

CHICAGO & NORTH WESTERN RAILWAY

IOWA DIVISION

TIME TABLE

No. 102

Effective Tuesday, June 18, 1940

AT 7:30 O'CLOCK A. M.

CENTRAL TIME

**For the Government and in-
formation of employes only.**

F. J. BYINGTON, General Manager

W. A. KRAEMER, Ass't General Manager

H. A. PARISH, Superintendent

CHICAGO & NORTH WESTERN RAILWAY

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formation of employes only.**

F. J. BYINGTON, General Manager

W. A. KRAEMER, Ass't General Manager

H. A. PARISH, Superintendent

Between Clinton and Belle Plaine—Westward

FIRST CLASS

717	27	87	15	49	21	19	1	103	111	101	11	5	Distance from Clinton	Subdivision 1 Time Table 102 June 18, 1940	Capacity Westward Sidings	Office Open Week Days
DAILY	DAILY	DAILY	DAILY	★See Note Below	DAILY	DAILY	★See Note Below	★See Note Below	DAILY	★See Note Below	DAILY	DAILY				
P.M. 10.20	P.M. 10.25	P.M. 10.30	P.M. 11.45	A.M. 9.30	A.M. 11.35	P.M. 1.00	★See Note Below P.M. 6.15	★See Note Below P.M. 6.15	P.M. 6.20	★See Note Below P.M. 7.45	P.M. 6.25	P.M. 9.00		..... CHICAGO		
A.M. 1.20	A.M. 1.40	A.M. 1.50	A.M. 4.10	P.M. 12.14	P.M. 2.45	P.M. 3.30	P.M. 8.22	P.M. 8.22	P.M. 8.32	P.M. 9.52	P.M. 9.55	P.M. 11.35		..... CLINTON		Continuous
1.27	1.48	1.58	4.18	12.20	2.51	3.36	8.26	8.26	8.36	9.56	10.02	11.42	4.5	..... WEST CLINTON		No Office
1.33	1.55	2.05	s 4.28		2.56	3.41					10.08	11.48	9.5	..... LOW MOOR		No Office
1.38	2.01	2.11	4.35		3.00	3.45					10.13	11.53	14.0	..... MALONE		No Office
1.43	2.06	2.16	s 4.45	12.35	3.06	3.51	8.39	8.39	8.48	10.09	s 10.20	11.59	19.0	..... DEWITT	105	12:45 a.m. to 4:45 p.m.
1.49	2.12	2.22	s 4.57		3.11	3.56					10.26	12.05	24.8	..... GRAND MOUND		No Office
1.55	2.17	2.28	s 5.09		3.16	4.01					10.32	12.10	30.6	..... CALAMUS		No Office
1.59	2.21	2.33	s 5.18		3.20	4.05					10.36	12.14	34.7	..... WHEATLAND	140	No Office
2.04	2.26	2.38	s 5.28	12.56	3.25	4.10	8.56	8.56	9.04	10.26	10.41	12.18	39.7	..... LOWDEN	109	Continuous
2.10	2.33	2.45	s 5.41		3.31	4.16					10.49	12.24	46.7	..... CLARENCE		No Office
2.15	2.38	2.50	s 5.55	1.08	3.36	4.21	9.06	9.06	9.14	10.36	s 10.56	12.29	51.7	..... STANWOOD	95	8:00 a.m. to 5:00 p.m.
2.20	2.43	2.56	s 6.06		3.41	4.26					11.04	12.34	56.9	..... MECHANICSVILLE		No Office
2.27	2.50	3.03	s 6.19	1.20	3.47	4.32	9.16	9.16	9.24	10.46	11.11	12.40	63.8	..... LISBON	105	Continuous
2.28	2.51	3.05	s 6.26		3.49	s 4.35					s 11.14	12.41	65.2	..... MT. VERNON		No Office
2.35	2.58	3.12	6.34		3.56	4.42					11.22	12.48	72.0	..... BERTRAM	37	No Office
2.41	3.04	3.18	6.40	1.34	4.02	4.48	9.29	9.29	9.37	10.59	11.28	12.54	78.0	..... OTIS		Continuous
s 2.50	s 3.10	s 3.30	s 6.50 7.05	s 1.44	s 4.17	s 5.00	s 9.38	s 9.38	s 9.46	s 11.08	s 11.45	s 1.20	81.3	..... CEDAR RAPIDS		12 mn. to 10:45 a.m. 6:45 p.m. to 12 mn.
3.10	3.25	3.45	7.15	1.54	4.35	5.17	9.47	9.47	9.55	11.17	11.56	1.30	86.6	..... BEVERLY		Continuous
3.16	3.31	3.51	s 7.21		4.39	5.21					12.01	1.34	89.6	..... FAIRFAX	46	No Office
3.23	3.38	3.58	s 7.32		4.45	5.27					12.08	1.41	96.3	..... NORWAY	105	No Office
3.27	3.42	4.02	s 7.40		4.49	5.31					12.12	1.45	100.4	..... WATKINS		No Office
3.32	3.47	4.07	s 7.48	2.15	4.54	5.36	10.04	10.04	10.11	11.34	12.18	1.50	105.7	..... BLAIRSTOWN	120	8:30 a.m. to 5:30 p.m.
3.37	3.52	4.12	s 7.56		4.59	5.41					12.24	1.55	110.8	..... LUZERNE		No Office
3.45 A.M.	4.00 A.M.	4.20 A.M.	s 8.08 A.M.	2.26 P.M.	5.06 P.M.	s 5.50 P.M.	10.14 P.M.	10.14 P.M.	10.21 P.M.	11.44 P.M.	s 12.33 A.M.	s 2.08 A.M.	115.9	..... BELLE PLAINE		Continuous
DAILY	DAILY	DAILY	DAILY	★See Note Below	DAILY	DAILY	★See Note Below	★See Note Below	DAILY	★See Note Below	DAILY	DAILY				

No. 19 will not run after Monday, Sept. 2nd, 1940.

★Effective June 19th, 1940, to and including Sept. 15th, 1940, No. 49 will run only on the following dates:
Due to leave Clinton on 1st, 3rd, 7th, 9th, 13th, 15th, 19th, 21st, 25th, 27th of each month.

★Effective Sept. 19th, 1940, No. 49 will run only on the following dates:
Due to leave Clinton on the 2nd, 8th, 14th, 20th and 26th of each month.

★No. 1 will run only on the following dates:
Due to leave Clinton on the 4th, 10th, 16th, 22nd and 28th of each month.

★No. 101 will run only on the following dates:
Due to leave Clinton on the 5th, 11th, 17th, 23rd and 29th of each month.

★No. 103 will run only on the following dates:
Due to leave Clinton on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and last day of each month.

First class trains, unless otherwise scheduled, must clear the time of Nos. 1, 19, 49, 101, 103 and 111 not less than ten minutes; all other trains must clear the time of Nos. 1, 19, 49, 101, 103 and 111 not less than fifteen minutes.

Class E-4 and Class H Engines cannot use Tracks 1 and 2 in Cedar Rapids passenger station.

No. 87 and No. 717 will stop at Belle Plaine to receive revenue passengers for Salt Lake City, Ogden, Utah, or beyond Granger.

No. 5 will not carry passengers.

Between Belle Plaine and Clinton—Eastward

Station Numbers	Capacity Eastward Sidings	Subdivision 1 Time Table 102 June 18, 1940	Office Open Sundays	FIRST CLASS												
				22	28	818	88	112	102	20	104	2	48	12	14	6
				DAILY	DAILY	DAILY	DAILY	DAILY	★ See Note Below	DAILY	★ See Note Below	★ See Note Below	★ See Note Below	DAILY	DAILY	DAILY
		..... CHICAGO		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	
				7.15	8.30	8.42	8.45	8.33	9.30	11.55	12.15	12.15	1.35	7.55	8.45	5.50
100		..... CLINTON	Continuous	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.
				3.45	4.30	4.55	5.10	6.10	7.15	9.20	10.00	10.00	10.53	4.15	5.15	2.35
101		..... WEST CLINTON	No Office	3.31	4.15	4.37	4.57	6.03	7.08		9.53	9.53	10.45	3.58	4.57	2.24
102	38	..... LOW MOOR	No Office	3.26	4.08	4.31	4.51							3.52	4.51	2.19
103		..... MALONE	No Office	3.21	4.03	4.26	4.46							3.47	4.46	2.14
104	90	..... DEWITT	12:45 a.m. to 4:45 p.m.	3.16	3.57	4.21	4.40	5.50	6.55	9.02	9.40	9.40	10.30	3.42	4.40	2.09
105	42	..... GRAND MOUND	No Office	3.10	3.50	4.14	4.34							3.36	4.32	2.03
106		..... CALAMUS	No Office	3.04	3.43	4.08	4.28							3.30	4.26	1.57
107	85	..... WHEATLAND	No Office	3.00	3.38	4.04	4.24							3.26	4.22	1.53
108		..... LOWDEN	Continuous	2.55	3.33	3.59	4.19	5.33	6.38	8.43	9.23	9.23	10.08	3.21	4.17	1.48
110		..... CLARENCE	No Office	2.48	3.25	3.51	4.12							3.13	4.10	1.41
111	120	..... STANWOOD	No Office	2.43	3.19	3.45	4.07	5.23	6.28	8.32	9.13	9.13	9.56	3.06	4.05	1.36
114	67	..... MECHANICSVILLE	No Office	2.38	3.13	3.39	4.01							2.58	4.00	1.31
115	105	..... LISBON	Continuous	2.31	3.05	3.31	3.54							2.50	3.53	1.24
116	49	..... MT. VERNON	No Office	2.30	3.03	3.29	3.52	5.12	6.17	8.19	9.02	9.02	9.41	2.48	3.51	1.22
117		..... BERTRAM	No Office	2.22	2.55	3.21	3.44							2.39	3.42	1.14
118		..... OTIS	Continuous	2.15	2.48	3.14	3.37	4.59	6.04	8.06	8.49	8.49	9.27	2.32	3.35	1.07
120		..... CEDAR RAPIDS	12 mn. to 10:45 a.m. 6:45 p.m. to 12 mn.	s 2.08	s 2.40	s 3.06	s 3.30	s 4.53	s 5.58	s 8.00	s 8.43	s 8.43	s 9.21	s 2.25	s 3.28	s 1.00
109		..... BEVERLY	Continuous	1.48	2.24	2.51	3.15	4.43	5.48	7.46	8.33	8.33	9.08	2.10	3.10	12.33
122		..... FAIRFAX	No Office	1.35	2.05	2.31	2.57							1.56	2.53	12.20
123	55	..... NORWAY	No Office	1.28	1.57	2.23	2.50							1.49	2.46	12.13
124		..... WATKINS	No Office	1.24	1.52	2.18	2.46							1.45	2.42	12.09
125	115	..... BLAIRSTOWN	No Office	1.18	1.46	2.13	2.41	4.26	5.31	7.26	8.16	8.16	8.44	1.40	2.37	12.04
126		..... LUZERNE	No Office	1.13	1.39	2.05	2.36							1.35	2.31	11.59
127		..... BELLE PLAINE	Continuous	1.05	1.32	1.57	2.29	4.16	5.21	7.15	8.06	8.06	8.32	1.27	2.23	11.50
				A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
				DAILY	DAILY	DAILY	DAILY	DAILY	★ See Note Below	DAILY	★ See Note Below	★ See Note Below	★ See Note Below	DAILY	DAILY	DAILY

