DIVISION OFFICERS

M. R. LONG	Superintendent	Boone
H. K. COX	Master Mechanic	Marshalltown
J. A. McDANIEL	Trainmaster	Co. Bluffs
F. S. JENKINS	Trainmaster	Boone
J. M. DRAGER	Trainmaster	Boone
E. R. ESSHOM	Trainmaster	Cedar Rapids
E. F. MAHUTA	Trainmaster	Clinton
G. M. WILLOUGHBY	Asst. Trainmaster	Eagle Grove
W. H. BRANNIAN	Traveling Engineer	Co. Bluffs
F. COCKERHAM	Traveling Engineer	Boone
J. A. UPCHURCH	Traveling Engineer	Clinton
G. P. MUNGON	Chief Train Dispatcher	Boone
W. T. ERICSON	Night Ch. Tr. Dispr.	Boone
H. D. CRUMBAUGH	Train Dispatcher	Boone
M. C. MILES	Train Dispatcher	Boone
L. O. OBERHOLSER	Train Dispatcher	Boone
J. H. CANNON	Train Dispatcher	Boone
A. L. SANTAGE	Train Dispatcher	Boone
D. H. KANE	Train Dispatcher	Boone
L. D. DIERSEN	Train Dispatcher	Boone

ENGINEERING DEPARTMENT

R. D. NELSON	Division Engineer	Boone
B. F. McDERMOTT	Division Engineer	Norfolk
F. F. KRUSE	Asst. Div. Engineer	Boone
A. CLARK	Supervisor B&B	Boone
D. J. ANDREWS	Asst. Supervisor B&B	Boone
A. F. CHERVENY	Signal Supervisor	Boone
V. A. ROBERTS	Asst. Sig. Supervisor	Boone
L. O. LIESNER	Chief Lineman	Boone
W. L. DAVIS	Roadmaster	Wall Lake
G. W. DuBOIS	Roadmaster	Ames
R. G. LISKOW	Roadmaster	Eagle Grove
R. A. LINCOLN	Roadmaster	Boone
F. W. FIELDER	Roadmaster	Co. Bluffs
M. J. KUCERA	Roadmaster	Cedar Rapids
R. W. STEENBLOCK	Roadmaster	Fremont
J. D. HASSEBROEK	Asst. Roadmaster	Boone

CAR DEPARTMENT

C. J. McCABE	Dist. Gen. Car Foreman	Council Bluffs

TABLE OF SPEEDS

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

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

THE GUNTHORP-WARREN PRINTING COMPANY, CHICAGO

CHICAGO & NORTH WESTERN RAILWAY

IOWA DIVISION

TIMETABLE

No. 2

Effective Thursday, June 1, 1967

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, Asst. Vice President—Operation
J. W. ALSOP, General Manager
F. K. HAUFF, Gen. Supt.—Transportation
J. N. BALL, Asst. General Manager
R. C. CONLEY, Supt.—Transportation
M. R. LONG, Superintendent

STAY ALERT—STAY ALIVE
SAFETY FIRST

5000—6-1-67—43-923

Westward—Clinton Subdivision—Eastward

FIRST CLASS						Capacity of Westward Sidings	Mile Posts	Distance From West Yard		Timetable No. 2 June 1, 1967 STATIONS		Distance From Boone Yard	Capacity of Eastward Sidings	FIRST CLASS				
				11	1									2	12			
				Sun. & Holiday only	Daily ex. Sun. & Holiday									Daily Ex. Sun. & Holiday	Sun. & Holiday only			
				P. M. 10.52	P. M. 7.22		0.1	2.0		CQ Second Street Tower		198.6		A. M. A 6.32	P. M. A 5.02			
				A10.55 —P. M.—	A 7.25 —P. M.—		0.3	1.8		0.2 CLINTON 1.8	Y	193.4		6.30 —A. M.—	5.00 —P. M.—			
							2.1	0.0		Q WEST YARD		196.6						
							9.6	7.5		7.5 LOW MOOR	Y	189.1						
							19.1	17.0		9.5 D DEWITT	Y	179.6						
							24.8	22.7		5.7 GRAND MOUND	Y	173.9						
							30.5	28.4		5.7 D CALAMUS	Y	168.2						
							34.7	32.6		4.2 WHEATLAND	Y	164.0						
						150	39.7	37.6		5.0 D LOWDEN	Y	159.0						
							46.7	44.6		7.0 CLARENCE	Y	152.0						
							51.6	49.5		4.9 STANWOOD	Y	147.1	115					
							57.1	55.0		5.5 MECHANICSVILLE	Y	141.6						
						85	64.1	62.0		7.0 LISBON	Y	134.6	120					
							65.6	63.5		1.5 D MT. VERNON		133.1						
							77.7	75.6		12.1 OTIS	Y	121.0						
							82.4	80.3		4.7 DQ BEVERLY		116.3						
							90.0	84.4		7.4 FAIRFAX	Y	112.2						
							97.4	91.8		7.4 NORWAY	Y	104.8						
							100.8	95.2	DOUBLE TRACK	3.4 WATKINS		101.4						
						135	106.2	100.6		5.4 D BLAIRSTOWN	Y	96.0	111					
							111.3	105.7		5.1 LUZERNE	Y	90.9						
							116.4	110.8		5.1 DQ BELLE PLAINE	Y	85.8						
							122.9	117.3		6.5 CHELSEA	Y	79.3						
						160	132.9	127.3		10.0 CQ TAMA	Y	69.3	150					
							140.0	134.4		7.1 MONTOUR		62.2						
							143.2	137.6		3.2 LE GRAND	Y	59.0						
							145.3	139.7		2.1 QUARRY		56.9						
							151.3	145.7		6.0 DQ MARSHALLTOWN	Y	50.9						
						128	158.6	153.0		7.3 LA MOILLE	Y	43.6	117					
							165.6	160.0		7.0 D STATE CENTER	Y	36.6						
							173.4	167.8		7.8 COLO	Y	28.8						
						100	180.6	175.0		7.2 D NEVADA		21.6	114					
							185.0	179.4		4.4 DQ AMES YARD		17.2						
							189.0	183.4		4.0 AMES JCT.		13.2						
							192.3	186.7		3.3 ONTARIO	Y	9.9						
							197.8	192.2		5.5 JORDAN		4.4						
							202.2	196.6		4.4 Q BOONE YARD								
							203.0	197.4		0.8 CQ *BOONE*								

Holidays, when mentioned in schedules, footnotes or special instructions are:
New Years, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

