	.....	5.3 22.8	..... RUTLAND	32		s 5.55			8:45 a.m. to 5:45 p.m.
		s11.45		226	W	7.1 29.9	..... BRADGATE	.....		s 5.40			8:45 a.m. to 5: 45p.m.
		s12.15		227	.....	5.7 35.6	..... ROLFE	23		s 5.25			8:45 a.m. to 5:45 p.m.
		s12.45		230	.....	9.0 44.6	..... HAVELOCK	.....		s 5.05			8:45 a.m. to 5:45 p.m.
		s 1.45		232	W	7.7 52.3	..... LAURENS	.....		s 4.40			8:30 a.m. to 5:30 p.m.
		s 2.10	— A.M. —	234	.....	6.7 59.0	..... MARATHON	33	— P.M. —	s 3.55			8:30 a.m. to 5:30 p.m.
		2.30 — P.M. —	8.30	236	FWTT	9.1 68.1	..... SIOUX RAPIDS	.....	1.20	3.30 — P.M. —			8:30 a.m. to 5:30 p.m.
			s 8.50	238	.....	6.8 74.9	..... LINN GROVE	.....	s12.55				8:45 a.m. to 5:45 p.m.
			s 9.15	240	.....	7.5 82.4	..... PETERSON	30	s12.30				8:00 a.m. to 5:00 p.m.
			s 9.40	242	.....	9.4 91.8	..... SUTHERLAND	27	s11.55				8:45 a.m. to 5:45 p.m.
			s10.30	244	W	9.9 101.7	..... PAULLINA	44	s11.00				8:45 a.m. to 5:45 p.m.
			s10.55	246	.....	9.5 111.2	..... GRANVILLE	30	s10.00				8:45 a.m. to 5:45 p.m.
			s11.30	248	WY	7.5 118.7	..... ALTON	.....	s 9.30				12:01 a.m. to 5:40 a.m. 7:00 a.m. to 7:00 p.m. 9:40 p.m. to 11:59 p.m.
			s11.55	250	.....	3.0 121.7	..... ORANGE CITY	31	s 8.45				8:30 a.m. to 5:30 p.m.
			s12.35	252	.....	6.2 127.9	..... MAURICE	.....	s 8.05				.....
			s12.55	254	.....	7.6 135.5	..... IRETON	.....	s 7.45				8:00 a.m. to 5:00 p.m.
			1.20 P.M.			7.4 142.9	..... N. I. JUNCTION	.....	7.20 A.M.				
			1.30 P.M.		FWTT	2.1 145.0	..... *HAWARDEN*		*7.15* A.M.				12:01 a.m. to 7:00 p.m. 11:00p.m. to 11.59p.m.
		Daily except Sunday	Tuesday Thursday Sunday						Monday Wednesday Saturday	Daily except Sunday			

Northern Iowa Division trains will be governed by Iowa Division time table between N. I. Jct, and Hawarden.

Normal position of switch at N. I. Jct. is for Iowa Division.

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

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

NO. 35 IS SUPERIOR TO No. 36.

Eastward Northern Iowa Division trains need not obtain clearance Form A at N. I. Jct.

COMMUNICATING OFFICE OPEN SUNDAYS

Eagle Grove	12:01 A.M. to 8:00 A.M.
Alton	12:01 A.M. to 5:40 A.M.
	11:00 A.M. to 7:00 P.M.
	9:40 P.M. to 11:59 P.M.
Hawarden	12:01 A.M. to 7:00 A.M.
	9:00 A.M. to 11:00 A.M.
	11:00 P.M. to 11:59 P.M.