★ NO. 48 WILL RUN BELLE PLAINE TO CLINTON ON WEDNESDAY, JUNE 19TH, 1940.

No. 20 will not run until Thursday, June 20th, 1940, and will not run after Tuesday, Sept. 3rd, 1940.

★ Effective June 24th, 1940, to and including Sept. 18th, 1940, No. 48 will run only on the following dates:

Due to leave Belle Plaine on 1st, 2nd, 6th, 8th, 12th, 14th, 18th, 20th, 24th, 26th, 30th of each month.

★ Effective Sept. 19th, 1940, No. 48 will run only on the following dates:

Due to leave Belle Plaine on 1st, 7th, 13th, 19th, 25th, 31st of each month.

★ No. 2 will run only on the following dates:

Due to leave Belle Plaine on the 3rd, 9th, 15th, 21st and 27th of each month.

★ No. 102 will run only on the following dates:

Due to leave Belle Plaine on the 4th, 10th, 16th, 22nd and 28th of each month.

★ No. 104 will run only on the following dates:

Due to leave Belle Plaine on the 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month.

First class trains, unless otherwise scheduled, must clear the time of Nos. 2, 20, 48, 102, 104 and 112 not less than ten minutes; all other trains must clear the time of Nos. 2, 20, 48, 102, 104 and 112 not less than fifteen minutes.

Class E-4 and Class H Engines cannot use Tracks 1 and 2 in Cedar Rapids passenger station.

No. 6 will not carry passengers.

No. 12 will stop at Mt. Vernon to receive revenue passengers for Clinton and beyond, and will stop at Mechanicsville, Lowden, Wheatland, Calamus and Grand Mound to discharge revenue passengers from west of Boone or to receive revenue passengers for Chicago, and will stop at Stanwood and Clarence to discharge revenue passengers from west of Boone or to receive revenue passengers for Clinton and beyond.

No. 14 will stop at Blairstown to discharge revenue passengers from west of Boone or to receive revenue passengers for Chicago.

Between Belle Plaine and Boone—Westward

FIRST CLASS												Distance From Clinton	Subdivision 2 Time Table 102 June 18, 1940		Capacity Westward Stiflings	Office Open Week Days
11	5	717	27	87	15	49	21	19	1	103	111		101			
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	★See Note Below	DAILY	DAILY	★See Note Below	★See Note Below	DAILY	★See Note Below				
A.M. 12:33	A.M. 2:08	A.M. 3:45	A.M. 4:00	A.M. 4:20	A.M. 8:08	P.M. 2:26	P.M. 5:06	P.M. 5:50	P.M. 10:14	P.M. 10:14	P.M. 10:21	P.M. 11:44	115.9	.. BELLE PLAINE ..		Continuous
12:41	2:15	3:51	4:06	4:27	s 8:18		5:12	5:56					122.3	..... CHELSEA		No Office
s 1:00	s 2:38	4:01	4:16	4:38	s 8:41	2:43	s 5:24	6:06	10:28	10:28	10:34	11:58	132.2	..... TAMA	100	Continuous
1:09	2:47	4:09	4:24	4:45	s 8:52		5:32	6:14					139.4	..... MONTOUR		No Office
1:12	2:50	4:12	4:27	4:48	s 8:58		5:36	6:17					142.6	..... LE GRAND	46	No Office
1:15	2:53	4:15	4:30	4:51	9:02		5:38	6:20					144.8	..... QUARRY		No Office
s 1:27	s 3:09	4:22	s 4:40	s 5:03	s 9:16	3:02	s 5:49	6:27	10:43	10:43	s 10:50	12:13	150.6	..... MARSHALLTOWN		Continuous
1:35	3:18	4:30	4:49	5:12	s 9:28		5:57	6:35					157.9	..... LA MOILLE	113	No Office
1:43	3:26	4:38	4:57	5:20	s 9:41	3:22	6:04	6:42	10:56	10:56	11:03	12:26	164.9	..... STATE CENTER	51	12:01 a.m. to 4:00 p.m.
1:51	3:34	4:46	5:05	5:28	s 9:53		6:12	6:50					172.7	..... COLO		No Office
1:59	3:41	4:53	5:13	5:36	s 10:10	3:40	s 6:23	6:57	11:09	11:09	11:15	12:39	179.7	..... NEVADA	100	8:00 a.m. to 11:59 p.m.
s 2:17	s 4:05	s 5:10	s 5:30	s 5:50	s 10:30	3:48	s 6:42	7:07	11:16	11:16	s 11:22	12:46	188.1	..... AMES		Continuous
2:25	4:12	5:17	5:37	5:57	s 10:38		6:49	7:14					192.1	..... ONTARIO	49	No Office
2:30	4:17	5:23	5:43	6:03	s 10:48		6:54	7:20					197.2	..... JORDAN		No Office
2:34	4:25	5:30	5:50	6:10	10:54	4:06	6:59	7:26					201.3	..... BOONE FRT. YARD		Continuous
2:40	4:30	5:40	6:00	6:20	11:00	4:10	7:05	7:35	11:31	11:31	11:40	1:01	202.3	..... BOONE		Continuous
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.				
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	★See Note Below	DAILY	DAILY	★See Note Below	★See Note Below	DAILY	★See Note Below				

No. 19 will not run after Monday, Sept. 2nd, 1940.

★Effective June 19th, 1940, to and including Sept. 15th, 1940, No. 49 will run only on the following dates:

Due to leave Belle Plaine on 1st, 3rd, 7th, 9th, 13th, 15th, 19th, 21st, 25th, 27th of each month.

★Effective Sept. 19th, 1940, No. 49 will run only on the following dates:

Due to leave Belle Plaine on the 2nd, 8th, 14th, 20th and 26th of each month.

★No. 1 will run only on the following dates:

Due to leave Belle Plaine on the 4th, 10th, 16th, 22nd and 28th of each month.

★No. 101 will run only on the following dates:

Due to leave Belle Plaine on the 5th, 11th, 17th, 23rd and 29th of each month.

★No. 103 will run only on the following dates:

Due to leave Belle Plaine on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and last day of each month.

First class trains, unless otherwise scheduled, must clear time of Nos. 1, 19, 49, 101, 103 and 111 not less than ten minutes; all other trains must clear the time of Nos. 1, 19, 49, 101, 103 and 111 not less than fifteen minutes.

No. 5 will not carry passengers.

No. 717 will stop at Tama and Marshalltown to receive revenue passengers for Salt Lake City, Ogden, Utah, and beyond Granger.

No. 87 will stop at Tama to receive revenue passengers for Salt Lake City, Ogden, Utah, and beyond Granger.

Nos. 101 and 103 will stop at Ames on signal to receive revenue passengers for Ogden, Utah, and beyond.