Westward—Council Bluffs Subdivision—Eastward

Timetable No. 2
June 1, 1967

Capacity of Westward Sidings	Mile Posts	Distance From Boone Yard		STATIONS			Distance From Council Bluffs	Capacity of Eastward Sidings
	202.2			Q BOONE YARD		Y	144.4	
				0.8				
	203.0	0.8		CQ BOONE		Y	143.6	
				8.4				
	214.3	9.2		D OGDEN		Y	135.2	
				5.5				
	219.8	14.7		BEAVER		Y	129.7	
				5.1				
	224.9	19.8		DQ GRAND JUNCTION		Y	124.6	
				6.9				
	231.8	26.7		D JEFFERSON		Y	117.7	
				8.8				
	241.0	35.5		SCRANTON		Y	108.9	
				4.8				
	245.8	40.3		D RALSTON		Y	104.1	
				5.1				
	250.9	45.4		D GLIDDEN		Y	99.0	
				7.5				
97	258.4	52.9		DQ CARROLL		Y	91.5	85
				4.0				
	262.4	56.9		MAPLE RIVER			87.5	
				6.0				
	268.4	62.9		D ARCADIA		Y	81.5	
				3.0				
	271.4	65.9		WEST SIDE			78.5	
				6.1				
	277.5	72.0		VAIL		Y	72.4	
				8.9				
130	286.4	80.9		D DENISON		Y	63.5	115
				4.7				
	291.1	85.6		WEST DENISON			58.8	
				2.3				
	293.4	87.9		CQ ARION		Y	56.5	
				2.1				
	295.5	90.0		DOW CITY			54.4	
				6.3				
	301.8	96.3		EAST DUNLAP			48.1	
				1.5				
	303.3	97.8		D DUNLAP		Y	46.6	
				2.7				
	306.0	100.5		WEST DUNLAP			43.9	
				7.1				
	313.1	107.6		WOODBINE		Y	36.8	
				0.6				
	313.7	108.2		EAST WOODBINE			36.2	
				4.1				
	317.8	112.3		WEST WOODBINE			32.1	
				3.4				
	321.2	115.7		LOGAN		Y	28.7	
				6.0				
	327.2	121.7		EAST MISSOURI VALLEY			22.7	
				2.2				
	329.4	123.9		CQ MISSOURI VALLEY		Y	20.5	
				2.4				
	331.8	126.3		WEST MISSOURI VALLEY			18.1	
				2.1				
	333.9	128.4		LOVELAND			16.0	
				13.1				
	347.0	141.5		COUNCIL BLUFFS JCT.		Y	2.9	
				2.9				
	349.9	144.4		Q COUNCIL BLUFFS				

DOUBLE TRACK

SINGLE TRACK CTC

DT

Single Track DT CTC

BRANCH LINE MILEAGE

Carroll to Harlan (over CGW Ry.).....40.3 miles

Dunlap Siding extends from East Dunlap to West Dunlap.
Woodbine Siding extends from East Woodbine to West Woodbine.

Westward—Des Moines Subdivision—Eastward

SECOND CLASS			Mile Posts	Distance from Elmore	Timetable No. 2 June 1, 1967 STATIONS		Distance from Des Moines	Capacity of Sidings	THIRD CLASS		
	63	123							64	124	
	Daily except Sunday	DAILY							Daily except Monday	DAILY	
			164.5	0.0	ELMORE		148.6				
					6.8						
			157.7	6.8	LEDYARD		141.8				
					9.5	Y					
			148.2	16.3	D BANCROFT		132.3				
					6.6						
			141.6	22.9	DQ BURT		125.7	24			
					9.7						
			131.9	32.6	D ALGONA		116.0				
					4.9						
			127.0	37.5	IRVINGTON		111.1				
					2.7						
			124.3	40.2	GALBRAITH		108.4				
					5.9						
			118.4	46.1	Q LUVERNE	Y	102.5				
					7.9						
			110.5	54.0	D RENWICK		94.6				
					7.5						
			103.0	61.5	GOLDFIELD		87.1	20			
	P. M.				4.9				A. M.		
	8.30		98.1	66.4	DQ EAGLE GROVE	Y	82.2		A 2.30		
					7.5						
	8.45		90.6	73.9	WOOLSTOCK		74.7		2.15		
					7.1						
	9.00		83.5	81.0	D WEBSTER CITY	Y	67.6		2.00		
					7.5						
	9.15		76.0	88.5	KAMRAR		60.1		1.45		
					7.2						
	9.35		68.8	95.7	D JEWELL	Y	52.9	50	1.25		
					5.7						
	9.50		49.6	101.4	RANDALL		47.2		1.10		
					3.4						
	10.00		46.2	104.8	D STORY CITY		43.8		1.00		
					6.2						
	10.15		40.0	111.0	GILBERT		37.6		12.45		
		P. M.			6.1					A. M.	
	A 10.30 P. M.	2.15	33.9	117.1	AMES JCT.		31.5		12.30 A. M.	A 1.45	
					5.7						
		2.30	28.2	122.8	KELLEY		25.8	50		1.30	
					4.8						
		2.40	23.4	127.6	SLATER		21.0			1.20	
					1.4	Y					
		2.45	22.0	129.0	SHELDAHL		19.6			1.15	
					11.4						
		3.10	10.6	140.4	DQ ANKENY		8.2			1.05	
					8.2						
		A 4.00 P. M.	2.4	148.6	DQ DES MOINES		0.0			12.30 A. M.	

Des Moines Subdivision trains must obtain permission from Train Dispatcher before entering Clinton Subdivision at Ames Jct.

Onawa Subdivision

WESTWARD (*Read Down*) — **EASTWARD** (*Read Up*)

Timetable No. 2
June 1, 1967

Mile Posts	Distance from Eldora Jct.	STATIONS	Distance from Onawa	Capacity of Sidings
39.1	0.0	ELDORA JCT ... Y	171.0	
		1.3		
40.4	1.3	GIFFORD ... Y	167.7	
		4.2		
44.6	5.5	LAWN HILL	165.5	
		6.7		
51.3	12.2	HUBBARD	158.8	
		6.9		
58.2	19.1	D RADCLIFFE	151.9	
		7.4		
65.6	26.5	ELLSWORTH	144.5	
		3.2		
68.8	29.7	D JEWELL ... Y	141.3	
		8.1		
76.9	37.8	STANHOPE	133.2	
		6.9		
83.8	44.7	D STRATFORD	126.3	
		9.1		
92.9	53.8	DAYTON	117.2	
		5.5		
98.4	59.3	HARCOURT	111.7	
		6.3		
104.7	65.6	D GOWRIE ... Y	105.4	
		5.6		
110.3	71.2	FARNHAMVILLE	99.8	
		7.4		
117.7	78.6	D LOHRVILLE	92.4	
		9.3		
127.0	87.9	D LAKE CITY	83.1	
		7.8		
134.8	95.7	AUBURN	77.3	
		7.4		
142.2	103.1	CARNARVON	67.9	
		2.6		
15.5	105.7	SACTON ... Y	65.3	
		1.1		
16.6	106.8	DQ WALL LAKE	64.2	
		9.1		
25.7	115.9	ODEBOLT	55.1	
		5.7		
31.4	121.6	ARTHUR	49.4	
		6.7		
38.1	128.3	D IDA GROVE	42.7	
		7.0		
45.1	135.3	BATTLE CREEK	35.7	
		8.7		
53.8	144.0	DANBURY	27.0	
		6.1		
59.9	150.7	D MAPLETON	20.9	
		8.9		
68.8	159.0	CASTANA	12.0	
		5.0		
73.8	164.0	TURIN	7.0	
		7.0		
80.8	171.0	D ONAWA ... Y	0.0	53

Maple River Subdivision

WESTWARD (*Read Down*) — **EASTWARD** (*Read Up*)

Timetable No. 2
June 1, 1967

Posts	Distance from Maple River	STATIONS	Distance from Carnarvon	Capacity of Sidings
		D *CARROLL* ... Y		
		4.0		
0.0	0.0	MAPLE RIVER	12.9	
		7.2		
7.2	7.2	BREDA	5.7	
		5.7		
12.9	12.9	CARNARVON ... Y	0.0	