***EXCEPTIONS—COMMUNICATING OFFICE CLOSED SATURDAY AND SUNDAY**

Thor, Bradgate, Linn Grove, Paullina, Granville, Orange City

***EXCEPTIONS—COMMUNICATING OFFICE CLOSED SUNDAY AND MONDAY**

Dakota City, Rutland, Rolfe, Havelock, Marathon, Sioux Rapids, Peterson, Sutherland, Ireton

Westward—Between Eagle Grove and Fox Lake—Eastward

THIRD CLASS 55 — Daily except Sunday	THIRD CLASS 57 — Monday Wednesday Friday	Station Numbers	Fuel, Water, Wye and Turntable Stations	Distance from Eagle Grove	Subdivision 6 STATIONS Time Table 180 February 25, 1951	Capacity of Siding	THIRD CLASS 58 — Tuesday Thursday Saturday	THIRD CLASS 54 — Daily except Sunday	Communicating Office Open Daily except Saturday and Sunday	Communicating Office Open Daily except Sunday and Monday
A.M. 9.00	A.M. 9.45	218	FWTTY	.....	EAGLE GROVE	.....	P.M. 6.15	P.M. 6.30	.....	.....
					4.5					
9.15	s10.05	263	.....	4.5	GOLDFIELD	21	s 5.55	6.10	8:00 a.m. to 5:00 p.m.	.....
					7.8					
9.35	s10.30	267	.....	12.3	RENWICK	.....	s 5.35	5.50	.....	8:45 a.m. to 5:45 p.m.
					8.1					
9.55	s10.55	270	W	20.4	LUVERNE	31	s 5.15	5.32	.....	8:45 a.m. to 5:45 p.m.
					5.8					
10.10	11.15	272	.....	26.2	GALBRAITH	.....	4.57	5.17	.....	.....
					2.6					
10.17	s11.30	274	.....	28.8	IRVINGTON	.....	s 4.50	5.10	7:00 a.m. to 4:00 p.m.	.....
					4.9					
		276	.....	33.7	ALGONA		s 4.35	s 4.55	.....	8:45 a.m. to 5:45 p.m.
s10.40	s12.15									
					3.2					
10.50	12.25	277	.....	36.9	PLUM CREEK	.....	4.02	4.35	.....	.....
					6.4					
11.10 A.M.	s 1.15	278	FWY	43.3	BURT	24	s 3.45	4.15 P.M.	.....	.....
					6.0					
	s 1.35	4001	.....	49.3	LONE ROCK	.....	s 2.45		.....	8:45 a.m. to 5:45 p.m.
					5.2					
	s 2.00	4003	.....	54.5	FENTON	37	s 2.25		.....	8:45 a.m. to 5:45 p.m.
					6.9					
	s 2.25	4005	W	61.4	RINGSTED	.....	s 2.00		.....	8:45 a.m. to 5:45 p.m.
					4.1					
	2.35	4006	.....	65.5	HALFA	.....	1.35		.....	.....
					3.6					
	2.45	4007	.....	69.1	GRIDLEY	.....	1.20		.....	.....
					5.1					
	s 3.05	4008	.....	74.2	DOLLIVER	.....	s 1.05		.....	8:45 a.m. to 5:45 p.m.
					4.9					
	s 3.20	4010	.....	79.1	CEYLON	.....	s12.45		.....	8:45 a.m. to 5:45 p.m.
					5.0					
	3.35	4012	.....	84.1	MANYASKA	.....	12.20		.....	.....
					5.4					
	3.55 P.M.	4014	FWTT	89.5	FOX LAKE	.....	12.05 P.M.		.....	.....
Daily except Sunday	Monday Wednesday Friday						Tuesday Thursday Saturday	Daily except Sunday		

No. 57 IS SUPERIOR TO No. 54 — **No. 55 IS SUPERIOR TO No. 54 AND No. 58**

THE NORMAL POSITION OF NORTH WYE SWITCH ON SUB. DIV. No. 6 AT EAGLE GROVE IS FOR THE WYE.