SPEED TABLE

Miles per Hour	Time per Mile	
	Minutes	Seconds
15	4	0
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
50	1	12
55	1	5
60	1	0
65	0	55
70	0	51
75	0	48
80	0	45
85	0	42
90	0	40

Between Boone and Belle Plaine—Eastward

Station Numbers Capacity Eastward Sidings	Subdivision 2 Time Table 102 June 18, 1940	Office Open Sundays	FIRST CLASS												
			818	88	112	102	20	104	2	48	12	14	6	22	28
			DAILY	DAILY	DAILY	★See Note Below	DAILY	★See Note Below	★See Note Below	★See Note Below	DAILY	DAILY	DAILY	DAILY	DAILY
127	... BELLE PLAINE ...	Continuous	A.M. 1-57	A.M. 2-29	A.M. 4-16	A.M. 5-21	A.M. 7-15	A.M. 8-06	A.M. 8-06	A.M. 8-32	P.M. 1-27	P.M. 2-23	P.M. 11-50	A.M. 1-05	A.M. 1-32
128	6.4 CHELSEA	No Office	1-48	2-17							1-20	2-12	11-36	12-55	1-23
131	9.9 TAMA	Continuous	1-37	2-07	4-02	5-07	6-59	7-52	7-52	8-16	1-09	2-00	11-25	12-45	1-11
133	7.2 MONTOUR	No Office	1-28	1-57							12-59	1-50	11-14	12-37	1-02
134	3.2 LE GRAND	No Office	1-24	1-54							12-56	1-47	11-11	12-34	12-58
135	2.2 QUARRY	No Office	1-21	1-52							12-54	1-44	11-08	12-31	12-55
136	5.8 MARSHALLTOWN ..	Continuous	1-14	1-45	3-46	4-51	6-40	7-36	7-36	7-56	12-47	1-35	11-00	12-23	12-48
137	7.3 LA MOILLE	No Office	1-05	1-27							12-34	1-23	10-46	12-11	12-38
138	7.0 STATE CENTER ...	12 mn. to 8:00 a.m.	12-57	1-20	3-33	4-38	6-27	7-23	7-23	7-38	12-27	1-16	10-39	12-04	12-30
142	7.8 COLO	No Office	12-47	1-12							12-19	1-07	10-30	11-56	12-21
143	7.0 NEVADA	8 a.m. to 4:00 p.m. 5:30 p.m. to 7:30 p.m.	12-38	1-04	3-20	4-25	6-13	7-10	7-10	7-20	12-12	12-57	10-20	11-49	12-12
145	8.4 AMES	Continuous	12-26	12-52	3-13	4-18	6-05	7-03	7-03	7-11	12-02	12-43	10-05	11-38	12-02
147	4.0 ONTARIO	No Office	12-20	12-39							11-53	12-32	9-53	11-22	11-55
148	5.1 JORDAN	No Office	12-13	12-33							11-48	12-28	9-48	11-17	11-48
	4.1 BOONE FRT. YARD ..	Continuous	12-08	12-28						6-58	11-43	12-23	9-43	11-13	11-43
150	1.0 BOONE	Continuous	12-05 A.M.	12-25 A.M.	3-00 A.M.	4-05 A.M.	5-50 A.M.	6-50 A.M.	6-50 A.M.	6-55 A.M.	11-40 A.M.	12-20 P.M.	9-40 P.M.	11-10 P.M.	11-40 P.M.
			DAILY	DAILY	DAILY	★See Note Below	DAILY	★See Note Below	★See Note Below	★See Note Below	DAILY	DAILY	DAILY	DAILY	DAILY

★NO. 48 WILL RUN BOONE TO BELLE PLAINE ON WEDNESDAY, JUNE 19TH, 1940.

No. 20 will not run until Thursday, June 20th, 1940, and will not run after Tuesday, Sept. 3rd, 1940.

★Effective June 24th, 1940, to and including Sept. 18th, 1940, No. 48 will run only on the following dates:
Due to leave Boone on 1st, 2nd, 6th, 8th, 12th, 14th, 18th, 20th, 24th, 26th, 30th of each month.

★Effective Sept. 19th, 1940, No. 48 will run only on the following dates:
Due to leave Boone on 1st, 7th, 13th, 19th, 25th, 31st of each month.

★No. 2 will run only on the following dates:
Due to leave Boone on the 3rd, 9th, 15th, 21st and 27th of each month.

★No. 102 will run only on the following dates:
Due to leave Boone on the 4th, 10th, 16th, 22nd and 28th of each month.

★No. 104 will run only on the following dates:
Due to leave Boone on the 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month.

First class trains, unless otherwise scheduled, must clear the time of Nos. 2, 20, 48, 102, 104 and 112 not less than ten minutes; all other trains must clear the time of Nos. 2, 20, 48, 102, 104 and 112 not less than fifteen minutes.

No. 14 will stop at State Center to discharge revenue passengers from west of Boone or to receive revenue passengers for Chicago.

No. 22 will stop at Tama on signal to receive revenue passengers for Clinton or beyond.

Nos. 28 and 818 will stop at Ames and Marshalltown to discharge revenue passengers from Granger and beyond.

No. 6 will not carry passengers.

Nos. 102 and 104 will stop at Ames to discharge revenue passengers from Ogden, Utah, and beyond.

Between Boone and Council Bluffs—Westward

FIRST CLASS

FIRST CLASS												Subdivision 3	Office Open Week Days		
101	11	211	201	5	717	27	87	15	49	203	21	Time Table 102			
★See Note Below	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	★See Note Below	DAILY	DAILY	June 18, 1940			
A.M. 1.01	A.M. 2.50			A.M. 4.40	A.M. 5.50	A.M. 6.10	A.M. 6.30	A.M. 11.05	P.M. 4.15		P.M. 7.15	.....	BOONE	Continuous
	3.03			4.53	6.03	6.25	6.43	s11.22			7.27	.....	OGDEN	No Office
	3.09			4.59	6.09	6.32	6.49	s11.31			7.33	.....	BEAVER	No Office
1.18	3.14			5.04	6.15	6.38	6.55	s11.42	4.38		7.37	.....	GRAND JUNCTION	Continuous
	3.21			s 5.11	6.23	6.46	7.03	s11.54			s 7.46	.....	JEFFERSON	No Office
1.33	3.31			5.21	6.35	6.58	7.15	s12.09	4.56		7.56	.....	SCRANTON	8:00 a.m. to 4:00 p.m.
	3.36			5.26	6.41	7.04	7.21	s12.17			8.01	.....	RALSTON	No Office
	3.41			5.32	6.47	7.10	7.27	s12.26			8.05	.....	GLIDDEN	8:30 a.m. to 4:30 p.m.
1.48	s 3.55 4.15	A.M. 4.10		s 5.50	s 7.05	7.20	s 7.40	s12.50	5.20		s 8.25	.....	CARROLL	Continuous
	4.27	4.21 A.M.		5.58	7.13	7.33	7.50	s 1.00	5.26		8.32	.....	MAPLE RIVER	4:00 a.m. to 11:59 a.m. 5:00 p.m. to 1.00 a.m.
	4.36			6.05	7.21	7.43	7.58	s 1.10			8.39	.....	ARCADIA	No Office
2.00	4.41			6.08	7.26	7.47	8.02	s 1.16	5.36		8.42	.....	WEST SIDE	No Office
	4.50			6.13	7.34	7.54	8.08	s 1.26			8.48	.....	VAIL	No Office
2.13	s 5.04			s 6.22	7.46	8.04	8.18	s 1.42	5.51		s 9.03	.....	DENISON	Continuous
	5.14			6.28	7.56	8.13	8.26	s 1.56			9.10	.....	ARION	Continuous
	5.17			6.30	7.59	8.16	8.29	s 2.00			9.12	.....	DOW CITY	No Office
2.27	s 5.28			6.39	8.10	8.26	8.37	s 2.13	6.08		9.19	.....	DUNLAP	8:00 a.m. to 5:00 p.m.
	s 5.43			6.45	8.24	8.37	8.47	s 2.28			9.28	.....	WOODBINE	No Office
2.41	s 5.56		A.M. 6.10	6.52	8.35	8.48	8.56	s 2.40	6.26	P.M. 8.38	9.36	.....	LOGAN	No Office
2.48	s 6.15		s 7.15	8.47	9.00	s 9.10	s 2.55	6.35	s 9.54		s 9.54	.....	MISSOURI VALLEY	Continuous
	6.25		6.21	7.23	8.54	9.07	9.16	3.03			8.49	10.00	LOVELAND	No Office
2.56	6.32		6.27	7.29	9.01	9.14	9.23	3.11	6.45	8.54	10.07	.....	HONEY CREEK	No Office
	6.38		6.33	7.36	9.08	9.20	9.30	3.18		9.01	10.13	.....	CRESCENT	No Office
3.08	6.48		6.40	7.44	9.18	9.30	9.40	3.27	7.01	9.09	10.20	.....	FREIGHT YARD	No Office
3.10	s 6.55		s 6.48	s 7.50	s 9.30	s 9.40	s 9.50	s 3.40	7.04	s 9.14	s10.27	.....	COUNCIL BLUFFS	Continuous
	s 7.05		s 7.00	s 7.58	9.40	9.48	9.58	s 3.50	7.07	s 9.20	10.32	.....	COUNCIL BLUFFS TRANSFER	
3.20	7.20		7.15	8.13	9.55	10.00	10.10	4.05	7.20	9.35	10.47	.....	OMAHA	
★See Note Below	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	★See Note Below	DAILY	DAILY				

★Effective June 19th, 1940, to and including Sept. 15th, 1940, No. 49 will run only on the following dates:

Due to leave Boone on 1st, 3rd, 7th, 9th, 13th, 15th, 19th, 21st, 25th, 27th of each month.

★Effective Sept. 19th, 1940, No. 49 will run only on the following dates:

Due to leave Boone on the 2nd, 8th, 14th, 20th and 26th of each month.

★No. 101 will run only on the following dates:

Due to leave Boone on the 6th, 12th, 18th, 24th, and 30th of each month.

No. 5 will not carry passengers.

No. 27 will stop at Carroll to receive revenue sleeping car passengers for Granger and beyond.

No. 87 will stop at Jefferson, Denison and Logan to receive revenue passengers for Salt Lake City, Ogden, Utah or beyond Granger.

