

CHICAGO & NORTH-WESTERN RAILWAY

NORTHERN IOWA DIVISION

No. 128

TIME TABLE

No. 128

Takes Effect Sunday, November 3, 1912

At 12.01 o'clock A.M.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

W. D. CANTILLON,
GENERAL MANAGER.

S. G. STRICKLAND,
ASS'T GEN'L MANAGER.

W. J. TOWNE,
GEN'L SUPERINTENDENT.

G. B. VILAS,
ASS'T GEN'L SUPERINTENDENT.

BETWEEN TAMA AND EAGLE GROVE.

GOING WEST.														Sub-Division 1	GOING EAST.													
THIRD CLASS.						SECOND CLASS.			FIRST CLASS.			Distance from Tama Freight Yard.	Capacity of Passing Track.	STATIONS. Time Table 128 November 3, 1912	Station Numbers.	FIRST CLASS.				SECOND CLASS.				THIRD CLASS.				
			9	7	31	35	123	19		11	3					25	12	4	24		26	114	34	132		30	8	10
			Passenger and Freight	Passenger and Freight	Way Freight	Freight	Time Freight	Des Moines Freight		Eagle Grove Passenger	Northern Iowa & Dakota Passenger					Iowa & Dakota Express	Des Moines Passenger	Chicago Express	Iowa & Dakota Express		Des Moines Through Freight	Stock Freight	Stock Freight	Stock and Time Freight		Way Freight	Passenger and Freight	Passenger and Freight
			Daily Except Sunday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY	Daily except Monday		Daily except Sunday	Daily except Sunday					DAILY	Daily except Sunday	Daily except Sunday	DAILY		Daily except Monday	Wed., Fri. and Sun. only	Daily except Sunday	Daily except Monday		Daily except Sunday	Daily except Sunday	Daily except Sunday
							PM 9.45			AM 9.30	PM 10.45	PM 6.10	270.3		Chicago	0	PM 8.45	AM 6.45	AM 9.05									
					AM 7.00	PM 3.00	AM 12.35								Tama Freight Yard T					AM 8.50	AM 11.30	AM 11.50		PM 5.55				
					7.05	3.05	12.45				AM 8.45	AM 3.10	1.0		Tama	131		PM 7.00	AM 1.30					5.45				
					7.35	3.25	1.20				8.52	3.20	3.8	52	Toledo	200		6.52	1.20					5.35				
					8.05	3.55	1.50				9.07	3.40	12.4	54	Garwin	201		6.35	1.05					5.05				
					8.40	4.35	2.30				9.19	3.58	19.7	55	Gladbrook	202		6.20	12.51					4.35				
					9.00	5.00	2.50				9.29	4.12	26.0	37	Beaman	203								3.55				
					9.15	5.15	3.00				9.35	4.20	28.7	41	Conrad	204								3.25				
					9.35 (10.01)	5.47	3.25				9.49	4.35	36.1	45	Whitten	205		5.47	* 12.19					2.50				
			PM 4.50	AM 9.25	10.15	6.00	* 3.37				* 9.57	* 4.45	40.2	40	Eldora Jet	199		* 5.37	* 12.11					AM 10.15	PM 6.00			
			5.00 PM	9.30 AM	10.40	6.30	3.45				10.01	4.52	41.4	90	Gifford	206		5.35	12.07					10.08 AM	5.45 PM			
					11.05	7.05	4.10				10.10	5.07	45.6	38	Lawn Hill	207								1.30				
					11.30	7.35	4.40				10.24	5.25	52.2	44	Hubbard	208								1.00				
					12.20	8.10	5.25 5.55				10.37	5.40	59.4	51	Radcliffe	209								12.20				
					12.50	8.35	6.20				10.50	5.54	66.6	54	Ellsworth	210								11.30				
					1.00 1.30	8.50 9.40	6.35 6.50	AM 1.55		PM 7.30	11.00 11.10	6.00 6.35	69.8	63	Jewell	211	AM 8.35	4.30 4.25	11.00 10.45		AM 1.55	3.40 3.20	6.50 5.10	8.02 7.50	11.00 10.20			
					2.00	10.25	7.30 8.20	2.30			7.45	11.23	6.50	77.1	45	Kamrar	212	8.20	4.10	10.25				9.50				
					2.50	10.55	9.00	2.55			8.00	11.37	7.05	84.4	57	Webster City	214	8.07	3.55	10.10		1.38	2.30	4.40	7.30			
					3.40	11.30	9.30	3.30			8.15	11.51	7.20	91.6	44	Woolstock	216	7.53	3.40	9.54		1.10	2.00	4.05	7.05			
					4.30	11.55	9.55	4.10			8.30 PM	12.05 PM	7.35 AM	99.2	218	Eagle Grove	218	7.40 AM	3.25 PM	9.40 PM		12.45	1.35	3.30	6.30			
					4.35 PM	12.15 AM	10.00 AM	4.30 AM						99.7		Freight Yard						12.20	1.10	3.00	6.05			
																					12.15 AM	1.00 AM	2.55 AM	6.00 AM	8.00 AM			
			Daily Except Sunday	Daily except Sunday	Daily except Sunday	Daily except Monday	DAILY	Daily except Monday		Daily except Sunday	Daily except Sunday	DAILY					Daily except Sunday	Daily except Sunday	DAILY		Daily except Monday	Wed., Fri. and Sun. only	Daily except Sunday	Daily except Monday	Daily except Sunday			
			9	7	31	35	123	19		11	3	25					12	4	24		26	114	34	132		30	8	10