Westward—BETWEEN BURT AND ELMORE—Eastward

Second Class 55 — Daily except Sunday	Station Numbers	Fuel, Water, Wye and Turntable Stations	Distance from Burt	Subdivision 6a STATIONS Time Table 180 February 25, 1951	Capacity of Siding	Third Class 54 — Daily except Sunday	Communicating Office Open Week Days *Note exceptions
A.M. 11.45	278	FWY	0.0	BURT	.....	P.M. 3.30	8:45 a.m. to 5:45 p.m.
				6.7			
s12.10	281	.....	6.7	BANCROFT	30	s 3.10	8:45 a.m. to 5:45 p.m.
				9.5			
s12.45	283	.....	16.2	LEDYARD	.....	s 2.40	8:45 a.m. to 5:45 p.m.
				6.8			
1.05 P.M.	285	WTT	23.0	ELMORE	.....	2.15 P.M.	8:45 a.m. to 5:45 p.m.
Daily except Sunday						Daily except Sunday	No Offices Open Sundays

*EXCEPTION—COMMUNICATING OFFICE CLOSED SATURDAY AND SUNDAY

Ledyard

CLOSED SUNDAY AND MONDAY

Bancroft Elmore

SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
1′ 20″	45.	1′ 45″	34.3	2′ 30″	24.	5′	12.
1′ 25″	42.3	1′ 50″	32.7	2′ 45″	21.8	6′	10.
1′ 30″	40.	1′ 55″	31.3	3′	20.	7′	8.6
1′ 35″	37.9	2′	30.	3′ 30″	17.1	8′	7.5
1′ 40″	36.	2′ 15″	26.6	4′	15.	10′	6.

COMMUNICATING OFFICE OPEN WEEK DAYS

Eagle Grove.....Continuous
Burt.....8:45 A.M. to 5:45 P.M.
Fox Lake.....8:45 A.M. to 5:45 P.M.

COMMUNICATING OFFICE OPEN SUNDAY

Eagle Grove.....12:01 A.M. to 8:00 A.M.

SPEED RESTRICTIONS

LOCATION	Restrictions Speed Per Hour All Trains
BETWEEN BELLE PLAINE AND SANBORN Maximum Speed, Miles Per Hour: All trains....45	
MP 0.9 to 1.1—Around 7°30′ curve west of Interlocking, Belle Plaine	20
MP 1.1 to 8.9—Between 7°30′ curve west of Interlocking Belle Plaine and C. M. St. P. & P. Crossing, Elberon	35
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, 1¼ miles west of Buckingham	35
MP 30.8 to 37.9—Between curve 1¼ miles west of Buckingham and westward home signal C. G. W. Ry. crossing, Hicks	40
MP 37.9 to 38.1—Between home signals C. G. W. Ry. crossing, Hicks	30
MP 38.1 to 54.0—Between eastward home signal C. G. W. Ry. crossing at Hicks and Stout	40
MP 54.0 to 58.0—Between Stout and 4 miles west of Stout	35
MP 58.0 to 60.2—Between 4 miles west of Stout and curve at Bridge No. 162 at west end of Parkersburg Yard	40
MP 60.2 to 60.6—Around curve at Bridge No. 162 at west end of Parkersburg Yard	25
MP 60.6 to 75.9—Between curve at Bridge No. 162 at west end of Parkersburg Yard and C. G. W. Ry. Crossing west of Dumont	40
MP 75.9—Between home signals C. G. W. Ry. crossing west of Dumont	20
MP 75.9 to 83.0—Between C. G. W. Ry. crossing west of Dumont and ¾ miles west of Aredale	40
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, two miles west of Mason Yard—eastward	20
MP 132.1 to 133.1—Over all street crossings and curves at Lake Mills	20