No. 717 will stop at Grand Jct., on signal, to receive revenue passengers for Omaha or points west, and will stop at Jefferson and Denison to discharge revenue passengers from Chicago and beyond including passengers holding stock drovers tickets and to receive revenue passengers for Council Bluffs and beyond, at Logan and Missouri Valley to receive revenue passengers for Salt Lake City, Ogden, Utah, or Granger and beyond.

First class trains, unless otherwise scheduled, must clear the time of Nos. 1, 19, 49, 101, 103 and 111 not less than ten minutes; all other trains must clear the time of Nos. 1, 19, 49, 101, 103 and 111 not less than fifteen minutes.

Westward—BETWEEN BOONE AND COUNCIL BLUFFS

FIRST CLASS				Subdivision 3	Time Table 102	June 18, 1940	Distance from Boone	Capacity of Westward Stairings
19	1	103	111					
DAILY	★ See Note Below	★ See Note Below	DAILY					
P.M. 7:40	P.M. 11:31	P.M. 11:31	P.M. 11:40	BOONE	8.3	103		
7:55				OGDEN	6.2			
8:01				BEAVER	4.9			
8:06	11:48	11:48	11:57	GRAND JUNCTION	6.8			
8:13				JEFFERSON	9.0			
8:22	12:03	12:03	12:10	SCRANTON	5.2	62		
8:27				RALSTON	4.7			
8:32				GLIDDEN	7.2	125		
8:45	12:18	12:18	12:23	CARROLL	4.2	105		
8:52				MAPLE RIVER	5.9	54		
8:59				ARCADIA	3.2	54		
9:02	12:30	12:30	12:35	WEST SIDE	6.0	125		
9:08				VAIL	8.7	57		
9:18	12:43	12:43	12:47	DENISON	7.4	115		
9:25				ARION	2.0			
9:27				DOW CITY	7.9			
9:35	12:57	12:57	1:01	DUNLAP	9.7	105		
9:45				WOODBINE	8.0			
9:53	1:11	1:11	1:15	LOGAN	8.4			
10:03	1:19	1:19	1:23	MISSOURI VALLEY	4.1			
10:08				LOVELAND	5.1			
10:14	1:27	1:27	1:31	HONEY CREEK	5.3	64		
10:20				CRESCENT	6.2			
10:27	1:39	1:39	1:44	FREIGHT YARD	0.7			
s10:32 P.M.	1:41 A.M.	1:41 A.M.	s 1:46 A.M.	COUNCIL BLUFFS	1.0			
10:40	1:43	1:43	s 1:49	COUNCIL BLUFFS TRANSFER	2.9			
10:55 P.M.	1:51 A.M.	1:51 A.M.	2:01 A.M.	OMAHA	149.0			
DAILY	★ See Note Below	★ See Note Below	DAILY					

No. 19 will not run after Monday, Sept. 2nd, 1940.

★No. 1 will run only on the following dates:
Due to leave Boone on the 4th, 10th, 16th, 22nd and 28th of each month.

★No. 103 will run only on the following dates:
Due to leave Boone on the 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and last day of each month.

First class trains, unless otherwise scheduled, must clear the time of Nos. 1, 19, 49, 101, 103 and 111 not less than ten minutes; all other trains must clear the time of Nos. 1, 19, 49, 101, 103 and 111 not less than fifteen minutes.

Westward—BETWEEN CARROLL AND AUDUBON—Eastward

SECOND CLASS		Capacity of Stairings	Distance from Carroll	Subdivision 3a	Time Table 102	June 18, 1940	THIRD CLASS	
417	515						514	416
Mixed	Mixed				Mixed	Mixed		
Tuesday Thursday Saturday	Monday Wednesday Friday						Monday Wednesday Friday	Tuesday Thursday Saturday
A.M. 10:30	A.M. 11:15			CARROLL	8.6		P.M. 7:00	P.M. 5:00
s11:15	s11:59	28	8.6	HALBUR	8.7		s 6:15	s 4:15
s12:15	s12:25 P.M.	63	17.3	MANNING	7.5		5:45 P.M.	s 3:45
s12:40		44	24.8	GRAY	5.6			s 3:00
s 1:00		24	30.4	ROSS	4.2			s 2:35
1:15 P.M.		55	34.6	AUDUBON	4.2			2:15 P.M.
Tuesday Thursday Saturday	Monday Wednesday Friday						Monday Wednesday Friday	Tuesday Thursday Saturday

Trains operating between Manning and Harlan operate over the tracks of the Chicago Great Western Railroad and are governed by the rules and time table of that railroad.

When using C. & N. W. tracks at Botna, Irwin, Kirkman and Harlan, trains will be governed by Rule 93—Amended.

STATION OFFICE HOURS

Daily, except Sunday	Sundays
Manning 8:00 a.m. to 5:00 p.m.	Closed
Audubon 8:45 a.m. to 5:45 p.m.	Closed



SMOKE

is fuel wasted

SAVE

COAL

Between Council Bluffs and Boone—Eastward

Subdivision 3 Time Table 102 June 18, 1940	FIRST CLASS											
	112	102	20	48	104	2	12	204	14	216	6	22
	DAILY	★See Note Below	DAILY	★See Note Below	★See Note Below	★See Note Below	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
BOONE.....	A.M. 3:00	A.M. 4:05	A.M. 5:50	A.M. 6:50	A.M. 6:50	A.M. 6:50	A.M. 11:30		P.M. 12:10		P.M. 9:30	P.M. 11:00
OGDEN.....	2:50	3:54	5:34		6:39	6:39	11:15		11:52		9:09	10:47
BEAVER.....							11:09		11:46		9:03	10:41
GRAND JUNCTION.....	2:41	3:44	5:23	6:23	6:29	6:29	11:04		11:41		s 8:58	10:36
JEFFERSON.....							10:57		s 11:32		8:50	s 10:28
SCRANTON.....	2:27	3:29	5:08	6:05	6:14	6:14	10:48		11:21		8:40	10:17
RALSTON.....							10:43		11:15		8:34	10:12
GLIDDEN.....							10:38		11:10		8:29	10:07
CARROLL.....	2:14	3:16	4:53	5:48	6:01	6:01	s 10:30		s 11:02	P.M.— 6:55	s 8:20	s 10:00
MAPLE RIVER.....	2:10	3:12	4:49	5:37	5:57	5:57	10:15		10:53	6:42 P.M.	8:00	9:49
ARCADIA.....							10:09		10:47		7:54	9:43
WEST SIDE.....	2:02	3:04	4:40	5:27	5:49	5:49	10:06		10:44		7:50	9:40
VAIL.....							10:00		10:38		7:43	9:34
DENISON.....	1:49	2:51	4:26	5:10	5:36	5:36	s 9:50		s 10:28		s 7:34	s 9:25
ARION.....							9:41		10:17		7:26	9:18
DOW CITY.....							9:39		10:15		7:23	9:16
DUNLAP.....	1:36	2:38	4:12	4:52	5:23	5:23	9:31		10:07		7:15	9:09
WOODBINE.....							9:21		9:57		s 7:05	9:01
LOGAN.....				4:33			9:13		9:49		s 6:57	8:54
MISSOURI VALLEY.....	1:15	2:16	3:49	4:25	5:01	5:01	s 9:04	A.M.— 9:35	s 9:40		s 6:48	s 8:45
LOVELAND.....	1:11	2:12	3:45	4:20	4:57	4:57	8:55	9:24	9:32		6:42	8:35
HONEY CREEK.....							8:50	9:17	9:27		6:36	8:30
CRESCENT.....							8:45	9:10	9:22		6:30	8:24
FREIGHT YARD.....							8:38	9:03	9:16		6:23	8:17
COUNCIL BLUFFS.....	s 12:55 A.M.	1:55 A.M.	s 3:28 A.M.	4:00 A.M.	4:40 A.M.	4:40 A.M.	s 8:35 A.M.	s 9:00 A.M.	s 9:13 A.M.		s 6:20 P.M.	s 8:15 P.M.
COUNCIL BLUFFS TRANSFER.....	12:53	1:53	3:26	3:58	4:38	4:38	s 8:31	s 8:50	s 9:08		s 6:15	8:10
OMAHA.....	12:45 A.M.	1:45 A.M.	3:18 A.M.	3:50 A.M.	4:30 A.M.	4:30 A.M.	8:20 A.M.	8:35 A.M.	8:55 A.M.		6:00 P.M.	8:00 P.M.
	DAILY	★See Note Below	DAILY	★See Note Below	★See Note Below	★See Note Below	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY

★NO. 48 WILL RUN OMAHA TO BOONE ON WEDNESDAY, JUNE 19TH, 1940.

No. 20 will not run until Thursday, June 20th, 1940, and will not run after Tuesday, Sept. 3rd, 1940.

★Effective June 24th, 1940, to and including Sept. 18th, 1940, No. 48 will run only on the following dates:

Due to leave Omaha on 1st, 2nd, 6th, 8th, 12th, 14th, 18th, 20th, 24th, 26th, 30th of each month.

★No. 48 will let No. 104 pass at Grand Jct. on the dates both trains run.

★Effective Sept. 19th, 1940, No. 48 will run only on the following dates:

Due to leave Omaha on 1st, 7th, 13th, 19th, 25th, 31st of each month.

★No. 2 will run only on the following dates:

Due to leave Omaha on the 3rd, 9th, 15th, 21st and 27th of each month.

★No. 102 will run only on the following dates:

Due to leave Omaha on the 4th, 10th, 16th, 22nd and 28th of each month.