Perry Subdivision

WESTWARD (*Read Down*) — **EASTWARD** (*Read Up*)

Timetable No. 2
June 1, 1967

Mile Posts	Distance from Ft. Dodge	STATIONS	Distance from Des Moines	Capacity of Sidings
	0.0	DQ *FT. DODGE* ... Y	93.0	
		0.9		
	0.9	*IC JCT* ... Y	92.1	
		5.6		
227.6	6.5	DQ TARA ... Y	86.5	
		3.9		
231.5	10.4	MOORLAND	82.6	
		5.6		
237.1	16.0	CALLENDER	77.0	
		5.6		
242.7	21.6	D GOWRIE ... Y	71.4	
		4.2		
246.9	25.8	LENA	67.2	
		4.3		
251.2	30.1	PATON	62.9	22
		4.2		
255.4	34.3	DANA	58.7	
		5.1		
260.5	39.4	DQ GRAND JUNCTION ... Y	53.6	15
		7.3		
267.8	46.7	RIPPEY	46.3	
		4.2		
272.0	50.9	ANGUS	42.1	
		3.9		
275.9	54.8	D PERRY	38.2	30
		7.0		
282.9	61.8	MINBURN	31.2	
		6.1		
289.0	67.9	DALLAS CENTER	25.1	
		6.4		
295.4	74.3	D WAUKEE	18.7	
		9.7		
305.1	84.0	WEST DES MOINES ... Y	9.0	31
		9.0		
	93.0	DQ *DES MOINES* ... Y	0.0	

Holstein Subdivision

WESTWARD (*Read Down*) — **EASTWARD** (*Read Up*)

Timetable No. 2
June 1, 1967

Mile Posts	Distance from Sacton	STATIONS	Distance from Holstein	Capacity of Sidings
1.0	0.0	SACTON ... Y	44.2	
		3.3		
4.3	3.3	LAKE VIEW	40.9	
		9.1		
13.4	12.4	D SAC CITY	31.8	
		8.4		
21.8	20.8	D EARLY	23.4	
		7.9		
29.7	28.7	SCHALLER	15.5	
		6.6		
36.3	35.3	GALVA	8.9	
		8.9		
45.2	44.2	D HOLSTEIN	0.0	

Sioux Rapids Subdivision

WESTWARD (*Read Down*) — EASTWARD (*Read Up*)

Timetable No. 2
June 1, 1967

Mile Posts	Distance from Eagle Grove	STATIONS		Distance from Hawarden	Capacity of Sidings
98.1	0.0	DQ EAGLE GROVE	Y	144.7	
		8.3			
106.4	8.3	THOR		136.4	
		9.3			
115.7	17.6	D DAKOTA CITY		127.1	
		5.3			
121.0	22.9	RUTLAND	Y	121.8	28
		5.1			
126.1	28.0	P&M SIDING		116.7	
		2.0			
128.1	30.0	BRADGATE		114.7	
		5.6			
133.7	35.6	DQ ROLFE	Y	109.1	27
		9.0			
142.7	44.6	HAVELOCK		100.1	
		7.7			
150.4	52.3	D LAURENS		92.4	32
		6.7			
157.1	59.0	MARATHON		85.7	
		9.3			
166.4	68.3	D SIOUX RAPIDS		76.4	36
		6.4			
172.8	74.7	LINN GROVE		70.0	
		7.6			
180.4	82.3	PETERSON		62.4	
		9.4			
189.8	91.7	SUTHERLAND		53.0	
		9.9			
199.7	101.6	D PAULLINA	Y	43.1	
		9.6			
209.3	111.2	GRANVILLE		33.5	
		7.3			
216.6	118.5	D ALTON	Y	26.2	
		3.1			
219.7	121.6	D ORANGE CITY		23.1	
		6.3			
226.0	127.9	MAURICE		16.8	
		7.8			
233.8	135.7	IRETON		9.0	
		6.7			
240.5	142.4	N. I. JCT	Y	2.3	
		2.3			
242.8	144.7	D *HAWARDEN*			

Cedar Rapids Subdivision

WESTWARD (*Read Down*) — EASTWARD (*Read Up*)

Timetable No. 2
June 1, 1967

Mile Posts	Distance from Otis	STATIONS		Distance from Beverly	Capacity of Sidings
77.7	0.0	OTIS		8.3	
		3.8			
81.5	3.8	CEDAR RAPIDS	Y	4.5	
		4.5			
86.0	8.3	DQ BEVERLY		0.0	

Alden Subdivision

WESTWARD — EASTWARD

Timetable No. 2
June 1, 1967

Mile Posts	Distance from Tama	STATIONS		Distance from Alden	Capacity of Sidings
0.1		CQ TAMA	Y	65.1	
		2.6			
2.7	2.6	TOLEDO		62.5	
		8.7			
11.4	11.3	GARWIN		53.8	
		7.3			
18.7	18.6	D GLADBROOK		46.5	23
		6.3			
25.0	24.9	BEAMAN		40.2	
		2.7			
27.7	27.6	D CONRAD		37.5	
		7.4			
35.1	35.0	WHITTEN		30.1	
		4.0			
39.1	39.0	ELDORA JCT.	Y	26.1	
		5.1			
5.1	44.1	Q ELDORA		21.0	
		7.9			
13.0	52.0	OWASA		13.1	
		7.8			
20.8	59.8	D IOWA FALLS		5.3	
		5.3			
26.1	65.1	D ALDEN			

Ceylon Subdivision

WESTWARD (*Read Down*) — EASTWARD (*Read Up*)

Timetable No. 2
June 1, 1967

Mile Posts	Distance from Ceylon	STATIONS		Distance from Burt	Capacity of Sidings
177.4	0.0	CEYLON		35.8	
		4.9			
172.5	4.9	DOLLIVER		30.9	
		5.5			
167.0	10.4	GRIDLEY		25.4	
		3.3			
163.7	13.7	HALFA		22.1	
		4.0	Y		
159.7	17.7	D RINGSTED		18.1	
		7.0			
152.7	24.7	D FENTON		11.1	
		5.1			
147.6	29.8	LONE ROCK		6.0	
		6.0			
141.6	35.8	DQ BURT			24

Tipton Subdivision

WESTWARD (*Read Down*) — EASTWARD (*Read Up*)

Timetable No. 2
June 1, 1967

Mile Posts	Distance from Stanwood	STATIONS		Distance from Tipton	Capacity of Sidings
0.0	0.0	STANWOOD	Y	8.5	
		8.5			
8.5	8.5	TIPTON		0.0	