LOCATION	Restrictions Speed Per Hour All Trains
BETWEEN BELLE PLAINE AND SANBORN (Continued)	
MP 133.3—Between home signals M. & St. L. Ry. crossing just west of Lake Mills	20
MP 133.4 to 150.1—Between eastward home signal M. & St. L. Ry. crossing just west of Lake Mills and westward approach signal C. R. I. & P. Ry. crossing at Bricelyn	40
MP 150.1 to 150.7—Between approach and home signals and over C. R. I. & P. Ry. crossing at Bricelyn	20
MP 150.7 to 163.0—Between eastward approach signal C. R. I. & P. Ry. crossing at Bricelyn and 2 miles west of Marna	40
MP 163.0 to 165.7—Between 2 miles west of Marna and curve at east end of Blue Earth Yard	35
MP 165.7 to 166.0—Around curve east end of Blue Earth Yard	30
MP 166.6—C. St. P. M. & O. crossing at Blue Earth	Stop
MP 166.6 to 167.0—Over all switches and curve C. St. P. M. & O. crossing at west end of Blue Earth Yard	10
MP 167.0 to 173.0—Between C. St. P. M. & O. crossing at Blue Earth and Guckeen	35
MP 173.0 to 184.6—Between Guckeen and C. M. St. P. & P. Ry.-C. St. P. M. & O. Ry. crossings at Fairmont	40
MP 184.6—Between home signals C. M. St. P. & P. Ry.-C. St. P. M. & O. Ry. crossings at 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. Ry. crossing 1½ miles west of Triumph	20
MP 215.4 to 216.5—Between approach signals and over C. St. P. M. & O. Ry. crossing at Butterfield	20
MP 240.5—Around curve 1.1 miles east of Sanborn	40
MP 241.9—Junction with Dakota Division at Sanborn	Stop

SPEED RESTRICTIONS

LOCATION	Restrictions Speed Per Hour All Trains
BETWEEN BELLE PLAINE AND WHAT CHEER	
Maximum Speed, Miles Per Hour: All trains....25	
MP 13.2—Between home signals C. R. I. & P. Ry. 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 34½ at Whitten and MP 69 at Jewell Class Js engines....25	
MP 0.3 to 1.0—Eastward trains approaching Tama	20
MP 19.0—Between home signals and over C. G. W. Ry. crossing at Gladbrook	20
MP 27.9—Over highway 185 crossing 0.3 miles west of Conrad—Westward trains	15
MP 39.1—Eldora Jct.—Operate at restricted speed expecting to find Alden Line train occupying main line	.....
MP 40.4—Between home signals M. & St. L. Ry. crossing Gifford	20
MP 68.7—Over junction switch with Sioux City District, Jewell	10

LOCATION	Restrictions Speed Per Hour Pass. Trains	Freight Trains
BETWEEN JEWELL AND EAGLE GROVE		
Maximum Speed, Miles Per Hour: Passenger trains....45 Freight trains....35		
MP 68.8—Over Highway No. 69, just west of depot, Jewell	6	6
MP 79.0 to 82.4—Between 3 miles west of Kamrar and Webster City	30	25
MP 82.4 to 84.0—Over all street crossings and between approach signals I. C. R. R. crossing at Webster City	10	10
MP 97.0 to MP 97.7—Between westward approach signal and over C. G. W. crossing east of Eagle Grove	20	20
MP 97.7 to 99.3—Within Corporate Limits of Eagle Grove	10	10

LOCATION	Restrictions Speed Per Hour All Trains
BETWEEN ELDORA JUNCTION AND ALDEN	
Maximum Speed, Miles Per Hour: All trains....25	
MP 0.0—Junction with Sub-Division 4—Eldora Junction	Stop
MP 5.1 to 6.0—Over all Street crossings, Eldora	10
MP 6.2—M. & St. L. Ry. crossing 1 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 line and be prepared to stop	.....
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 133.8—Between home signals M. & St. L. Ry. crossing, Rolfe	20
MP 150.4—Over Main Street crossing, Laurens	6
MP 150.9—Between home signals C. R. I. & P. Ry. crossing, Laurens	20
MP 156.9—Between home signals C. M. St. P. & P. Ry. crossing, Marathon	20
MP 164.3 to 166.7—Around curves between 2.1 miles east of Sioux Rapids and ¼ 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 miles west of Linn Grove	20
MP 186.8 to 187.1—Around curves 3 miles east of Sutherland	15
MP 199.7—Over Main Street crossing, just east of depot, Paullina	8
MP 216.6—Between home signals C. St. P. M. & O. Ry. 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 Sioux City District at N. I. Junction	Stop