★No. 104 will run only on the following dates:

Due to leave Omaha on the 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month.

First class trains, unless otherwise scheduled, must clear the time of Nos. 2, 20, 48, 102, 104 and 112 not less than ten minutes; all other trains must clear the time of Nos. 2, 20, 48, 102, 104 and 112 not less than fifteen minutes.

No. 6 will not carry passengers, and will not stop at Logan and Woodbine on Sundays.

Between Council Bluffs and Boone—Eastward

Distance from Boone	Capacity of Eastward Sidings	Subdivision 3 Time Table 102 June 18, 1940	Office Open Sundays	FIRST CLASS			
				28	818	88	202
				DAILY	DAILY	DAILY	DAILY
		.....BOONE	Continuous	P.M. 11:30	P.M. 11:55	A.M. 12:15	
8.3		.....OGDEN	No Office	11:09	11:37	11:56	
14.5		.....BEAVER	No Office	11:02	11:30	11:49	
19.4	62	.....GRAND JUNCTION	Continuous	10:57	11:25	11:44	
26.2		.....JEFFERSON	No Office	10:48	11:17	11:36	
35.2	55	.....SCRANTON	No Office	10:38	11:07	11:24	
40.4		.....RALSTON	No Office	10:32	11:01	11:18	
45.1	64	.....GLIDDEN	No Office	10:27	10:56	11:13	
52.3	95	.....CARROLL	Continuous	10:18	s10:48	s11:05	
56.5		.....MAPLE RIVER	4:00 a.m. to noon 6:00 p.m. to 8:00 p.m.	10:08	10:38	10:55	
62.4	54	.....ARCADIA	No Office	10:02	10:32	10:48	
65.6	56	.....WEST SIDE	No Office	9:58	10:28	10:44	
71.6		.....VAIL	No Office	9:51	10:22	10:37	
80.3	125	.....DENISON	Continuous	9:41	10:13	s10:27	
87.7		.....ARION	Continuous	9:32	10:04	10:17	
89.7		.....DOW CITY	No Office	9:29	10:01	10:14	
97.6	105	.....DUNLAP	No Office	9:21	9:53	10:05	
107.3	46	.....WOODBINE	No Office	9:10	9:43	9:54	
115.3	57	.....LOGAN	No Office	9:02	9:35	9:45	P.M. 10:15
123.7	125	.....MISSOURI VALLEY	Continuous	8:52	9:25	s 9:35	
127.8		.....LOVELAND	No Office	8:46	9:16	9:25	9:57
132.9		.....HONEY CREEK	No Office	8:41	9:11	9:20	9:51
138.2		.....CRESCENT	No Office	8:35	9:05	9:13	9:45
144.4		.....FREIGHT YARD	No Office	8:28	8:58	9:05	9:38
145.1		.....COUNCIL BLUFFS	Continuous	s 8:25 P.M.	s 8:55 P.M.	s 9:00 P.M.	s 9:35 P.M.
146.1		.....COUNCIL BLUFFS TRANS.		8:22	8:50	8:55	s 9:28
149.0		.....OMAHA		8:10 P.M.	8:35 P.M.	8:40 P.M.	9:15 P.M.
				DAILY	DAILY	DAILY	DAILY

No. 28 will stop at Carroll to discharge revenue passengers from Granger and beyond.

No. 88 will stop at Logan, Woodbine, Dunlap, Glidden, Scranton and Grand Jct. to receive revenue passengers for points where this train is scheduled to stop, and will stop at Logan to let off revenue passengers from Council Bluffs or beyond.

Passenger train back-overs between Coach Yard and Broadway Station, Council Bluffs, will operate as follows:

Train No.	Coach Yard	Broadway
20	2:33 a.m.	2:38 a.m.
48	3:05 a.m.	3:10 a.m.
12	7:35 a.m.	7:40 a.m.
204	7:30 a.m.	7:35 a.m.
L. W. 11	7:35 a.m.	7:40 a.m.
14	8:10 a.m.	8:15 a.m.
6	5:15 p.m.	5:20 p.m.
22	6:50 p.m.	6:55 p.m.
28	7:15 p.m.	7:20 p.m.
818	7:40 p.m.	7:45 p.m.
88	7:45 p.m.	7:50 p.m.
202	8:15 p.m.	8:20 p.m.
L. W. 21	10:00 p.m.	10:05 p.m.

All freight trains, engines and switch trains will give back-over trains an absolutely clear track.

DIVISIONAL STAFF

TRAINMASTERS

T. M. CASSIDY CLINTON	J. F. SAINSBURY BOONE	J. R. CHANDLER COUNCIL BLUFFS
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ASSISTANT TRAINMASTER

D. D. BRYANT
COUNCIL BLUFFS

CHIEF TRAIN DISPATCHER

C. H. HUMPHRIES
BOONE

NIGHT CHIEF TRAIN DISPATCHER

C. H. JENNINGS

ASSISTANT CHIEF TRAIN DISPATCHER

L. T. BREEDLOVE

DISPATCHERS

H. W. SHALER	R. W. ALEXANDER
W. A. SANDERSON	R. D. SUBLETT
L. F. WIER	C. F. TOENINGS
G. G. RADCLIFFE	C. F. LARSON

MASTER MECHANIC

W. S. WHITFORD
BOONE

ASST. MASTER MECHANIC

W. H. SCHULTZ
BOONE

ROAD FOREMEN OF ENGINES

A. R. ERICKSON CLINTON	C. A. KNIGHTS CLINTON
H. WILLIAMS BOONE	C. A. LEWIS COUNCIL BLUFFS

DIVISION ENGINEER

C. H. WELLS

ROADMASTERS

J. WATT CEDAR RAPIDS	C. KRATOSKA AMES
H. A. HALVERSON BOONE	J. P. DATESMAN COUNCIL BLUFFS

DISTRICT CLAIM AGENTS

W. R. BURRELL OMAHA	A. L. MCKINNEY BOONE
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Westward—Between Jewell and Des Moines—Eastward

SECOND CLASS			FIRST CLASS			Distance from Des Moines	Capacity of Sidings	Subdivision 2a	Station Numbers	FIRST CLASS			SECOND CLASS		
123	63	65	59	57	53					50	52	56	124	66	64
DAILY	Daily except Monday	DAILY	DAILY	Motor Daily except Sunday	DAILY			Time Table 102 June 18, 1940		DAILY	Motor Daily except Sunday	DAILY	DAILY	DAILY	Daily except Monday
	A.M. 12.30			P.M. 8.50		56.7		JEWELL	211		A.M. 6.00				A.M. 1.30
	12.45			f 9.00		51.0		RANDALL	366		f 5.45				1.15
	1.00			s 9.08		47.5	22	STORY CITY	365		s 5.39				1.00
	1.15			f 9.17		41.5	19	GILBERT	363		s 5.26				12.35
P.M. 12.05	s 1.30	A.M. 12.30	P.M. 11.55	9.35	A.M. 5.40	34.5		AMES	145	A.M. 3.00	5.15	P.M. 11.10	P.M. 12.45	P.M. 9.35	12.15
12.25	3.20	12.50	f 12.08	P.M. s 5.54		28.5	54	KELLEY	359	f 2.47	A.M. s 10.55		12.25	9.15	s 11.25
12.45	3.32	1.05	f 12.14			23.9	43	SLATER	360	f 2.39		10.48	12.12	9.02	10.53
1.00	3.35	1.10	f 12.16			22.5	25	SHELD AHL	358	f 2.37		s 10.45	12.07	8.57	10.33
1.10	3.47	1.25	12.22			18.2		P. C. JUNCTION		2.31		s 10.37	11.56	8.46	10.21
1.35	4.05	1.45	f 12.33			11.0	50	ANKENY	354	f 2.21		10.26	11.40	8.30	10.03
1.50	4.15	2.14	12.39			6.5	57	SAYLOR	352	f 2.14		10.19	11.30	8.20	9.50
2.05	4.30	2.30	12.45			2.0		DES MOINES FRT. YD.		2.05		10.10			
2.30 P.M.	4.45 A.M.	2.45 A.M.	12.55 A.M.					DES MOINES	350	2.00 A.M.		10.05 P.M.	11.00 A.M.	8.00 P.M.	9.30 P.M.
DAILY	Daily except Monday	DAILY	DAILY	Daily except Sunday	DAILY					DAILY	Daily except Sunday	DAILY	DAILY	DAILY	Daily except Sunday

Eastward freight trains will take siding when meeting westward trains at Story City.
No. 56 will stop on signal at Ankeny to receive revenue passengers for Marshalltown and beyond.