LOCATION	Restrictions Miles Per Hour — All Trains
CLINTON SUBDIVISION	
BETWEEN SECOND STREET TOWER AND BOONE YARD	
Maximum Speed, miles per hour: All trains	60
MP 1.0 to 2.5—Clinton	20
MP 71.5 to 77.8—Between east end of curve, 6.0 miles west of Mt. Vernon and Otis	55
MP 78.6 to 78.9—Westward track, over gauntlet Bridge 228, Cedar River	15
MP 113.7 to 116.8—Between east end of curve, 2.5 miles west of Luzerne and west street crossing, Belle Plaine	50
MP 150.6 to 152.2—Between east end of Marshalltown yard and west end of interlocking	50
MP 153.9 to 154.6—Around curve, 3.0 miles west of Marshalltown—Eastward	50
MP 188.3 to 189.3—0.7 mile east of Ames Jct. and west interlocking limit	45
COUNCIL BLUFFS SUBDIVISION	
BETWEEN BOONE YARD AND COUNCIL BLUFFS	
Maximum Speed, miles per hour: All trains	60
MP 202.4 to 203.0—Between west end Boone yard and Greene Street, Boone	30
MP 207.4 to 207.9—Over Bridge B-615, 4.4 miles west of Boone	35
MP 231.4 to 232.5—Between Grimmell Road crossing and CMStP&P crossing, Jefferson	50
MP 257.6 to 259.0—Between highway crossing, 0.7 mile east of Carroll and Carroll	40
MP 291.1—Westward main track to single track at West Denison	40
MP 301.8—Main track to Siding, East Dunlap	30
MP 306.0—Main track to Siding, West Dunlap	30
MP 313.7—Main track to Siding, East Woodbine	30
MP 317.8—Main track to Siding, West Woodbine	30
MP 320.9 to 321.4—Around curve at Logan	50
MP 327.2—Eastward main track to single track at East Missouri Valley	40
MP 328.5 to 329.1—Around curve, 0.5 mile east of Missouri Valley	50
MP 329.1 to 330.0—Between east crossover, Missouri Valley and west wye switch	35
MP 329.6—Movement through middle crossover, Missouri Valley	20
MP 329.6—Movement through long crossover, between Eastward main track and Nebraska Div. main track	20
MP 331.8—Single track to eastward main track at West Missouri Valley	40
MP 346.4 to 350.4—Between east yard limit, Council Bluffs and crossovers, Avenue C—Westward	25
MP 347.0—Single track to westward main track at Council Bluffs Jct.	40
TIPTON SUBDIVISION	
BETWEEN STANWOOD AND TIPTON	
Maximum Speed, miles per hour: All trains	20
MP 0.2—Junction switch to Clinton Subdivision, Stanwood—Eastward trains	Stop
MP 0.5—Over highway No. 30 crossing just west of Stanwood	Stop
MP 3.0 to 3.4—Around curve	15
MP 4.4—Over highway crossing	5

LOCATION	Restrictions Miles Per Hour — All Trains
ALDEN SUBDIVISION	
BETWEEN TAMA AND ELDORA JUNCTION	
Maximum Speed, miles per hour: All trains	40
Except between MP 34.4, 0.7 mile east of Whitten and MP 39.1 at Eldora Junction, Class AA engines	30
MP 0.3 to 1.0—Eastward trains approaching Tama	20
MP 19.0—CGW crossing, Gladbrook, within interlocking limits	20
MP 27.9—Over highway No. 185 crossing, 0.2 mile west of Conrad—Westward trains	15
MP 34.4 to 39.1—Between 0.7 mile east of Whitten and Eldora Jct.	35
BETWEEN ELDORA JUNCTION AND ALDEN	
Maximum Speed, miles per hour: All trains	25
MP 5.1 to 6.0—Over all street crossings, Eldora	10
MP 6.2—M&StL Div. crossing, 1.0 mile west of Eldora	Stop
MP 20.3—Over highway No. 65, east of Iowa Falls	15
DES MOINES SUBDIVISION	
BETWEEN DES MOINES AND AMES JCT.	
Maximum Speed, miles per hour: All trains	45
MP 2.8 to 2.9—Over turnout to east yard lead, Des Moines	20
MP 2.9 to 6.0—Between Hull Ave. crossing, Des Moines and 3.6 miles east of Des Moines:	
Westward	25
Eastward	35
MP 13.4 to 13.6—Around curve, 3.0 miles east of Ankeny	30
MP 16.7 to 17.9—Around curves 4.1 miles west of Sheldahl to 5.3 miles west of Sheldahl	30
MP 21.7 to 23.3—Between curve, west of Sheldahl and eastward absolute signal at interlocking, Slater	30
MP 33.7—Over Lincoln Highway crossing, Ames Jct.	10
MP 33.9—Over Ames Jct. interlocking	10
BETWEEN AMES JCT. AND JEWELL	
Maximum Speed, miles per hour: All trains	40
MP 34.4 to 34.5—Around curve, 0.5 mile east of Ames Jct.	20
MP 37.1 to 37.3—Around curve, 3.2 miles east of Ames Jct.	30
MP 44.4—Over highway, 1.9 miles west of Story City	30
MP 45.8 to 46.2—Around curve, Story City	35
MP 51.7 to 55.0—Between 2.2 miles east of Randall and junction switch, Jewell	35
BETWEEN JEWELL AND ELMORE	
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 miles east of Kamrar and Webster City	25
MP 82.4 to 84.0—Over all street crossings and IC crossing at Webster City	20
MP 97.7—CGW crossing, Eagle Grove, within interlocking limits	20
MP 103.4—CRI&P crossing, Goldfield, within interlocking limits	20
MP 118.2—C&NW crossing, Luverne, within interlocking limits	20
MP 127.0 to 131.9—Between Irvington and Algona	20
MP 135.7 to 137.3—Between 3.8 miles east of Algona and 5.4 miles east of Algona	20
MP 141.6 to 164.5—Between Burt and Elmore	25

SPEED RESTRICTIONS (Continued on page 8)

LOCATION	Restrictions Miles Per Hour — All Trains
CEYLON SUBDIVISION	
BETWEEN BURT AND CEYLON	
Maximum Speed, miles per hour: All trains	25
MP 142.0—Junction switch to Des Moines Subdivision, Burt—Westward trains	Stop
MP 167.0—CRI&P crossing, Gridley, within interlocking limits	20
ONAWA SUBDIVISION	
BETWEEN ELDORA JUNCTION AND CARNARVON	
Maximum Speed, miles per hour: All trains	30
MP 39.1—Junction switch to Alden Subdivision, Eldora Junction—Eastward trains	Stop
MP 40.2—C&NW crossing, Gifford, within interlocking limits	20
MP 68.5—Junction switch to Des Moines Subdivision, Jewell—Westward trains	Stop
MP 68.7—Junction switch to Des Moines Subdivision, Jewell—Eastward trains	Stop
MP 68.8—Highway No. 69 west of depot, Jewell	6
MP 83.8 to 93.9—Between Stratford and 1.0 mile west of Dayton	20
MP 98.3—FtDDM&S crossing, Harcourt	Stop
MP 104.4—C&NW and FtDDM&S crossings, Gowrie, within interlocking limits	20
MP 117.2—CMStP&P and CGW crossings, Lohrville, within interlocking limits	20
MP 127.2 to 142.4—Between Lake City and junction switch, Carnarvon	20
MP 142.4—Junction switch to Onawa Subdivision, Carnarvon—Westward trains	Stop
BETWEEN CARNARVON AND ONAWA	
Maximum Speed, miles per hour: All trains	40
MP 16.4 to 17.4—Between Wall Lake and 1.0 mile west of Wall Lake	15
MP 38.0—Over street crossing east of station, Ida Grove	30
MP 59.0 to 59.6—Around reverse curve just east of Mapleton	25
MP 60.5 to 60.8—Around curve, 0.6 mile west of Mapleton	25
MP 68.4 to 68.7—Around curve at Castana	15
MP 80.8—Junction switch to Nebraska Division, Onawa—Westward trains	Stop
HOLSTEIN SUBDIVISION	
BETWEEN SACTON AND HOLSTEIN	
Maximum Speed, miles per hour: All trains	35
MP 15.5—Junction switch to Onawa Subdivision, Sacton—Eastward trains	Stop
MP 15.8—Around east leg of wye, Sacton	15
MP 12.9 to 13.7—Within corporate limits, Sac City	20
MP 38.8 to 39.2—Around curve, 3.0 miles west of Galva	20