BETWEEN EAGLE GROVE AND HAWARDEN.

NOR. IA. 3

GOING WEST.												GOING EAST.											
THIRD CLASS.				SECOND CLASS.				FIRST CLASS.				FIRST CLASS.				SECOND CLASS.				THIRD CLASS.			
23		27		123				3	25			4	24			132				28	22		
Way Freight		Way Freight		Time Freight				Northern Iowa & Dakota Passenger	Iowa & Dakota Express			Chicago Passenger	Iowa & Dakota Express			Stock and Time Freight				Way Freight	Way Freight		
Daily except Sunday		Daily except Sunday		Daily except Saturday				Daily except Sunday	DAILY			Daily except Sunday	DAILY			Daily except Monday				Daily except Sunday	Daily except Sunday		
								PM 12.30	AM 7.55			PM 3.15	PM 9.30							PM 5.40			
		AM 8.12		AM 11.30				* 12.33	* 7.57			* 3.05	* 9.25			AM 5.00				5.30			
		8.40		12.05				12.50	8.12	8.2	42	2.50	9.10			4.20				5.00			
		9.35		12.40				1.10	8.31	17.5	41	2.34	8.53			3.55				4.30			
		10.00		1.10 1.37				1.22	8.41	22.8	38	2.21	8.42			3.30				3.45			
		10.30		2.07				1.37	8.57	29.9	36	2.07	8.29			3.00				3.15			
		11.05		2.45				1.55	9.09	35.6	39	1.55	8.18			2.35				2.45			
		11.59		3.20				2.16	9.28	44.6	38	1.20	8.00			1.55				2.16 1.05			
		12.30 1.05		3.50				2.40	9.45	52.3	40	1.05	7.45			1.25				12.30			
		1.40		4.10				2.55	10.00	59.0	42	12.50	7.32			1.00				11.40			
		2.20		4.35				3.15	10.20	68.1	37	12.30 12.01	7.13			12.25				11.05			
		2.55		5.00				3.30	10.33	74.9	30	11.45	7.00			11.50				10.33			
		3.20 4.05		5.40				3.45	10.50	82.4	45	11.30	6.45			11.25				9.35			
		4.55		6.25				4.05	11.10	91.8	35	11.10	6.25			10.55				8.45			
AM 8.00		5.30 PM		7.05				4.24	11.30	101.7	42	10.40	6.05			10.25				8.00 AM	AM 7.00		
		8.30		7.40				4.43	11.50	111.2	38	10.15	5.47			9.35					6.30		
		9.30		8.00 9.00				5.05 5.35	12.05 12.30	118.7	37	9.50 9.30	5.30 5.10			9.00				6.00 5.00			
		10.30		9.25				5.45	12.40	121.7	40	9.23	5.05			8.30				4.40			
		10.55		9.55				5.58	12.53	127.9	41	9.11	4.52			8.10				4.10			
		11.25		10.20				6.15	1.10	135.5	38	8.55	4.35			7.45				3.40			
		11.50 AM		11.00 PM				6.35 PM	1.30 PM	145.0		8.35 AM	4.15 PM			7.15 PM				3.00 AM			
Daily except Sunday		Daily except Sunday		Daily except Saturday				Daily except Sunday	DAILY			Daily except Sunday	DAILY			Daily except Sunday				Daily except Sunday	Daily except Sunday		
23		27		123				3	25			4	24			132				28	22		

No. 4 will take siding to meet No. 25.

Nos. 24 and 25 will not run between Alton and Hawarden on Sundays.

No. 55 is superior to No. 52.
No. 6 will take siding when meeting No. 13.

No. 105 is superior to No. 102.