STATION OFFICE HOURS

	Daily, except Sunday	Sundays
Bryant	8:30 a.m. to 5:30 p.m.	Closed
Charlotte	8:45 a.m. to 5:45 p.m.	Closed
Maquoketa	8:00 a.m. to 5:00 p.m.	Closed
Onslow	8:00 a.m. to 5:00 p.m.	Closed
Anamosa	7:00 a.m. to 4:00 p.m.	Closed
Des Moines	Continuous	Continuous
Ankeny	7:45 a.m. to 4:45 p.m.	Closed
Slater	Continuous	Continuous
Story City	8:00 a.m. to 5:00 p.m.	Closed
Jewell	12:01 a.m. to 9:30 p.m.	12:01 a.m. to 8:00 a.m. 7:30 p.m. to 9:30 p.m.
Manning	8:00 a.m. to 5:00 p.m.	Closed
Audubon	8:45 a.m. to 5:45 p.m.	Closed
Tipton	8:00 a.m. to 5:00 p.m.	Closed

Westward—Between Stanwood and Tipton—Eastward

Distance from Stanwood	Capacity of Sidings	Subdivision 1b	Station Numbers
		Time Table 102 June 18, 1940	
		STANWOOD	111
4.0	16	WALD	112
8.5	14	TIPTON	113

Westward—Between Clinton and Anamosa—Eastward

THIRD CLASS	Distance from Clinton	Capacity of Sidings	Location of Fuel, Water, Turn Tables and Wyes	Subdivision 1a		Station Numbers	THIRD CLASS
143				Time Table 102	144		
Mixed				June 18, 1940			Mixed
Tuesday Thursday Saturday							Monday Wednesday Friday
A.M. 8.00			FWTT	CLINTON	100	P.M. 6.00	
s 8.20	2.6	84		LYONS	400	s 5.45	
s 8.45	10.4	19		ALMONT	402	s 5.20	
s 8.55	12.8	13		ANDOVER	403	s 5.05	
s 9.25	17.2	33		BRYANT	404	s 4.50	
s 9.40	19.8	15		GOOSE LAKE	405	s 4.35	
s 10.05	24.6			CHARLOTTE	406	s 4.20	
s 10.25	28.7	28		PETERSVILLE	407	s 4.05	
s 11.00	32.7	22		DELMAR	408	s 3.50	
s 11.35	38.1	64	W	MAQUOKETA	410	s 3.30	
s 11.55	44.3	19		NASHVILLE	411	s 2.55	
s 12.05	47.0	26		BALDWIN	412	s 2.40	
s 12.20	49.6			MONMOUTH	413	s 2.25	
s 12.50	56.8	33		ONSLow	415	s 2.00	
s 1.05	60.8	25		CENTER JUNCTION	417	s 1.35	
s 1.20	65.8	13		AMBER	418	s 1.15	
1.45 P.M.	71.4	40	FWTT	ANAMOSA	420	1.00 P.M.	
Tuesday Thursday Saturday							Monday Wednesday Friday

Time Freight Trains—Westward

IOWA DIVISION

TIME TABLE No. 102

EFFECTIVE JUNE 18th, 1940

STATIONS	SECOND CLASS									
	117	253	125	223	229	251				
	DAILY EXCEPT MONDAY	DAILY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY				
CLINTON	A.M. 2.45	A.M. 3.30		A.M. 5.30	P.M. 12.30	P.M. 5.15				
BELLE PLAINE			A.M.— 7.00	A.M. 11.00	7.45					
TAMA			8.30		9.45 P.M.—					
AMES			1.30							
BOONE	10.45 11.30	1.30 2.30	2.00 P.M.—			11.00 11.40				
MISSOURI VALLEY	3.30	8.00				4.00				
COUNCIL BLUFFS	4.30	9.30				7.00				
COUNCIL BLUFFS TFR.	5.30 P.M.	10.30 P.M.				8.00 A.M.				

Time Freight Trains—Eastward

STATIONS	SECOND CLASS									
	252	122	116	238	254	124	126	130	256	
	DAILY	DAILY EXCEPT MONDAY	DAILY	DAILY EXCEPT MONDAY	DAILY	DAILY	DAILY EXCEPT MONDAY	DAILY EXCEPT MONDAY	DAILY EXCEPT MONDAY	
CLINTON	P.M. 3.30			A.M.— 9.30	P.M. 8.15	P.M. 11.30	P.M. 6.15	A.M. 2.00	A.M. 5.30	
BELLE PLAINE			P.M.— 12.30	A.M.— 9.30		6.00	P.M.— 1.15	P.M.— 7.30		
TAMA			11.30	8.30 A.M.—		4.30				
AMES			8.00			2.00				
BOONE	8.00 7.30	A.M.— 11.00	7.00 A.M.—		2.00 1.40	1.00 P.M.—			12.30 11.15	
MISSOURI VALLEY	3.45	4.30 A.M.—							7.45	
COUNCIL BLUFFS	3.00 A.M.—				10.15 A.M.—				6.30 P.M.—	
COUNCIL BLUFFS TFR.										
	DAILY	DAILY EXCEPT MONDAY	DAILY	DAILY EXCEPT MONDAY	DAILY	DAILY	DAILY EXCEPT MONDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	

Two Tracks. Two tracks are in operation between East Clinton and Council Bluffs via Linn Co. Railway and between Otis and Beverly via Cedar Rapids.

All freight trains will run via Linn Co. Railway unless otherwise instructed.

SIGNS AND LETTERS

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

- s—Regular Stop.
- f—Flag stop to receive or discharge passengers or freight.

The following signs when placed elsewhere indicate:

- F—Fuel.
- W—Water.
- TT—Turntable.
- Y—Wye.

FACILITIES AS INDICATED ARE LOCATED AS FOLLOWS:

Clinton	FWTT	State Center	W	Freight Yard	FWTT
Lowden	W	Ames	WY	Council Bluffs	WY
Stanwood	Y	Boone Frt. Yd.	FWTT	Maquoketa	W
Lisbon	W	Grand Jct.	W	Anamosa	FWTT
Cedar Rapids	WTT	Seranton	W	Manning	W
Beverly	FW	Carroll	FWTT	Audubon	WTT
Belle Plaine	FWTTY	Denison	WY	Jewell	FWY
Tama	FWTT	Mo. Valley	FWTTY	Des Moines	FWTT
Marshalltown	W				

ACTUAL TONNAGE RATINGS

Districts	Class of Engine				
	H	JA	J	Z	R1
Clinton to Tama	4200	3300	3000	2490	1450
Tama to Boone	3315	3000	2800	2325	1250
Boone to Carroll	4815	3900	3700	3060	1650
Carroll to Arcadia	3780	3300	3100	2550	1300
Arcadia to Council Bluffs	5850	5000	4800	4000	2500
Council Bluffs to Boone	5000	3750	3500	2900	1600
Boone to Clinton	4800	3500	3350	2400	1450
		JA	J	Z	R1
Des Moines to Saylor		1900	1600	1400	800
Saylor to Ames		2800	2600	2000	1200
Ames to Jewell				1525	950
Jewell to Ames				2500	1850
Ames to Des Moines		2200	1900	1575	850
Clinton to Anamosa					1200
Anamosa to Clinton					1200
Carroll to Audubon					1000
Audubon to Carroll					1000

SPEED RESTRICTIONS

LOCATION	Restrictions Speed Per Hour			LOCATION	Restrictions Speed Per Hour		
	Stream- liner Diesel Oper- ated	Other Pass. Trains	Freight Trains		Stream- liner Diesel Oper- ated	Other Pass. Trains	Freight Trains
	BETWEEN EAST CLINTON AND BOONE Maximum speed, miles per hour: Streamliner trains, Diesel operated 90, Other passenger trains 70, Freight trains 50. Trains must not exceed 80 miles per hour on any curve between points where a maximum speed of 90 miles is authorized.				BETWEEN EAST CLINTON AND BOONE —Continued Around curves at MP 136 and 137, located 3 and 4 miles west of Tama, respectively... 75		
Over interlocking plant and around curve at west end of plant, East Clinton: Straight route..... 45 45 35 Diverging Main Route, C. B. & Q. Trains 15 15				Around curves MP 147.5 and MP 149.5 located 3 and 5 miles west of Quarry, respectively.. 75			
Over drawbridge, Clinton..... 30 30 30				Between east end of Marshalltown yard and west end of M. & St. L. interlocking plant . 50 50 25			
Over Second Street interlocking plant, Clinton and to Fifth Street. Straight Route.... 20 20 20 Through Turnouts 10 10 10				Around curve 3 miles west of Marshalltown . 70 60 40			
Between east end of curve MP 71.8, six miles west of Mt. Vernon and west end of curve one mile west of Bertram..... 75				Around curve MP 156, 3 miles east of La Moille..... 75			
Between west end of curve 1 mile west of Bertram and interlocking plant, Otis..... 80				Between east end of Ames yard and west end of interlocking plant..... 50 30 30			
Between home signals interlocking plant, Otis..... When routed via L. C. Ry..... 35 35 35 When routed via Cedar Rapids.. 35 35 25				Ames—trains or engines using Des Moines line over Lincoln Highway..... 10 10			
Between interlocking plant, Otis and Bridge 199, two miles west of Otis..... 60 50 50				Between 8th Street tower and Greene Street, Boone..... 50 40 20			
Between Bridge 199, two miles west of Otis and MP 83 located 1 3/4 miles west of Cedar Rapids..... 20 20 12				BETWEEN BOONE AND COUNCIL BLUFFS Maximum speed, miles per hour: Streamliner trains, Diesel operated 90, Other passenger trains 70, Freight trains 50. Trains must not exceed 80 miles per hour on any curve between points where a maximum speed of 90 miles is authorized.			
Between MP 83, located 1 3/4 miles west of Cedar Rapids and interlocking plant, Beverly..... 60 50 35				Between 8th Street tower and Greene Street, Boone..... 50 40 20			
Between home signals, interlocking plant, Beverly, Straight Routes..... 40 40 35				Over Des Moines River Bridge, 5 miles west of Boone..... 50 35 35			
Between interlocking plant Otis, and inter- locking plant Beverly, via Linn County Ry. 50 50 35				Between west end Des Moines river bridge, 5 miles west of Boone and west end of curve 1 mile east of Ogden, Eastward..... 60 60 40			
Westward on Linn County Ry. turnout east and west end Bridge 228 over Cedar River.. 15 15 15				Around curve MP 248.5, 3 miles east of Glidden..... 85			
Between east end of curve 1/2 mile west of Watkins and west end of curve 2 1/2 miles west of Watkins..... 75				Between highway crossing 3/4 mile east of Carroll and coal shed 1/2 mile west of Carroll..... 40 30 15			
Between east end of curve 3 miles west of Blairstown and east end of Buckeye curve 2 1/2 miles west of Luzerne..... 75				Between home signals interlocking plant, Maple River..... Straight route..... 70 60 Diverging main route..... 15 15			
Between east end of Buckeye curve 2 1/2 miles west of Luzerne and west interlock- ing plant Belle Plaine..... 50 50 35				Around curve 2 miles west of Arcadia..... 75			
Around curve, MP 120.5, 3 miles east of Chelsea..... 75				Around curve 2 1/2 miles west of Vail..... 75			
Around curve, MP 127, 4 miles west of Chelsea..... 75				Around curve 6 1/2 miles west of Vail, MP 283.5..... 75			
				Between west end of curve 6 1/2 miles west of Vail and Bridge 869, 1/4 mile west of Deni- son..... 70 60 40			
				Around curves, MP 316 and MP 317, 3 miles and 4 miles west of Woodbine, respectively 85			