SPEED RESTRICTIONS

LOCATION	Restrictions Speed Per Hour All Trains
BETWEEN EAGLE GROVE AND FOX LAKE	
Maximum Speed, Miles Per Hour: All trains.....25	
MP 103.3—Between home signals C. R. I. & P. Ry. crossing, Goldfield.....	20
MP 104.5 to 106.0—Between 1½ miles west of Goldfield and 3 miles west of Goldfield.....	20
MP 118.2—Between home signals M. & St. L. Ry. crossing, Luverne.....	20
MP 127.0 to 131.9—Between Irvington and Algona..	20
MP 135.1 to 137.2—Between Plum Creek and 2 miles west of Plum Creek.....	20
MP 141.6—Over Walnut Street crossing, east of depot, Burt.....	8
MP 142.0—Through junction switch—Junction with Sub-Division 6A, Burt.....	10
MP 167.0—Between home signals C. R. I. & P. Ry. crossing, Gridley.....	20
MP 187.4—Junction with Sub-Division 2, Fox Lake.	Stop
BETWEEN BURT AND ELMORE	
Maximum Speed, Miles Per Hour: All trains.....25	
MP 142.0—Junction with Sub-Division 6, Burt.....	Stop

ADDITIONAL SPEED RESTRICTIONS

The speed of a train or engine moving over a cross-over, turn-out from main track to siding, or to diverging route at a junction, must not exceed 10 miles per hour.

Light engines, or engines with cabooses only, must not exceed 15 miles per hour over any street or highway crossing, in any city, town or village.

When Class JS-JA or Z engines are used on passenger trains, either single or double head, the maximum speed of such trains must not exceed time table maximum speed for time freight trains.

Trains handling either U. S. Government scale test cars, our own test cars, or scale cars of other railroads of this same type, will not exceed 30 miles per hour on main subdivision, or 20 miles per hour on branch subdivisions, such cars to be handled only upon specific instructions from chief dispatcher and placed in train next to caboose and rule 1073 observed. Trains handling Magor dump cars will not exceed 20 miles per hour when loaded, and 25 miles per hour when empty.

Circus and Carnival trains on main line districts will not exceed 35 miles per hour on straight track and 25 miles per hour on curves. On branch lines will not exceed 25 miles per hour on straight track and 20 miles per hour on curves.

Blue Earth All second, third class and extra trains approaching Blue Earth from either direction, must do so at restricted speed, expecting to find C. St. P. M. & O. engines switching at either end of C. & N. W. yard.

ADDITIONAL SPEED RESTRICTIONS

Trains using the C. St. P. M. & O. main track within yard limits at Blue Earth will ascertain from the operator that all first-class C. St. P. M. & O. trains due have arrived, and when necessary to use the C. St. P. M. & O. main track against first-class trains on this line overdue, will protect against same.

Fairmont C. St. P. M. & O. trains will arrive and depart from C. & N. W. passenger station at Fairmont to receive and discharge passengers. All trains will be governed by Rule 107b.

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

When locomotive cranes, derricks, and pile drivers are moved in regular freight trains, the boom of locomotive cranes and derricks must be detached. The cotter key or nut at the bottom of the center pin in the trailing truck of all equipment must be removed when truck is so equipped. The speed of trains handling such cranes must be restricted to 25 M.P.H., or 15 M.P.H. less than the stipulated freight train speed, whichever is greater. They should be handled next to caboose, and when it can be conveniently arranged, moved with boom trailing.

Loaded cinder cars equipped with arch bar trucks will be handled only in way freights, or trains at a speed not to exceed 25 miles per hour. Conductors must notify the Engineer when handling such cars so that the speed of the train will not exceed 25 miles per hour at any point.

The speed of all freight trains when making backup movements must be restricted to ten (10) miles per hour.