General Rules and Regulations governing Employees of the Operating Department, dated September 1st, 1910, are issued in book form.

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

SIGNS AND LETTERS.

The following signs when placed opposite schedule figures indicate:

- *—Trains do not stop.
- †—Trains stop only on signal or to leave Passengers.
- ‡—Trains stop only to leave Passengers.

When placed opposite stations indicate:

- T—Telephone or Telegraph Station.
- ¶—Stop for Meals.
- L—Stop for Lunch.
- W—Water Station.

Employees are warned that on the road, at stations, in yards and on industrial tracks, there are buildings, structures and obstructions, which, owing to local conditions or requirements, do not give clearance to men on top of or on side of car.

They must familiarize themselves by personal observation with these conditions existing in the district in which they are employed, so that risk of injury may be prevented. New employees must exercise great care in this respect.

SPECIAL RULES.

- Standard Time.** 1. The clock in the Train Dispatcher's office at Eagle Grove and in the train order office at Burt and Hawarden, will be taken as the Standard Time.
- Superior Direction.** 2. Trains going **EAST** or **SOUTH** are superior to trains of the same class going in the opposite direction.
- Tama Yard.** 3. Between Tower S. A. and Tama freight yard trains will be governed by the rules and regulations of the East Iowa Division.
- Jewell.** 4. All trains going in either direction must come to a full stop at Jewell before entering upon the track used jointly by the Northern Iowa, Sioux City and East Iowa Divisions. The main track between the Northern Iowa Division Junction switch at Jewell and the East Iowa Division Junction switch, will be used in common by trains in both directions, keeping sharp lookout for each other, and, if necessary, flagging themselves between these points. The above does not in any manner abrogate block rules.
- Stop at Fox Lake.** 5. At Fox Lake all trains will come to a full stop before entering the main track of the I. & M. Division, know that the way is clear, and be governed by the rules and regulations of that Division.
- Stop at Burt.** 6. All southward trains from the Fox Lake or Elmore line will obey stop boards located in Burt yard, four hundred feet north of connection. The track between this connection and the south switch will be used in common by trains of both lines, and if necessary flagging themselves between these points.
- Register Stations.** 7. Train registers are located at—

Tama Freight Yard,	Burt,
Tama (passenger trains),	Elmore,
Gifford (Alden Line trains only),	Fox Lake,
Jewell,	Paullina,
Eagle Grove (passenger trains),	Alton,
Freight Yard,	Hawarden.

Alden line trains only will register at Alden and Eldora Junction.

Bulletin Boards. 8. Conductors' bulletin boards are located at

Tama Freight Yard,	Eagle Grove,	Paullina,
Tama,	Burt,	Hawarden,
Alden,	Elmore,	
Jewell,	Fox Lake,	

Enginemen bulletin boards in the round houses.

Way Freights. 9. Way freight trains will have the preference to main track at meeting points with other trains of same class, when necessary, to do their work.

Interlocked Crossings.

10. Effective September 1st, 1910, the minimum number of cars in freight trains required by law to be equipped with air brakes and operated is eighty-five (85) per cent of total.

CROSSINGS AND JUNCTIONS.

11. The following railway crossings are interlocked, and Rules 600 to 657 will be observed:

RAILWAY.	LOCATION.
C. G. W.,	Gladbrook.
Ill. Cent.,	Webster City.
C. G. W.,	Eagle Grove.
C., R. I. & P.,	Laurens.
C., M. & St. P.,	Marathon.

Stop Boards.

The following are railway grade crossings and junctions at which Rule 98 will be observed:

GRADE CROSSINGS.	LOCATION.
M. & St. L.,	One mile north Eldora.
M. & St. L.,	Gifford.
Junction, Iowa Division,	Jewell.
C., R. I. & P.,	Goldfield.
M. & St. L.,	Luverne.
Junction, Fox Lake Line,	Burt.
C., R. I. & P.,	Gridley.
Junction, I. & M. Div.,	Fox Lake.
M. & St. L.,	Rolfe.
C., St. P., M. & O.,	Alton.
C., M. & St. P.,	Hawarden.
Junction, Sioux City Div.,	Hawarden.

BLOCKING DISTRICT.

Blocking Trains.

12. **MANUAL BLOCK.**—Rules 300 to 356 inclusive, govern:
 Between Jewell and Eagle Grove, continuous.
 Between Eagle Grove and Hawarden, 7.00 a. m. to 7.00 p. m.
 Between Eagle Grove and Elmore, 7.00 a. m. to 7.00 p. m.
 Except as above, rules 360 to 363 inclusive, govern.