SPEED RESTRICTIONS

LOCATION	Restrictions Speed Per Hour			LOCATION	Restrictions Speed Per Hour	
	Stream- liner Diesel Oper- ated	Other Pass. Trains	Freight Trains		Pass. Trains	Freight Trains
BETWEEN BOONE AND COUNCIL BLUFFS —Continued				BETWEEN DES MOINES AND JEWELL —Continued		
Around curve at Logan.....	70	60	40	Between Polk City Jct. and Polk City.....	15	10
Around curve, MP 329, 1/2 mile east of Mis- souri Valley.....	75			Between home signals C. M. St. P. & P. inter- locking plant, Slater.....	30	30
Between Ninth Street, Missouri Valley and west end of curve at west wye switch 1/2 mile west of Missouri Valley.....	50	40	35	Between home signals F. D. D. M. & S. inter- locking plant, Kelley.....	30	30
Around curve 1 mile east of Loveland.....	75			Over Lincoln Highway crossing just east of west switch, Ames.....	10	10
Around curve MP 340.5, 2 miles west of Honey Creek.....	75			Between interlocking plant Ames and MP 46, one mile west of Story City.....	40	25
Between Bridge No. 1012, MP 343.5 and east yard limit, Council Bluffs.....	75			Between MP 46 and MP 47, Story City.....	30	20
Over cross-overs Avenue C, Council Bluffs..	10	10	10	Between MP 47 and Jewell.....	40	25
Between Avenue C and Council Bluffs.....	15	15	15	Jewell—Iowa Division trains stop before entering tracks used jointly by Northern Iowa, Sioux City and Iowa divisions and know that they are clear before proceeding, protecting movement by flag when necessary.		
BETWEEN CARROLL AND AUDUBON Maximum Speed, Miles Per Hour: Passenger trains 30, Freight trains 25.				BETWEEN CLINTON AND ANAMOSA Maximum Speed, Miles Per Hour: Passenger trains 30, Freight trains 20.		
Around six degree curve at MP 4.....		20	15	Between passenger station and C. M. St. P. & P. crossing, Clinton.....	10	10
Around eleven degree curve west end yard, Manning.....		10	10	C. M. St. P. & P. crossing, Clinton.....	Stop	Stop
Between Manning and Shaw's crossing 1 1/2 miles west of Gray.....		20	20	Between C. M. St. P. & P. crossing, Clinton and Lyons.....	20	20
Over Shaw's crossing 1 1/2 miles west of Gray.....		10	10	Between Lyons and C. M. St. P. & P. crossing, 1 mile west of Lyons.....	10	10
Between Shaw's crossing and Audubon.....		20	20	C. M. St. P. & P. crossing one mile west of Lyons...	Stop	Stop
BETWEEN DES MOINES AND JEWELL Maximum Speed, Miles Per Hour: Passenger trains 45, Freight trains 30.				Between MP 23 and MP 24.....	25	15
Des Moines yard south of passenger station D. M. & W., C. R. I. & P. and K. D. M. crossings.....			Stop	Over C. M. St. P. & P. crossing, Delmar.....	20	20
Between passenger station and 14th St. highway crossing Des Moines.....		10	10	Over highway crossing, 1 1/4 miles east of Maquoketa	10	10
Between 14th St. Des Moines and MP 2.....		40	25	Between MP 50 and MP 54.....	25	15
Around curve between MP 2 and 3.....		25	20	C. M. St. P. & P. crossing, Anamosa.....	Stop	Stop
Between MP 3 and MP 5.....		40	25	BETWEEN STANWOOD AND TIPTON Maximum Speed, Miles Per Hour: Passenger trains 30, Freight trains 20.		
Between MP 5 and MP 6.....		25	15	Lincoln Highway just west of Stanwood.....	Stop	Stop
Between MP 13 and MP 14.....		30	20	Around sharp curve 1 mile east of Wald.....	15	15
Between MP 17 and MP 18.....		40	25	Over highway crossing at Wald.....	5	5

ADDITIONAL SPEED RESTRICTIONS

Diesel motor and steam drawn trains Trains of ordinary passenger equipment handled by diesel power and trains of streamline equipment handled by steam power must observe speed restrictions which govern "Other Passenger Trains."

Class J, JA, JS or Z Locomotives in Passenger Service When such locomotives are used on passenger trains in emergency to doublehead or otherwise, speed of such trains will not exceed the maximum speed as indicated in time table speed restrictions for freight trains.

The speed of a train or engine moving over a cross-over, turn out from main track to siding or diverging route at a Junction, must not exceed 10 miles per hour, unless specifically authorized under Speed Restrictions.

Trains operating against the current of traffic will restrict speed to twenty miles per hour.

When Two or More Tracks are operated as single track, trains operating against the current of traffic and trains operating with the current of traffic in such single track district will approach both terminals of such single track operation at not exceeding ten miles per hour.

Speed of Class E-4 and Class H Engines must be restricted to ten miles per hour when entering or leaving sidings, when moving through sidings, cross-overs, slip switches, engine house and yard tracks.

Class E-4 and Class H Engines must not be operated on passing tracks, house tracks, industry tracks, storage tracks or stock tracks, not authorized by bulletin instructions and when necessary to work on these tracks a sufficient number of cars will be handled to avoid having the Engine operate past the turnout.

Cedar Rapids switch engines may be operated at a speed of not to exceed twenty miles per hour between Beverly and Otis via Cedar Rapids.

Scale Test Cars Crews handling scale test cars, either U. S. Government owned, or such cars of this or other railroads, must not exceed speed of 30 miles per hour on main lines and 20 miles per hour on branch lines, and must carefully observe the operation of trains whenever handling cars of this type.

Wrecking Outfits Unless otherwise instructed, steam wrecking outfits must not exceed a speed of 35 miles per hour between Clinton and Council Bluffs, 25 miles per hour between Beverly and Des Moines and will not be operated on other subdivisions without special speed restrictions.

Jewell and Des Moines and will not be operated on other subdivisions without special speed restrictions.

COMMUNICATING STATIONS

Dispatchers telephones are located in the waiting rooms at all stations and in the following locations:

- Clinton.—Yard office, west yard.
Mill Creek, west yard.
- Wheatland.—West end, westward passing track.
- Stanwood.—East end, eastward passing track.
- Cedar Rapids.—Freight house.
- Beverly.—Yard office.
West end of yard.
- Blairstown.—East end, eastward passing track.
West end, westward passing track.
- Belle Plaine.—Yard office.
- Tama.—Passenger station and yard office.
- Quarry.—Box inside waiting room.
- Nevada.—East end, eastward passing track.
- Ames.—Passenger station.
- Ontario.—East side section tool house.
- Jordan.—Building on westward platform.
- Ogden.—Box east of baggage room door.
- Jefferson.—Box in baggage room.
- Carroll.—At coal shed.
West end, westward passing track.
- Dunlap.—Box in baggage room.
- Mo. Valley.—East end of yard.
West end, westward passing track.
- Co. Bluffs.—East end of yard.
- Omaha.—Yardmaster's office.

SPRING SWITCHES

Spring switches from passing track to main line are located at the following points. Rules 104f, 104g, 510a, 512a and 512b will be observed and speed will be restricted as follows:

Location	Direction	Miles per Hour	
		Engine	Train
Clinton	Round House	5	5
Clinton	4th Street	10	15
West Clinton	Westward	10	15
De Witt	Westward	10	15
De Witt	Eastward	10	15
Lowden	Westward	10	15
Stanwood	Eastward	10	15
Lisbon	Westward	10	25
Lisbon	Eastward	10	25
Blairstown	Eastward	10	25
Blairstown	Westward	10	15
LaMoille	Eastward	10	25
LaMoille	Westward	10	15
Nevada	Eastward	10	25
Ames	South Y Southward	10	15
BU Boone	East Lead	10	15
Glidden	Westward	10	15
Carroll	Westward	10	25
West Side	Westward	10	25
Denison	Westward	10	25
Denison	Eastward	10	25
Dunlap	Eastward	10	15
Dunlap	Westward	10	15

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

Crossings, Junctions, and Draw-Bridges at which Rules 601A to 672-Amended will be observed.