LOCATION	Restrictions Miles Per Hour — All Trains
MAPLE RIVER SUBDIVISION	
BETWEEN MAPLE RIVER AND CARNARVON	
Maximum Speed, miles per hour: All trains	40
MP 0.0—Junction switch to Council Bluffs Subdivision, Maple River—Eastward trains	Stop
MP 12.9—Junction switch to Onawa Subdivision, Carnarvon—Westward trains	Stop
SIOUX RAPIDS SUBDIVISION	
BETWEEN EAGLE GROVE AND N.I. JUNCTION	
Maximum Speed, miles per hour: All trains	25
MP 102.5 to 115.6—Between 4.4 miles west of Eagle Grove and Dakota City, Class AA diesel engines	20
MP 133.8—C&NW crossing, Rolfe, within interlocking limits	20
MP 150.4—Over Main Street crossing, Laurens	6
MP 150.9—CRI&P crossing, Laurens, within interlocking limits	20
MP 156.9—CMStP&P crossing, Marathon, within interlocking limits	20
MP 164.3 to 166.7—Around curves between 2.1 miles east of Sioux Rapids and 0.2 mile west of Sioux Rapids	20
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—C&NW crossing, Alton, within interlocking limits	20
MP 225.8 to 226.2—Between 0.2 mile east of Maurice and 0.2 mile west of Maurice	15
MP 240.5—Junction with Dakota Division, N.I. Junction—Westward trains	Stop
PERRY SUBDIVISION	
BETWEEN TARA AND WEST DES MOINES	
Maximum Speed, miles per hour: All trains	30
MP 227.6—Junction switch to IC—Tara, Eastward trains	Stop
MP 227.6 to 237.1—Between Tara and Callender	25
MP 231.5—CGW crossing, Moorland, within interlocking limits	20
MP 243.0—FtDDM&S & C&NW crossing, Gowrie, within interlocking limits	20
MP 260.5 to 260.9—Over street crossings, Grand Junction	15
MP 275.5—CMStP&P crossing, Perry, within interlocking limits	20
MP 275.8 to 276.2—Over street crossings, Perry	15
MP 295.1—CMStP&P crossings, Waukee	Stop

ADDITIONAL SPEED RESTRICTIONS

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

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

SUBDIVISIONS	Wrecking Derricks MPH	Scale Test Cars MPH
Clinton and Council Bluffs	35	30
Des Moines Subdivision between Des Moines and Jewell	30	25
Des Moines Subdivision between Jewell and Elmore; Moville, Onawa, Perry, Sioux Rapids, Alden, Ceylon	20	20

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

(C) JORDAN DITCHERS OR FLANGERS moving dead in train must be headed in the direction of movement with wings trailing and trains handling must not exceed 35 MPH. Where a lower speed is prescribed it will govern.

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

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

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

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

(F) Trains handling empty ore cars must not exceed.....40 MPH
Trains handling loaded ore cars must not exceed.....30 MPH
Where a lower speed is prescribed it will govern.

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

56, 90, 93, 101, 102, 1007 to 1009 inc., 1011 to 1013 inc., 1027 to 1031 inc., 1034, 1035, 1077 to 1079 inc., 1083 to 1099 inc., 1223, 1225, 1232, 1236, 1248, 1249, 1252, 1254, 1257, 1262 to 1264 inc., 1266 and 1267.

Trains handling the following engines in tow must not exceed a speed of 45 MPH:

55, 58, 59, 68, 70, 86 to 89 inc., 94 to 100 inc., 126 to 129 inc., 144, 145, 201, 203, 207, 210 to 212 inc., 214, 215, 218, 221 to 223 inc., 225 to 233 inc., 310 to 321 inc., 801, 1024, 1036 to 1072 inc., 1076, 1080, 1082, 1101 to 1106 inc., 1108 to 1116 inc., 1118 to 1127 inc., 1208, 1210 to 1215 inc., 1236 to 1246 inc., 1259, 1261, 1268 to 1281 inc.

Where a lower speed is prescribed it will govern.

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

SPECIAL INSTRUCTIONS (Continued on page 9)

RULE M (New Paragraph)

On the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies, mail cranes or fences which are located between tracks, bridge girders and other obstructions which, owing to local conditions or requirements, do not give clearance to men on top of or side of cars or engines. 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.

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

RULE 1 STANDARD TIME

Clocks showing Central Standard Time are located at:

Clinton	Passenger station	
West Yard	Yard Office	Enginehouse
Beverly	Yard Office	
Cedar Rapids	Yard Office	
Belle Plaine	Operator's Office	Enginehouse
Tama	Operator's Office	
Marshalltown	Operator's Office	
Des Moines	Yard Office	Enginehouse
Boone Yard	Yard Office	
Boone	Operator's Office	
Carroll	Operator's Office	
Missouri Valley	Yard Office	
Council Bluffs	Yard Office	Enginehouse
Omaha	Yard Office	
Onawa	Operator's Office	
Hawarden	Operator's Office	
Jewell	Operator's Office	
Eagle Grove	Operator's Office	Enginehouse
Ft. Dodge	Yard Office	

RULE 6 (A) (Revised)

The following letters when placed in the station column indicate:
C—Train order office open continuously
D—Train order office open as specified by special instructions
Q—Radio installations
Y—Yard Limits

RULE 8 (k) (New Rule)

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

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

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

(a) ON SINGLE TRACK.—To the right of the track as viewed from an approaching train or engine in both directions.

(b) ON DOUBLE TRACK AND TWO MAIN TRACK CTC.—To the outside of the track affected as viewed from an approaching train or engine in both directions on that track.

(c) ON THREE OR MORE TRACKS.—For outside tracks, to the outside of the track affected as viewed from an approaching train or engine in both directions on that track; For inside tracks, to the right of the track as viewed from an approaching train in both directions on that track.

RULE 14 (A) (Revised)

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

Red signal must be replaced when found between the rails.

SPECIAL INSTRUCTIONS (Continued on page 10)

RULE 15 WHISTLE ORDINANCES

No railroad company shall cause or allow the whistle of any locomotive to be sounded within the city limits of Clinton, Cedar Rapids, Belle Plaine, Tama, State Center, Boone, Ogden, Grand Junction, Council Bluffs or Des Moines except for the purpose of train intercommunication or to prevent injury to persons or damage to property.

RULE 19

In the application of Rule 19, Freight trains only may use reflectorized markers in lieu of marker lamps at the rear of train. Passenger trains must use marker lamps at the rear of train.

RULE S-71 SUPERIOR DIRECTION

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

RULE 83 (A) REGISTER STATIONS

Train register stations are located at the following stations:

Council Bluffs	Omaha
Des Moines	South Omaha
Eagle Grove	Ft. Dodge
Hawarden	Tara
West Yard	Boone Yard
*Belle Plaine	*Carroll
*Missouri Valley	*Jewell
**Ames Yard	**Tama
***Clinton	

*Only trains that originate and terminate at Belle Plaine, Carroll, Jewell and Missouri Valley will register. Trains to or from the Nebraska Division at Missouri Valley will register by register ticket.