13. Trains will be spaced ten minutes apart between—

Tama and Jewell.
 Eldora Junction and Alden.
 Eagle Grove and Elmore, 7 p. m. to 7 a. m.
 Burt and Fox Lake.
 Eagle Grove and Hawarden, 7 p. m. to 7 a. m.
See Rules 91 and 360.

BLOCK RULES.

14. Where time block rules govern or at intermediate stations in manual block district, no train shall follow a passenger train closer than fifteen minutes.

15. Manual block rules will not prohibit switch engines and trains from occupying the main track at following stations:

Eagle Grove, Hawarden, Peterson, Paullina, Alton,
 Freight Yard, Webster City, Jewell, Elmore,
 Burt, between North "Y" switch and telegraph office,
 providing they clear time of all regular trains as provided by the Book of Rules.

A clear block giving any train right to pass to or through the stations above named does not indicate that the main track at such points is clear, but trains accepting block must approach and pass through these stations under full control, prepared to stop within their vision.

16. Cleaning fires, ash pans of Engines, outside of round house terminals, shall be done at the following stations when practicable and then inside of and away from all switches and buildings:

Gladbrook,	Gridley,
Gifford,	Dakota City,
Hubbard,	Bradgate,
Eldora Jct. (Alden Line trains),	Laurens (at water tank),
Jewell,	Sioux Rapids,
Webster City,	Peterson,
Renwick,	Paulina,
Burt,	Alton.

Sprinkling Hogs in Transit.

17. Devices for sprinkling hogs in transit are provided at Gifford, Jewell, Eagle Grove, Bradgate, Sioux Rapids, Alton, Hawarden, Burt and Gridley, and conductors of trains handling hogs, May 1st to October 1st, will be required to sprinkle hogs as often as weather conditions may make necessary. A record must be kept in train book showing stations at which each car of hogs is sprinkled, and showing also condition of hogs when taken and left.

Taking Water

18. When necessary to take coal or water, ALL freight trains must be stopped 100 feet from coal or water stations and engines uncoupled.

Handling Oil Tanks.

19. Trainmen and Yardmen switching at stations where oil tanks are liable to be attached to local oil reservoirs must see to it that attachments are all removed and cars free before moving them, to avoid damage and loss of oil.

TELEPHONE OFFICE HOURS

	FROM	TO	REMARKS	May be called without emergency up to
Telephone Office Hours.				
Ledyard.....	7.30 a. m.	7.30 p. m.	.....	9.30 p. m.
Lone Rock.....	7.30 a. m.	7.30 p. m.	.....	9.30 p. m.
Rutland.....	7.30 a. m.	7.30 p. m.	.....	9.30 p. m.
Maurice.....	7.30 a. m.	7.30 p. m.	.....	9.30 p. m.
Iowa Falls.....	7.00 a. m.	7.00 p. m.	.....	9.00 p. m.

TELEGRAPH OFFICE HOURS.