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

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

Locomotives moved dead in train must not exceed following speed: Steam switch engines with side rods 20 miles per hour, without side rods 15 miles per hour; steam road engines with side rods 30 miles per hour, without side rods 15 miles per hour; 44-ton diesel switchers 25 miles per hour; diesel switchers larger than 44 tons 35 miles per hour; road freight diesels, time card speed for freight trains; road passenger diesels, time card speed for passenger trains.

Except by orders of Superintendent, engines must not be hauled without side rods. Yardmasters will place dead engines in trains only upon authority of Chief Train Dispatcher.

When locomotives are hauled dead-in-train, they shall be headed in the direction in which the train is moving (Diesel locomotives may be headed in either direction), and at least 5 cars, other than empty flat cars, placed between them. Steam locomotives of Class Z or larger, should be placed at the head end of train and smaller than Class Z, at the rear of train. Diesel locomotives of switcher type should be hauled at rear of train and road type at head end.

Speed restriction requiring less than the above speeds must be observed.

MAXIMUM SPEED PERMISSIBLE WITH WRECKING OUTFIT

	Maximum Speed Per Hour
Between Belle Plaine and Sanborn	30
Between Eldora Junction and Alden.....	20
Between Burt and Elmore.....	20
All other lines.....	25

FREIGHT TRAIN INSPECTION RULE 952

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

EASTWARD	WESTWARD
Butterfield	Burt
Fox Lake	Alton
Bricelyn	Sioux Rapids
Parkersburg	Jewell
Alton	Gifford
Sioux Rapids	Parkersburg
Burt	Bricelyn
Jewell	Fox Lake
Gifford	Butterfield or Darfur

This inspection may be made at next adjacent station in either direction, if for any reason it is more convenient to do so.

Nos. 126-223 between Mason Yard and Sanborn will make inspection at Blue Earth and Butterfield or wherever trains stop for water.

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

C. G. W.	Mason Yard, Cement plant track
C. St. P. M. & O.	Blue Earth
C. & N. W.	Sanborn
C. & N. W.	Eldora Junction
C. & N. W.	Jewell
C. & N. W.	Eagle Grove
C. & N. W.	Burt
C. & N. W.	Fox Lake
C. & N. W.	N. I. Jct.

CROSSINGS, JUNCTIONS AND DRAWBRIDGES AT WHICH RULES 601A TO 671, INCLUSIVE, WILL BE OBSERVED:

C. R. I. & P.	Carnforth
C. & N. W.	Belle Plaine
C. & N. W.	West Belle Plaine
C. M. St. P. & P.	Elberon
C. G. W.	Mason Yard
C. R. I. & P.	Bricelyn
C. M. St. P. & P.	Tama
I. C.	Webster City
C. St. P. M. & O.	Alton

Automatic Interlocking Plants at which Rules 601A to 672, amended, 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
M. & St. L.	Lake Mills	20
C. M. St. P. & P. and C. St. P. M. & O.	Fairmont	20
M. & St. L.	Triumph	20
C. St. P. M. & O.	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

CROSSINGS AT WHICH RULES 98, 601A AND 601G AND SPECIAL INSTRUCTIONS WILL BE OBSERVED:

M. & St. L. ..... Eldora

All C. & N. W. trains and engines must stop at the dwarf signals, Rule 601-A, and if no M. & St. L. train or engine is approaching, trainmen must operate the two levers at the crossing and then proceed on the signal indication, 601-G. After the movement over the crossing has been made, the two levers must again be operated to clear the signals on the M. & St. L. track.

General Rules governing employes of the Operating Department, dated December 1st, 1929 and Supplement "D", dated June 15th, 1935, in connection therewith, are issued in book form.

Every employe whose duties are in any way prescribed by these rules must always have a copy of them at hand when on duty.

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 of or side of cars or engines. Employes must familiarize themselves with these conditions in the districts in which they are employed and, where they exist, must not extend any part of their bodies out from engines or cars or attempt to alight therefrom. New employes must exercise great care in this respect.

SPECIAL RULES

Standard Time Clocks showing Central Standard Time are located at:
Mason City—Train Dispatchers Office; Yard Office; Round House.
Belle Plaine—Passenger Station; Yard Office; Round House.
Eagle Grove—Passenger Station; Round House.