**Ames Yard is a register station for Des Moines Subdivision trains only. Tama is a register station for Alden Subdivision trains only, trains may register by register ticket.

***Clinton is a register station for First Class Trains and extra passenger trains.

RULE 83 (B) CLEARANCE

(a) Eastward Galena Division trains do not require an Iowa Division Clearance at West Yard or Clinton.

(b) Rule 83 (B) does not apply at Second St. Tower for westward Galena Division trains.

(c) Westward trains originating at Clinton or West Yard must obtain a Clearance at Second St. Tower before departing from Clinton or West Yard.

(d) Des Moines Subdivision trains must obtain a Clearance at Ames, when communicating office is open, before departing from Ames Jct.

(e) Trains originating at Boone Yard must obtain a Clearance at Boone.

(f) Eastward trains must obtain a Clearance at Missouri Valley.

(g) Trains must obtain a Clearance at Eagle Grove when communicating office is open.

(h) Sioux Rapids Subdivision trains must obtain a Clearance at Hawarden, when communicating office is open, before departing from NI Jct.

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

(j) Rule 83 (B) does not apply at Council Bluffs.

(k) Westward trains entering Des Moines Subdivision at Ames Jct. must obtain a Clearance at last open communicating office prior to arrival at Ames Jct.

RULE 93 (Revised)

Yard limits will be indicated by yard limit signs.

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

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

RULE 93 (Revised)—Continued

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

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

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

RULE 97 TRAIN ORDERS

Rule 97 does not apply between the following stations:
Stanwood and Tipton
Otis and Beverly (via Cedar Rapids)
Second St. Tower and Boone Yard
Boone Yard and Council Bluffs

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

C&NW	Clinton, Stanwood, Otis, Eldora (1.0 mile west), Eldora Junction, Beverly, Jewell, Burt, Eagle Grove, Missouri Valley, Maple River, Sacton, Carnarvon, Onawa, NI Junction, Omaha
CRI&P	Cedar Rapids, West Des Moines, Council Bluffs
IC	Council Bluffs, Omaha, Tara
CMStP&P	Clinton, Council Bluffs, Waukee
CGW	Council Bluffs and packing house track at Marshalltown
FtDDM&S	Harcourt, Des Moines
CB&Q	Des Moines, Omaha
MP	Omaha, South Omaha
UP	Council Bluffs, Omaha
DMU	Des Moines
Wabash	Council Bluffs
DRI&NW	Second Street Tower

RULE 99

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

(1) Protection against following trains as required by Rule 99 is not necessary on the Moville, Onawa, Perry, Sioux Rapids, Alden and Des Moines Subdivision between Eagle Grove and Elmore.

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

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

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

(2) On the Des Moines Subdivision between Eagle Grove and Ames Jct. Second and Third Class trains, Extra trains and engines may occupy the Main track at Stations between Station One Mile Signs protecting against scheduled trains only, and Extra trains must approach and operate between Station One Mile Signs prepared to stop expecting to find the Main Track occupied between the Station One Mile Signs.

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

If the above referred to Items 1, 2 and 3 are not applicable on certain portions of trackage over which this assignment operates, this crew will be issued train orders relieving the crew of providing protection to the rear of the train when necessary.

RULE 99—Continued

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

When Items 1, 2 and 3 are not applicable on certain portions of trackage over which an assignment operates, the crew can be relieved of providing protection by Train Orders in the following form:

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

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

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

RULE 101 (C) (Revised)

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

RULE 103 (E)

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

RULE 103 (F) (New Rule)

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

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

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

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

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

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

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

RULE 104 (G) (New Paragraph)

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

RULE 104 (H) SPRING SWITCHES

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

RULE 104 (H)—Continued

		M. P. H.
CLINTON	—Track 3 to 4—Westward	15
WEST YARD	—Camanche Lead—Westward	15
LOWDEN	—Westward	15
STANWOOD	—Eastward	15
LISBON	—Eastward	20
BLAIRSTOWN	—Eastward—Westward	20
BELLE PLAINE	—Eastward	15
LAMOILLE	—Eastward—Westward	15
NEVADA	—Eastward	20
TAMA	—Westward	15
BOONE YARD	—To Westward Main—Westward	20
WEST DES MOINES	—To CRI&P Main Track—Westward	30
CARROLL	—Westward	20
DENISON	—Eastward—Westward	20
MISSOURI VALLEY	—Westward	15
COUNCIL BLUFFS	—Lake Lead—Eastward	20

RULE 104 (J) (New Rule)

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

RULE 109 BULLETIN BOARDS

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

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

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

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

Bulletin boards are located as follows:

West Yard	Yard Office	
Cedar Rapids	Transfer Yard Office	
Beverly	Yard Office	
Belle Plaine		Enginehouse
Tama	Freight Station	
Des Moines	Freight Station	Enginehouse
Boone Yard	Yard Office	
Boone	Caller's Office	
Carroll	Freight Station	
Missouri Valley	Yard Office	
Council Bluffs	Yard Office	Enginehouse
Eagle Grove	Yard Office	Enginehouse
Hawarden	Freight Station	
Jewell	Freight Station	
Ft. Dodge	Yard Office	
Sioux City	Yard Office	Enginehouse
Omaha	Yard Office	
So. Omaha	Yard Office	

RULE D-151 MAIN TRACKS

Double track is in operation between:

Second St. Tower and Boone Yard
Boone Yard and West Denison
East Missouri Valley and West Missouri Valley
Council Bluffs Jct. and Council Bluffs

In the double track territory listed above trains must keep to the left.

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

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

 (Continued on page 12)

RULE 207 (A) (New Rule)

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

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

RULE 213 (A) (New Rule)

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

RULE 221 (A) (New Rule)

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

RULE 225 (New Rule)

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

FORMS OF TRAIN ORDERS

FORM Y (Revised) MAINTENANCE OF WAY STOP

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

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

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

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

RULE 240 P

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

RULE 265 CENTRALIZED TRAFFIC CONTROL

CTC is in operation between:

Council Bluffs Jct. and West Missouri Valley

East Missouri Valley and West Denison

RULE 505 AUTOMATIC BLOCK SIGNAL TERRITORY

Between:

Ames Jct. and Des Moines

RULE 520 AUTOMATIC TRAIN CONTROL TERRITORY

ATC is in effect on Main Tracks between Second St. Tower and Council Bluffs.

(a) Movements may be made with non-equipped engines between Maple River and Carroll, at restricted speed without being authorized by train order Form "G" or without protection of positive manual block in advance of movement.

(b) 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.

(c) Non-equipped engines in switching service may be operated on the main track between East Clinton and West Yard, between Otis and Beverly

RULE 520—Continued

and at Belle Plaine, Tama, Marshalltown, Ames, Boone, Carroll, Missouri Valley and Council Bluffs, within switching limits, at restricted speed and in accordance with signal indications.