	STATION	FROM	TO	May be Called Without Emergency up to
Telegraph Office Hours.				
	Tama Freight Yards.....	7.00 a. m.	6.00 p. m.	.....
	Tama Pass. Station.....	7.00 p. m.	7.00 a. m.	.....
	Toledo.....	Continuous.		
	Garwin.....	7.15 a. m.	7.15 p. m.	9.15 p. m.
	Gladbrook.....	7.15 a. m.	7.15 p. m.	9.15 p. m.
	Beaman.....	7.30 a. m.	7.30 p. m.	9.30 p. m.
	Conrad.....	7.30 a. m.	7.30 p. m.	9.30 p. m.
	Whitten.....	7.30 a. m.	7.30 p. m.	9.30 p. m.
	Gifford.....	Continuous.		
	Lawn Hill.....	7.30 a. m.	7.30 p. m.	9.30 p. m.
	Hubbard.....	7.30 a. m.	7.30 p. m.	9.30 p. m.
	Radcliffe.....	7.00 a. m.	7.00 p. m.	9.00 p. m.
	Ellsworth.....	6.30 a. m.	6.30 p. m.	8.30 p. m.
	Jewell.....	Continuous.		
	Kamrar.....	6.30 a. m.	6.30 p. m.	8.30 p. m.
	Webster City.....	Continuous.		
	Woolstock.....	7.30 a. m.	7.30 p. m.	9.30 p. m.
	E. Grove Dispatcher's Office.....	Continuous.		
	Goldfield.....	7.15 a. m.	7.15 p. m.	9.15 p. m.
	Renwick.....	7.15 a. m.	7.15 p. m.	9.15 p. m.
	Luverne.....	7.30 a. m.	7.30 p. m.	9.30 p. m.
	Irvington.....	7.30 a. m.	7.30 p. m.	9.30 p. m.
	Algona.....	7.00 a. m.	7.00 p. m.	9.00 p. m.
	Burt.....	7.30 a. m.	7.30 p. m.	9.30 p. m.
	Baneroft.....	7.30 a. m.	7.30 p. m.	9.30 p. m.
	Elmore.....	7.00 a. m.	7.00 p. m.	9.00 p. m.
	Fenton.....	7.30 a. m.	6.30 p. m.	9.30 p. m.
	Ringsted.....	7.30 a. m.	6.30 p. m.	9.30 p. m.
	Gridley.....	7.30 a. m.	6.30 p. m.	9.30 p. m.
	Dolliver.....	7.30 a. m.	6.30 p. m.	9.30 p. m.
	Ceylon.....	7.30 a. m.	7.00 p. m.	9.00 p. m.
	Fox Lake.....	7.00 a. m.	6.30 p. m.	8.30 p. m.
	Thor.....	6.30 a. m.	7.00 p. m.	9.00 p. m.
	Dakota City.....	7.00 a. m.	7.30 p. m.	9.30 p. m.
	Bradgate.....	7.30 a. m.	7.30 p. m.	9.30 p. m.
	Rolfe.....	7.30 a. m.	7.30 p. m.	9.30 p. m.
	Havelock.....	7.30 a. m.	7.30 p. m.	9.30 p. m.
	Laurens.....	8.00 a. m.	6.00 p. m.	
	Laurens.....	7.00 p. m.	5.00 a. m.	
	Marathon.....	7.30 a. m.	7.30 p. m.	9.30 p. m.
	Sioux Rapids.....	7.30 a. m.	7.30 p. m.	9.30 p. m.
	Linn Grove.....	7.30 a. m.	7.30 p. m.	9.30 p. m.
	Peterson.....	7.30 a. m.	7.30 p. m.	9.30 p. m.
	Sutherland.....	7.30 a. m.	7.30 p. m.	9.30 p. m.
	Paullina.....	7.00 a. m.	7.00 p. m.	9.00 p. m.
	Granville.....	6.30 a. m.	6.30 p. m.	8.00 p. m.
	Alton.....	Continuous.		
	Orange City.....	7.30 a. m.	7.30 p. m.	9.30 p. m.
	Ireton.....	7.30 a. m.	7.30 p. m.	9.30 p. m.
	Hawarden.....	Continuous.		
	Alden.....	6.30 a. m.	6.30 p. m.	8.30 p. m.
	Owasa.....	7.15 a. m.	7.15 p. m.	9.15 p. m.
	Eldora.....	7.30 a. m.	7.30 p. m.	9.30 p. m.

The C. St. P. M. & O. trains will deliver cars to the C. & N. W. as follows:

All merchandise cars to be placed on either merchandise track; east cars to be placed on either of the west Wye tracks; west cars placed on storage or stock track of C. & N. W. west yard; cars Alton proper consigned to Alton Milling Company, Farmers Co-operative Mutual Co., Alton Tank Line, placed on mill track. Stock set out for the east will be placed first out on the east end of the storage track in C. & N. W. west yard, or on north Wye track, first out, convenient for the C. & N. W.

Exceptions made for trains 18 and 20 to the above: these trains may set out on north Wye track or passing track and cars placed where they belong by No. 30, or switch train.

The North Wye, except as provided above, will be used only for emergency reducing of trains and direct transfer of stock and passenger trains.

Cars found in bad order by train crews of either company or by the car department will be placed on the repair track by the crew of the train setting cars out. However, if cars are discovered and marked bad order after being set out by train, they will be placed on repair track by switch crews of either company cars are being delivered to, on the authority of the agent.

C. & N. W. trains will deliver cars to C. St. P. M. & O. as follows: east cars placed on east and middle storage tracks; west cars placed on west end of middle storage track; all merchandise cars placed on either merchandise track; cars Alton proper consigned to Button Elevator Co., F. M. Slagel & Co., placed on west end of middle storage track. When room will permit, cars must be placed in C. St. P. M. & O. yard, but in the event the C. St. P. M. & O. yard is congested by trains, cars may be set out on west end of east Wyes.

Exceptions to the above made for train 132. This train will place west cars first out on west end either merchandise track and east cars on north Wye.

Record of Cars. 21. When taking or leaving cars at stations where there is no one on duty, conductor will leave a note in bill box showing what cars taken or left, number of train and time of arrival or departure.

Switch Lists. 22. Conductors must leave a switch list at end of their run, showing cars in their train, commencing at head end, to what point billed, and whether loaded or empty.