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

Register Stations Train registers are located at:
Belle Plaine West Tower (Freight Trains),
Mason Yard,
Fairmont (Trains Nos. 75, 76, 79 and 80),
Fox Lake (Subdivision 6 trains),
Eldora Junction (Subdivision 4-a trains only),
Eagle Grove Telegraph Office (Passenger Trains),
Eagle Grove Yard Office (Freight Trains),
Sanborn, Sioux Rapids (Freight Trains),
Tama Tower, Burt,
Gifford, Elmore,
Jewell,

Clearance Form A Trains will not be required to obtain Clearance Form A, in compliance with Rule 83a, at initial division station, when same is a noncommunicating station or the office is closed.

Tama Between Tama Tower and Tama Freight Yard trains will be governed by the time table of the Iowa Division.

Jewell Tracks at Jewell within yard limits will be used jointly by Northern Iowa and Iowa (East and Sioux City District) Division Trains. Main track movements will be made in accordance with Rule 93 Amended.

Sanborn Dakota Division main line and yard tracks, within yard limits at Sanborn, will be used jointly by the Dakota and Northern Iowa Divisions. Main track movements will be made in accordance with Rule 93 Amended.

Ordinance-Sounding Whistle Railroad Companies shall not cause or allow the whistle of any locomotive engine to be sounded within the city limits of Mason City and Belle Plaine except such as may be absolutely necessary to prevent injury to persons or to property.

Streamliners Streamliner type trains and gas or diesel electric motor trains and engines must not be run over inundated tracks if the water is more than three inches above top of rail, and when operating through water speed must not exceed five miles per hour.

EMERGENCY RED HEADLIGHTS

Enginemen operating engines equipped with either oscillating or non-oscillating emergency headlights will be governed by the following instructions:

In every case where air brakes are applied from any cause other than normal operation by the engineman, or when the engineman finds it necessary to stop his train, due to some defect or under circumstances which might cause derailment thereby fouling the adjacent main track, engineman will immediately turn on the red emergency light, and when this is done, enginemen approaching trains on adjacent tracks will take notice and immediately bring their train to stop, and proceed only after finding track clear. These instructions are applicable at all times both day and night. This emergency headlight must not be used for any other purpose.

Locomotives having Mars emergency red oscillating signal light equipped with an automatic air pressure switch will automatically turn the red light on and the standard white light off when the trainline air pressure is reduced below 40 pounds for any reason.

Whenever the red light is automatically turned on, due to a reduction of trainline pressure, and it is definitely known the track or tracks are not obstructed or that approaching trains have been stopped, enginemen may release train brakes in the usual manner, after which it will be necessary to pull the reset button on air pressure switch before the red light can be extinguished and the standard white headlight again used.

SPECIAL RULES—Continued

This automatic feature in no way interferes with the manual operation of the red headlight.

The operation and use of this device will not in any way relieve enginemen or trainmen from complying with the last paragraph of Rule 102.

Use of Sand — The use of sand is prohibited on all interlocking plants anywhere between the home signals; also prohibited between the fouling point and switch points on any turn-out connected with the main line in automatic block, automatic train control or centralized control districts, and must not be used on any spring switch between the fouling point and the switch point. Sand is an insulator and its use on the rail may result in the improper functioning of signal or interlocking apparatus.

Conductors will see that Rule 731 is observed and that record is kept on wheel report showing station at which each car of hogs is sprinkled, and condition of hogs when taken and left. Hog sprinkling devices are located at Fox Lake, Blue Earth, Bricelyn, Lake Mills, Dougherty, Parkersburg, Dike, Traer, Deep River, Hawarden, Alton, Sioux Rapids, Bradgate, Eagle Grove, Jewell, Gifford, Tama, Ringsted and Burt.