(d) MAIN TRACK TRAIN CONTROL TEST SECTIONS ARE LOCATED AS FOLLOWS:

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

MANUALLY CONTROLLED INTERLOCKINGS, DRAWBRIDGES, AND JUNCTIONS

Mississippi River Bridge	Clinton
CMStP&P and C&NW	Second Street Tower
CMStP&P	Beverly
CMStP&P	Cedar Rapids
CMStP&P and C&NW	Tama
C&NW	Ames
C&NW	Grand Junction
CMStP&P	Jefferson
CMStP&P	Arion
C&NW	Alton
UP	Summit
CRI&P	Des Moines

AUTOMATIC INTERLOCKINGS

Cedar River Gauntlet	Otis
CGW and C&NW	Marshalltown
CGW	Eagle Grove
IC	Webster City
FtDDM&S	Kelley
CMStP&P	Slater
CRI&P	Goldfield
C&NW	Luverne
CRI&P	Gridley
C&NW	Rolfe
CRI&P	Laurens
CMStP&P	Marathon
CGW	Gladbrook
C&NW	Gifford
C&NW and FtDDM&S	Gowrie
CGW and CMStP&P	Lohrville
C&NW—Bridge B-615	5 miles west of Boone
CB&Q	Council Bluffs
CMStP&P	Perry
CGW	Moorland
MP	1.1 miles east of Dodge St.-Omaha

Rule 509 will also apply at the automatic interlockings at:

FtDDM&S	Kelley
CMStP&P	Slater

RULE 614 (New Rule)

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

RULE 713 (F) (New Rule)

BAD ORDER CARS

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

RULE 713 (G) (New Rule)

INSPECTION OF TRAINS

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

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

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

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

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

RULE 714 (Revised)

HOT BOXES

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

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

Whenever it is necessary to set out a car containing mail on account of bad order, or other operating conditions, conductor shall see that all mails in the car are transferred to vacant space in other cars in the train, or to an additional car if available. Where the car set out is a distributing unit, the railway postal clerks will render all possible assistance in the transfer of the mails. If it is necessary to set out a bad order RPO car, the train crew will assist in the transfer of the mail.

In the event it is necessary to set out a sealed baggage or express car containing a remains, it is imperative that the conductor notify the Chief Train Dispatcher promptly so arrangements can be made for handling the remains.

RULE 714 (A) (New Rule)

HOT BOX DETECTORS

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

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

(a) Hot box detector is located at MP 57.9 Clinton Subdivision and indicator is located for eastward trains at MP 54.8. When lunar signals are in horizontal row, train crews will stop and call the train dispatcher from telephone at Stanwood depot.

(b) Hot box detector is located at MP 92.8 Clinton Subdivision and indicator is located for eastward trains at MP 90.0. When lunar signals are in horizontal row, train crews will stop and call the train dispatcher from telephone adjacent to Beverly diesel ramp.

(c) Hot box detector is located at MP 173.3 Clinton Subdivision and indicator is located for eastward trains at MP 170.2. When lunar signals are in horizontal row, train crews will stop and call the train dispatcher from telephone at State Center depot.

(d) Hot box detector is located at MP 251.5 Council Bluffs Subdivision and indicator is located for eastward trains at MP 247.8. When lunar signals are in horizontal row, train crews will stop and call the train dispatcher from telephone at Ralston depot.

RULE 714 (A) (New Rule)—Continued

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

RULE 808 (G) (New Rule)

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

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

RULE 901

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

ADDITIONAL SPECIAL INSTRUCTIONS

(A) OPERATION OVER FOREIGN RAILROADS

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

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

RAILROAD	BETWEEN
Union Pacific	Council Bluffs, Omaha and South Omaha.
Illinois Central	Tara and IC Jct.
CRI&P	West Des Moines and Des Moines
CGW	Carroll and Harlan

TONNAGE RATINGS*

HORSEPOWER	1500	3000	4500	1500**	1000
WESTWARD					
Clinton to Arcadia	2500	5000	7500		
Arcadia to Council Bluffs	3400	6800	10200		
Jewell to Ames	3000	6000	9000	3400	2100
Ames to Kelley	2100	4200	6300	2300	1625
Kelley to Des Moines	2500	5000	7500	2875	2000
Eagle Grove to Jewell	3000	6000	9000	3300	2050
Tama to Jewell					1750
EASTWARD					
Council Bluffs to Boone	3400	6800	10200		
Boone to Clinton	2725	5450	8175		
Des Moines to Saylor	1675	3350	5025	1900	1300
Saylor to Ames	2250	4500	6750	2700	2000
Ames to Jewell	2200	4400	6600	2400	1500
Jewell to Tama					1750
Jewell to Eagle Grove	2300	4600	6900	2500	1750

*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.

**Engines with six wheel trucks.

CLEARANCE AND WEIGHT LIMITS

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

Maximum Gross Weight of Car and Lading	Routes — For Points Between	Limit of Load Measurement — Height above Top of Rail — 8′ Width Ft.	8′ Width In.	9′ Width Ft.	9′ Width In.	10′ Width Ft.	10′ Width In.	11′ 6″ Width Ft.	11′ 6″ Width In.
315,000	Clinton and Clinton Ice House			18	9	17	11	17	1
315,000	Clinton and Belle Plaine	19	0	19	0	19	0	18	0
221,000	Stanwood and Tipton	22	0	22	0	22	0	22	0
263,000	Otis and Beverly	20	0	19	6	18	11	18	1
315,000	Belle Plaine and Marshalltown	19	6	19	3	18	7	17	9
315,000	Marshalltown and Ames	21	10	21	10	21	10	21	10
315,000	Ames and Missouri Valley	19	6	19	5	19	4	18	6
315,000	Missouri Valley and Council Bluffs	20	0	19	5	18	10	18	0
315,000	Missouri Valley and Fremont	20	3	19	10	19	4	18	6
221,000	Arlington and South Omaha	19	3	18	6	17	9	16	6
263,000	*Carroll and Harlan	19	0	19	0	19	0	19	0
210,000	Maple River and Onawa via Sacton	19	7	19	2	18	8	18	0
210,000	Sacton and Holstein	21	0	21	0	20	3	19	2
210,000	Carnarvon and Jewell	18	9	18	5	17	11	17	0
263,000	Des Moines and West Des Moines NOTE "L"	19	10	18	10	17	10	7	6
232,000	West Des Moines and Tara	20	7	20	7	20	7	20	7
263,000	Des Moines and Ames	22	0	22	0	22	0	22	0
263,000	Ames and Jewell	19	6	19	6	19	6	19	6
263,000	Jewell and Eagle Grove	20	2	19	6	18	9	17	6
210,000	Eagle Grove and Blue Earth	19	4	19	4	19	4	19	4
210,000	Burt and Ceylon	22	0	22	0	22	0	22	0
220,000	Eagle Grove and Dakota City	20	6	20	0	19	6	18	10
210,000	Dakota City and Alton	20	6	20	0	19	6	18	10
251,000	Alton and Hawarden	21	0	21	0	21	0	21	0
251,000	Tama and Jewell	20	0	19	6	18	10	18	0
178,000	Eldora Jct. and Alden	18	5	18	0	17	7	17	0

Loads exceeding 221,000 lbs. gross weight, must have wheels of 36 inch diameter or be on cars with six or more axles.

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

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

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

*Width of 11 ft. 6 in. may be extended down to 3 ft. 0 in. above top of rail on all lines except those noted by * which are listed below:

Carroll and Harlan ..... 3 ft. 5 in.