Precaution Handling Combustibles. 23. Kerosene, coal oil, naphtha, benzene and other like substances in car loads must be placed in the train not less than five cars from the caboose and seven cars from the engine, except in cases of less number of cars it may be placed nearer the caboose.

TONNAGE RATINGS FOR THE NORTHERN IOWA DIVISION

DISTRICTS.	SIZE OF ENGINES.									
	A-3 17x24	E-10 17x24	C-3 18x24	D-1A 18x24	D-12 18x24	S-1 19x24	S-2 S-4 19x24	R 19½x26	R 20x26	R-1 21x26
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Tama to Webster City.....	510	540	600	675	695	775	835	1000	1025	1175
Webster City to Eagle Grove..	460	515	570	650	670	725	810	960	1000	1130
Eagle Grove to Tama	540	565	635	685	720	800	860	1050	1075	1200
Eagle Grove to Peterson	570	600	670	720	745	825	910	1050	1075	1225
Peterson to Alton.....	390	405	450	485	515	575	600	790	800	925
Alton to Hawarden	370	385	430	465	495	565	585	765	790	900
Hawarden to Alton.....	330	365	375	410	425	490	510	650	680	775
Alton to Sutherland.....	330	365	375	410	425	585	610	700	750	850
Sutherland to Eagle Grove....	520	545	600	650	670	755	825	1000	1025	1175
Eagle Grove to Burt	525	585	650	700	740	825	875	1025	1050	1200
Burt to Elmore ..	815	900	1000	1075	1125	1260	1340	.....	.....	.....
Elmore to Eagle Grove	675	740	820	880	915	1025	1100	1275	1360	1530
Burt to Fox Lake	675	740	820	880	915	1025	1100	1275	1360	1530
Fox Lake to Burt	675	740	820	880	915	1025	1100	1275	1360	1530

The ratings given are exclusive of caboose, and apply to normal conditions over ruling grades. Additional tonnage will be handled when grades will permit.

When engines are unable to haul their rating, the tonnage may be reduced on information from the engineman, who will assume the responsibility for reduction made, and who will also wire train dispatcher the reasons therefor.

Scheduled trains will be required to haul such tonnage as will enable them to

make schedule running time. Trains are not required to double hills except in compliance with instructions or in unforeseen causes.

Engines unable to haul their rating will be bulletined, stating what reductions will be made.

Except as above, the train dispatcher will determine the tonnage to be hauled.

To secure full tonnage, **15 tons** more than rating, rather than under rating, will be hauled.

When double-header engines are used, the larger one must be placed next to the train, except when otherwise authorized.

On freight trains of over thirty (30) cars, exclusive of the caboose, more than one engine will not be used except in cases of storms, engine failures, or to avoid running engines light to and from shops, or from one portion of the road to another, or in snow service; and when used in such emergencies, the tonnage of the train will not be increased beyond the rating of the largest engine handling the train.

In making out way-bills, agents will insert the gross weight in tons (car and contents) of each carload shipment on the way-bill. Do not show fractions of tons; less than 1000 pounds to be dropped; 1000 pounds or over to be counted one ton.

When moving Company material, such as bridge outfit, scrap, ties, etc., under special instructions without way-bills, conductors and agents will make careful estimates of the weight of contents.

Box cars loaded with merchandise will be rated as 25 tons. Refrigerators loaded with merchandise will be rated at 30 tons.

SPEED RESTRICTIONS.

LIMITS	LOCATION	MAXIMUM SPEED MILES PER HOUR	
		Passenger	Freight
Tama and Eagle Grove	Two miles east of Gladbrook to Garwin (east bound).....	35	30
	One mile west of Whitten to Eldora Junction (west bound).....	35	30
	West Switch at Conrad (east bound).....	25	15
	Lawn Hill to Gifford (east bound).....	35	30
	Radcliffe to Hubbard (east bound).....	35	30
	Three miles west Kamrar to Webster City (west bound)	30	25
Eagle Grove to Elmore ..	Irvington to 3 miles north of Irvington (both directions).....	35	30
	Plum Creek to 2 miles north (both directions)..	30	25
	Two miles north of Bancroft to Elmore) both directions).....	30	25
Eldora Jct. to Alden	Eldora Jct. and Alden (both directions).....	30	25
Eagle Grove to Hawarden	Two miles east of Sioux Rapids, around curve, both directions	25	15
	Two miles west of Lim Grove to over bridge 496, east bound	20	20
	Four miles east of Sutherland, around curve, east bound	25	15
	Sutherland to 5 miles east (east bound).....	30	25
	Paullina to 3 miles east (west bound).....	35	30
	Paullina to 3 miles west (east bound).....	35	30
	Granville to Alton (west bound).....	35	30
	Maurice Yard (west bound).....	25	15
	Three miles east of Ireton to Maurice (east bound).....	35	30
	Three miles east of Ireton to Hawarden (west bound).....	35	30

OVERHEAD OBSTRUCTIONS.