BULLETIN BOARDS FOR THE POSTING OF GENERAL ORDERS AND SPECIAL ORDERS ISSUED BY SUPERINTENDENT ARE LOCATED AT:

Sanborn	Station.	Engine House.
Fox Lake	Station.	
Fairmont	Station.	Engine Watchmans' Bldg.
Mason City	Station.	Yard Office. Engine House.
Belle Plaine		Yard Office. Engine House.
Tama	Tower.	Engine House.
Gifford	Station.	
Jewell	Station.	
Eagle Grove	Station.	Yard Office. Engine House.
Burt	Station.	
Sioux Rapids	Station.	
Hawarden	Station.	Engine House.

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

OVERHEAD OBSTRUCTIONS

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

For Points Between	Height Above Top of Rail						Structure Limiting Height
	9 ft. wide		10 ft, wide		11′ 6″ wide		
	ft.	in.	ft.	in.	ft.	in.	
Belle Plaine and Mason City	18	6	18	0	17	4	Tank at Traer and Parkersburg.
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	17	1	16	8	16	3	O.H.Br. 1772 West Tilton, and Tank at Deep River.
Tama and Jewell	17	6	16	11	16	1	O. R. 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. R. 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.

No load must exceed eleven (11′ 6″) in width, regardless of height.

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.

Time Spacing Rule 91 — Rules 380 to 382, inclusive, govern. Trains will be spaced ten minutes apart.

FREIGHT TRAINS CARRYING PASSENGERS

The following freight trains only will be permitted to carry a limited number of passengers, provided with proper transportation:

WESTWARD
No. 27 between Sioux Rapids and Hawarden,
No. 31 between Tama and Gifford,
No. 33 between Gifford and Eagle Grove,
No. 35 between Eagle Grove and Sioux Rapids,
No. 55 between Burt and Elmore,
No. 105 between Eldora Jct. and Alden,
No. 107 Eldora Jct. and Gifford.

EASTWARD
No. 34 between Eagle Grove and Gifford,
No. 32 between Gifford and Tama,
No. 36 between Sioux Rapids and Eagle Grove,
No. 28 between Hawarden and Sioux Rapids,
No. 54 between Elmore and Burt,
No. 106 between Alden and Eldora Jct.
No. 108 between Gifford and Eldora Jct.

SIGNS AND LETTERS

The following signs when placed before the figures of the schedule indicate:

s—Regular Stop.

f—Flag stop to receive or discharge passengers or freight.

The following signs when placed elsewhere indicate:

F—Fuel W—Water TT—Turntable Y—Wye

TONNAGE RATINGS

EASTWARD	1000 H.P. Diesel	CLASS OF ENGINE JA	JS	Z	R-1
What Cheer to Belle Plaine	1400	.....	.....	.....	930
Sanborn to Belle Plaine	.....	3400	3250	2670	1530
Eagle Grove to Jewell	2050	3000	2850	2250	1230
Jewel to Tama	.....	2800	2650	2100	1230
N. I. Jct. to Alton	1150	.....	.....	.....	790
Alton to Sutherland	1300	.....	.....	.....	900
Sutherland to Marathon	1400	.....	.....	.....	1140
Marathon to Eagle Grove	2000	.....	.....	.....	1400
Elmore to Eagle Grove	.....	.....	.....	.....	1550
Fox Lake to Burt	.....	.....	.....	.....	1550
Alden to Eldora Junction	.....	.....	.....	.....	950
WESTWARD					
Belle Plaine to What Cheer	1400	.....	.....	.....	875
Belle Plaine to Mason Yard	.....	3400	3250	2670	1415
Mason Yard to Sanborn	.....	3500	3360	2755	1615
Tama to Jewell	.....	2750	2600	2100	1190
Jewell to Eagle Grove	1750	2800	2650	2050	1150
Eagle Grove to Peterson	1800	.....	.....	.....	1250
Peterson to N. I. Jct	1400	.....	.....	.....	915
Eagle Grove to Elmore	.....	.....	.....	.....	1220
Burt to Fox Lake	.....	.....	.....	.....	1550
Eldora Junction to Alden	.....	.....	.....	.....	950

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.