NOTE "L": Loads 11 feet wide can be handled from 2 ft. 6 in. above top of rail to 14 ft. 0 in. above top of rail, and loads 10 ft. 8 in. wide can be handled from 2 ft. 0 in. above top of rail to 17 ft. 0 in. above top of rail.

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

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

COMPANY SURGEONS

Location	Address	Name	Office Phone	Home Phone
CHICAGO	C&NW Dispensary, 127 N. Clinton St. (6:30 A.M.-5:00 P.M., C.S.T. Daily except Saturday, Sunday & Holidays)	J. K. Stack, M. D.	332-2121	944-0988
	Passavant Hospital, Emergency Room, 303 E. Superior St.		944-4200	
ALGONA	118 N. Moore St.	M. G. Bourne, M.D.	295-2345	295-2277
ALTON	308 10th St	C. B. Murphy, M. D.	3301	3921
AMES	521 Duff Ave.	L. D. Bond, M. D.	232-4421	232-4614
		T. D. Gartin, M. D.	232-4421	232-8929
BELLE PLAINE	817 13th St.	C. E. Douglas, M. D.	444-2840	444-3084
BOONE	6th & Marshall Streets	W. H. Longworth, M. D.	432-2335	432-5412
		R. L. Wicks, M. D.	432-2335	432-6512
		W. E. Rouse, M. D.	432-2335	432-4460
		J. R. Anderson, M. D.	432-2335	432-1398
	601-4 Citizens Natl. Bank Bldg.	A. W. Puntenney, M. D.	432-5644	432-1714
CARROLL	117 E. 6th St.	R. B. Morrison, M. D.	792-3543	792-3630
	Carroll Medical Center	J. Martin, M. D.	792-3557	792-9372

COMPANY SURGEONS (Concluded)

Location	Address	Name	Office Phone	Home Phone
CEDAR RAPIDS	2701 1st Ave., S. E.	Wm. Basler, M. D.	365-7521	364-8951
	120 3rd Ave., S. W.	G. L. Schmit, M. D.	365-8616	365-6263
CLINTON	Springdale Dr. & 13th Ave. N.	J. D. O'Donnell, M. D.	243-2511	242-8254
		Geo. D. Aurand, M. D.	243-2511	242-4144
		G. M. Ellison, M. D.	243-2511	242-4541
		A. Jensen, M. D.	243-2511	242-7714
		Kerry Jensen, M. D.	243-2511	243-5770
		Dale Weber, M. D.	243-2511	242-7868
		F. Rogers, M. D.	243-2511	243-5430
		Gao. L. York, M. D.	243-2511	242-8317
	501 Wilson Bldg.	J. R. Jowett, M. D.	242-4525	242-1575
	408 Wilson Bldg.	W. H. Foster, M. D.	242-9402	242-7966
COUNCIL BLUFFS	417 E. Washington Ave.	J. P. Cogley, M. D.	328-1801	323-0733
		H. F. Trafton, M. D.	328-1801	323-3475
	414 Bennett Bldg.	J. G. Kruml, M. D.	322-6697	322-4805
DENISON	105 N. Main	A. H. Grau, M. D.	263-2040	263-2720
DES MOINES	2800 Ingersoll Ave.	D. W. Coughlan, M. D.	244-4208	279-1814
	2801 Ingersoll Ave.	F. E. Thornton, M. D.	244-0384	243-8888
	811 Savings & Loan Bldg.	A. L. Nelson, M. D.	244-2127	(Huxley, Ia. 597-2888)
EAGLE GROVE	111 N. Commercial Ave.	M. J. Schaeferle, M. D.	448-3203	448-3180
	121 N. Iowa	G. B. Hogenson, M. D.	448-4575	448-4848
ELDORA	1010 Edgington Ave.	J. J. Shurts, M. D.	858-2323	858-3420
FT. DODGE	1214 Central Ave.	W. B. McTaggart, M. D.	576-2641	573-4019
	405 Carver Bldg.	M. Van Patten, M. D.	573-8371	573-2619
FULTON	314 12th St.	M. J. Vruno, M. D.	589-6311	589-6179
GOWRIE		D. L. Borgen, M. D.	352-6032	352-6032
GRAND JCT.	202 Main St.	M. F. Wetrich, M. D.	738-1295	738-0885
HAWARDEN	607 9th St.	E. M. Eneboe, M. D.	552-2522	552-2355
IDA GROVE	Moorhead Ave.	J. B. Dressler, M. D.	364-3321	364-2913
JEFFERSON	116 S. Wilson	A. J. Jongewaard, M. D.	386-2141	386-3542
LAKE CITY	300 E. Main	G. S. Rost, M. D.	464-3194	464-3518
LAKE VIEW	208 Main St.	C. E. Lierman, M. D.	657-8513	657-2225
LAURENS	213 Walnut St.	H. L. Pitluck, M. D.	54350	54345
LOWDEN		Fred Montz, M. D.	944-5505	944-5844
MANNING	303½ Main St.	A. W. Carlile, M. D.	653-4821	653-4821
MARSHALLTOWN	407 E. Main St.	E. L. Keyser, M. D.	753-3373	753-8576
	102 Medical Art Center	H. E. Sauer, M. D.	752-1443	753-6842
MISSOURI VALLEY	415 E. Erie St.	F. X. Tamisiea, M. D.	22701	22414
MT. VERNON	111 1st St. E.	G. E. Rahn, M. D.	895-8895	895-8778
NEVADA	830 6th St.	R. H. Mordaunt, M. D.	382-2174	382-2958
OMAHA	542 The Doctors Bldg.	J. D. Bisgard, M. D.	553-2588	553-6610
	317 The Doctors Bldg.	E. K. Connors, M. D.	551-6064	558-5175
	4930 So. 24th St.	H. R. Elston, M. D.	731-0142	551-8232
	1620 Med. Arts Bldg.	H. Gifford, M. D.	341-5410	556-7514
	3612 Cumming St.	J. C. Kennedy, M. D.	551-0042	393-1248
	8721 Shamrock Road	R. S. Long, M. D.	391-9339	333-7140
	609 The Doctors Bldg.	S. E. Potter, M. D.	556-4220	553-7007
	5827 N. 60th St.	R. E. Underriner, M. D.	451-1100	558-0842
ONAWA	911 Diamond St.	L. A. Gaukel, M. D.	423-1211	423-1039
		P. L. Wolpert, M. D.	423-1211	423-1038
SIOUX CITY	501 Insurance Exch. Bldg.	J. E. Dvorak, M. D.	258-5559	258-3131
		V. R. Heimann, M. D.	258-5559	258-1798
	2417 Pierce St.	H. E. Rudersdorf, M. D.	258-7575	277-1053
	616 Badgerow Bldg.	E. H. Sibley, M. D.	258-0149	277-2521
		Chas. A. Johnson, M. D.	258-0149	258-2406
	501 Insurance Exch. Bldg.	Virgil Kirkegaard, M. D.	258-5559	277-3280
STATE CENTER	503 3rd Ave. S. W.	C. R. Sokol, M. D.	483-2141	483-2408
TAMA	207 W. 3rd St.	A. J. Havlik, M. D.	484-2602	484-3828
		A. J. Wentzien, M. D.	484-2602	484-3443
WHEATLAND	204 E. Jefferson	E. V. Riedesel, M. D.	374-5241	374-5241