BETWEEN	HEIGHT ABOVE TOP OF RAIL.		LOCATION.
	9 ft. Wide	11 ft. Wide	
Tama and Jewell	FT. IN. 19.9	FT. IN. 18.9	No. 145, near Eldora Junction and tank at Garwin.
Jewell and Eagle Grove	21.4	20.2	No. 280, near Webster City
Eagle Grove and Elmore....	17.11	16.3	No. 849, at Gerled and tank at Elmore.
Burt and Fox Lake.....	20.3	18.11	No. 999½, near Manyaska and tank at Gridley
Eagle Grove and Hawarden.	22.4	19.0	Tanks at Bradgate and Peterson.
Eldora Jct. and Alden	22.6	21.4	No. 1181, near Iowa Falls and tank at Alden.

Yard and trainmen must know and will be held responsible that cars do not exceed the above height and width before placing them in trains or haul them over the division.

INSTRUCTIONS TO FREIGHT CONDUCTORS AND AGENTS.

No. 22 will handle 75% tonnage Hawarden to Granville and take all cars to go from Granville in addition to tonnage, taking short loads in preference, and handle all merchandise to Paullina.

No. 23 will handle full tonnage, do merchandise work and station switching from Granville to Hawarden, handling all short loads in preference, and put coal in chutes at Paullina when necessary.

No. 27 will handle 75% tonnage from Eagle Grove to Peterson, and full tonnage from Peterson to Paullina, and do station switching until they meet No.28; take all merchandise out of Eagle Grove and handle short loads in preference.

No. 28 will handle 75% tonnage from Paullina to Thor, and full tonnage from Thor to Eagle Grove, taking all cars out of Thor in addition to full tonnage; take out of Paullina all merchandise, short loads in preference, and put coal in chutes at Paullina.

No. 132 will handle stock and time freight from the Dakota Division and all stations east between Hawarden and Eagle Grove, including stock and time freight from C. St. P. M. & O., at Alton, and M. & St. L. at Sioux Rapids, filling on dead freight as directed by the train dispatcher, and stock and time freight from Webster City, and Alden Line at Eldora Junction.

No. 19 will handle full tonnage from Jewell to Eagle Grove.

No. 26 will handle full tonnage and take time freight and other cars for points south of Jewell, Ames, east or west, out of Webster City.

No. 30 will handle 75% tonnage from Eagle Grove to Whitten and full tonnage from Whitten to Tama, and do station switching until they meet No. 31; take all short loads and merchandise in preference, leaving Jewell with merchandise and short cars, filling at stations east, giving Ellsworth the preference.

No. 31 will handle 75% tonnage from Tama to Jewell, and full tonnage from Jewell to Eagle Grove; do station switching until they meet No. 30; take all merchandise short loads out of Tama, and pick up what there is to go at Garwin and Toledo. Put coal in chutes at Hubbard.

No. 34 will pick up stock from Jewell to Tama, and fill up to dead freight tonnage, including all stock to be picked up.

No. 35 will handle full tonnage, unless otherwise ordered by the train dispatcher.

No. 114 will handle stock from No. 56 and stock from Woolstock, Webster City, and Kamrar, and handle full tonnage to Tama.

No. 123 will handle full tonnage from Tama to Hawarden.

No. 51 will take out of Burt all cars for points north of Elmore.

No. 52 will handle full tonnage from Elmore to Burt, including what stock there is to pick up between Elmore and Burt, and will leave stock and time freight together for No. 56.

No. 54 will take all merchandise short loads, filling on through loads, and do station switching and put coal in chute at Burt.

No. 55 will handle full tonnage, take out of Burt merchandise short loads, and put coal in chute at Burt if necessary.

No. 56 will take out of Fox Lake full tonnage, including the local merchandise, leaving all local merchandise at Ceylon, handling full tonnage from Fox Lake to Eagle Grove, including the stock and time freight to be picked up between Ceylon and Burt, reducing dead freight at Burt, to take stock and time freight from No. 52.

No. 57 will take all the merchandise and short loads, handle 75% tonnage Eagle Grove to Burt and full tonnage Burt to Fox Lake, taking cars for Fox Lake and Elmore line out of Eagle Grove, and do station switching until they meet No. 58.

No. 58 will take all cars to go out of Fox Lake, filling at intermediate points, do merchandise work from Fox Lake to Eagle Grove, and station switching until they meet No. 57.

Engine sand can be obtained at the following stations:

Gladbrook.	Jewell.	Peterson.	Alden.
Gifford.	Marathon.	Alton.	
Hubbard.	Paullina.	Burt.	

FREIGHT TRAINS CARRYING PASSENGERS.

The following freight trains, or first section thereof, **only**, will be allowed to carry passengers holding proper transportation.

GOING NORTH AND WEST.

- Nos. 7 & 9 between Eldora Jct. and Gifford.
- No. 23, between Paullina and Hawarden.
- No. 31, between Tama and Eagle Grove.
- No. 27, between Thor and Paullina.
- No. 35, between Tama and Jewell.
- No. 55, between Burt and Elmore.
- No. 57, between Goldfield and Fox Lake.
- No. 123, between Laurens and Paullina.
- No. 123, between Thor and Hawarden Sundays only.

GOING SOUTH AND EAST.

- Nos. 8 & 10 between Gifford and Eldora Jct.
- No. 22, between Ireton and Paullina.
- No. 28, between Paullina and Eagle Grove.
- No. 30, between Eagle Grove and Tama.
- No. 34, between Jewell and Tama.
- No. 132, between Ireton and Peterson.
- No. 54, between Elmore and Burt.
- No. 56, between Fox Lake and Lone Rock.
- No. 58, between Fox Lake and Eagle Grove

LIST OF SURGEONS.

Tama	B. THOMPSON, M. D.	Elmore	A. C. JACOBS, M. D.
Gladbrook	A. F. WALTER, M. D.	Rolfe.....	W. W. BEAM, M. D.
Jewell.....	E. W. SLATER, M. D.	Laurens.....	J. H. HOVENDEN, M. D.
Webster City..	F. E. WHITLEY, M. D.	Sioux Rapids..	E. E. SMITH, M. D.
Eldora	N. C. MORSE, M. D.	Sutherland...	B. S. LOUTHAN, M. D.
Eagle Grove...	W. C. MCGRATH, M. D.	Paullina....	E. DUDLEY, M. D.
Burt	W. T. PETERS, M. D.	Alton	D. J. GLEYSTEEEN, M. D.
Iowa Falls....	O. H. PAGELSEN, M. D.	Orange City..	A. DEBEY, M. D.
Algona	M. J. KENEFICK, M. D.	Hawarden....	F. J. MCALLISTER, M. D.

In case of injury to an employe while in the discharge of his duties, or a passenger, or a person injured by a train, the above physicians will be called upon to take charge of the case. Trainmen will be governed by General Rules 800 to 807 inclusive.

WATCH INSPECTORS.

J. F. TYKE.....	Tama.	D. W. ELLIOTT.....	Hawarden.
K. K. KEITH.....	Eagle Grove.	H. P. HOLMES.....	Des Moines.
.....	Burt.	THORPE & HOBERG.....	Sioux City.
M. W. RIES	Alden.	.....	Alton.

RATING OF EMPTY CARS.

PASSENGER EQUIPMENT		FREIGHT EQUIPMENT	
	TONS		TONS
Coaches, broad vestibule.....	40	Box (40M to 50M cap).....	15
Coaches non-vestibule.	32	Box (80M cap) ...	17
Passenger, baggage and mail cars..	30	Box (80M cap steel underframe).....	22
Passenger and baggage cars.....	30	Vegetable	19
Baggage and mail cars.....	33	Refrigerator.....	20
Dynamo-baggage cars.....	50	Furniture (40M to 60M cap. 40 ft.)..	16
Baggage cars.....	33	Furniture (60M cap 50 ft.).....	19
Mail cars.....	37	Ice.....	17
Chair cars.	50	Beer.....	18
Buffet cars.....	55	Stock	16
Dining cars.....	52	Gondola (40 to 80M cap.).....	15
Parlor cars.....	50	Gondola (100M cap. steel underframe)	20
Milk cars.....	25	Flat	13
Business cars.....	50	Ballast	16
Sleeping cars.....	63	Ore (40M to 50M cap.).....	12
		Ore (60M to 80M cap.).....	14
		Ore (80M cap. steel).....	15
		Tank	16
		Caboose (standard)	15
		Caboose (stockmen's).....	20

No extra allowance for ice in refrigerator cars. Add two tons per car for stock cars not cleaned.

J. P. CANTILLON,
Superintendent.

G. E. BONNER,
Train Master.

F. M. WHITNEY,
Chief Train Dispatcher.