C. M. St. P. & P. and C. & N. W.	Second St., Clinton
C. M. St. P. & P.	Wheatland
C. & N. W.	Otis
Cedar River Gauntlet	Linn County Ry.
C. M. St. P. & P. and C. R. I. & P.	Cedar Rapids
C. M. St. P. & P. and C. & N. W.	Beverly
C. & N. W.	Belle Plaine
C. & N. W.	West Belle Plaine
C. M. St. P. & P.	Tama
C. G. W. and M. & St. L.	Marshalltown
C. & N. W.	Tower BU, Boone
C. & N. W.	Eighth St., Boone
C. & N. W.	Boone Viaduct
M. & St. L.	Grand Junction
C. M. St. P. & P.	Jefferson
C. & N. W.	Maple River
C. M. St. P. & P.	Arion
Ft. D. D. M. & S.	Kelley
C. M. St. P. & P.	Slater

In addition to observing Rules 601A to 672-Amended, all trains will approach the signal and gate protected railroad crossings shown below at restricted speed. If clear indication is given, the engine or leading car must not exceed a speed of 15 miles per hour passing the home signal.

C. M. St. P. & P.	Delmar
C. & N. W.	Avenue C, Council Bluffs

In addition to observing Rules 601A to 672-Amended, the following instructions will govern at the interlocking at:

C. & N. W. BU, East End Boone Yard.
When a train or engine has been stopped by a Stop-signal at the above interlocking a trainman or engineman must at once communicate with the leverman by telephone. The instructions must be repeated to insure correct understanding. When given oral permission to pass a Stop-signal, a movement must not be made over a dual control switch until it has been operated by hand in accordance with instructions posted in the telephone box at the signal. The spring switch on the eastward main track must not be thrown by hand except by permission of the leverman.

When given oral permission to pass a Stop-signal which governs over a spring switch in the facing direction, trainmen or enginemen must examine the spring switch points to know that they are fully closed before moving over the switch.

Crossings, Junctions and Draw-Bridges, at which Rule 98 will be observed:

C. M. St. P. & P. Anamosa Line between Clinton and Lyons.
C. M. St. P. & P. Lyons.
C. M. St. P. & P. Anamosa.
C. G. W. Packing House Track, Marshalltown.
C. & N. W. Jewell.
Des Moines Western Des Moines.
Des Moines Union Des Moines.
C. R. I. & P. Des Moines.
C. R. I. & P., K. D. M. . . . Des Moines.

In addition to observing Rule 98, Rules 601A and 672-Amended will also be observed at the crossing shown below:

C. M. St. P. & P. R. R. Lyons, Iowa

In addition to observing Rule 98, Rules 601A, 601G—Amended and 672—Amended must also be observed at the crossing shown below:

C. B. & Q. R. R. 12th Street, Council Bluffs

SPECIAL RULES

Standard 1. Clocks showing Central Standard time are located at:
Time Clinton—Fifth Street; Passenger Station; Round House.
Cedar Rapids—Telegraph office.

Belle Plaine—Telegraph office, depot; Yard Office; Round House.

Des Moines—Telegraph office; Round House.

Jewell—Telegraph office.

Boone—Train Dispatchers Office; Yard Office; and Round House.

Carroll—Telegraph Office.

Missouri Valley—Yard Office.

Council Bluffs—Passenger Station; Yard Office, Round House.

Superior 2. EASTWARD trains are superior to WESTWARD trains of the
Direction same class.
Rule S-72

Registering 3. Clinton—All first class trains.

Stations Jewell—All trains.

Ames—All Des Moines and Jewell line trains, and all trains which start or terminate at Ames on subdivision 2.

Des Moines—All trains.

Boone Train Dispatchers Office—All first class trains.

Missouri Valley, Maple River and Carroll; all trains terminating or originating at these points.

For trains running via Linn Co. Railway, a clear signal displayed at Otis or Beverly will indicate that all overdue first class trains have departed.

For eastward trains on Iowa Division and from Sioux City Division a clear train order signal displayed at Maple River will indicate that all overdue first class trains have departed.

Clearance 4. All trains starting from or entering two or more track districts
Form A at any point between Clinton and Council Bluffs will obtain Clearance Form A at such stations. The above will permit operators to accept train orders for such trains without display of train order signal. This rule will not apply at stations where telegraph office is closed.

All trains between Des Moines and Jewell must get a Clearance Form A at Ames.

Train Orders 5. In all two or more track districts, extra freight, empty
Rule D-97a passenger equipment and express trains will be operated without train orders.

At Clinton 6. The use of the track south of Westward Main Line, West
Clinton to Mill Creek Bridge west end of the West Yard, Clinton, will be in accordance with Rule 93-Amended.

At Cedar 7. All trains and switch engines will approach the cross-overs at
Rapids east end and west end of Cedar Rapids passenger station at restricted speed, prepared to stop short of an obstruction or a misplaced switch or another train using switches. Trains will proceed only on

SPECIAL RULES—Continued

signal from Switch Tender, and in absence of such signal will stop and flag over the switches leading into or from the station.

Switch Tenders are located at First Avenue west of station and at Seventh Avenue east of station. C. & N. W. Ry. trains will accept signals to proceed only when given with a white flag by day and a white lantern by night. C. R. I. & P. trains will be signalled with a yellow flag by day and a yellow lantern by night.

Switch Tenders will be held responsible for the proper position of all switches between 1st and 7th Avenues leading to and from the Passenger Station during their hours on duty. They will use the proper hand signals and shall not use verbal instructions in lieu of hand signals except in case of an emergency. Switch Tenders shall not start the movement of a train or engine until all switches in the route are properly lined. Enginemen and Trainmen must understand that the targets and lights show green for the straight crossing movements and red for the turnout movements.

Trains must approach and pass through Cedar Rapids passenger station at restricted speed.

At Maple River 8. Iowa Division trains using Sioux City Division tracks at and Missouri Maple River and Missouri Valley will do so under flag protection.

At Missouri 9. Sioux City Division passenger trains stopping at Missouri Valley Valley will come to the platform on Sioux City Division side.

Crews of freight trains and yard engines will be held responsible for keeping clear of passenger trains operating between Tower Z and the west wye at Missouri Valley. This will not relieve crews on such passenger trains from properly protecting their trains.

At Council Bluffs 10. All train movements west of the double cross-overs located between Avenues B and C, east of Council Bluffs, will be operated as right hand normal direction of traffic.

Between Council 11. When operating over the Union Pacific in Council Bluffs, Bluffs and Omaha and South Omaha yards, each member of train and engine crews must have a copy of and be governed by Union Pacific Rules, Bridge Sub-division Special Rules, and Bridge Sub-division time table.

Rail 12. Rail motor cars, gas or oil-electric, when operated without a trailer
Motor car attached must come to a full stop at the home signal of an automatic interlocked railroad crossing regardless of whether the signal is clear or not. If the signal indicates proceed the car may proceed after stop is made, otherwise the release apparatus of the crossing must be operated in accordance with the second paragraph of Rule 672-Amended.

Class E-4 and 13. Class E-4 and Class H Engines are equipped with an
Class H emergency high powered red light located above the regular
Engines headlight on front end of engine. The following rule will be observed when operating in either freight or passenger service:

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

The operation and use of this device will in no way relieve enginemen or trainmen from complying with the last paragraph of Rule 102.

In case of a headlight globe failure on Class E-4 and Class H locomotives in passenger service, the high powered red light may be cleared to a white light by breaking the seal and adjusting the shutter, and the engine may proceed, operating this light as an emergency headlight.

When the train is proceeding, using the high power light as an emergency headlight, at any time when conditions require the use of the red light, the engineer will immediately adjust the shutter to the red position, and he must, on arrival at the first terminal where repairs can be made to the headlight, report the seal broken on the shutter of the emergency red light, and have it resealed in the red position.

Whistling 14. Railroad Companies shall not cause or allow the whistle of any locomotive engine to be sounded within the city limits of Clinton, Cedar Rapids, Belle Plaine, State Center, Boone, Ogdon, Grand Junction and Council Bluffs except for the purpose of making such signals necessary for train intercommunication or to prevent injury to persons, and at Des Moines between the hours of 7:00 p. m. and 6:30 a. m., except such as may be absolutely necessary to prevent injury to persons and to property.

SPECIAL RULES—Continued

Enginemen operating Streamline trains, when sounding regulation crossing whistle will begin sufficiently in advance of the whistling post location. Whistle must be sounding while engine is approaching and passing over crossing.

BLOCKING

Automatic Block Wayside Signals 15. Between Beverly and Otis via Cedar Rapids; between the south switch at Ames and Des Moines.

Time Spacing Rule 91 16. Between Clinton and Anamosa; between Stanwood and Tipton; between Jewell and Ames; between Carroll and Audubon rules 380 to 382 govern and trains will be spaced fifteen minutes apart.

Automatic Train Speed Control 17. The main tracks between the east end of the Mississippi River bridge at East Clinton and Broadway Station, Council Bluffs, via both Cedar Rapids and Linn County Ry., are equipped for continuous Automatic Train Speed Control.

EXCEPTIONS.—as authorized by Rule 513-Amended.

Each employe must be fully conversant with information and instructions contained in Booklet No. 4, dated September 15, 1929, and special instructions pertaining to automatic train speed control and these instructions must be observed.

All train or engine movements between Maple River and Carroll not equipped with Train Control or with the Train Control out of service will operate under protection of Manual Block in advance of the movement at a speed not to exceed 20 miles per hour and must receive Clearance Form A before starting movement.

OVERHEAD OBSTRUCTIONS

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

BETWEEN	Height Above Top of Rail			LOCATION	
	9 ft. wide	10 ft. wide	11 ft. wide		
	Ft. in.	Ft. in.	Ft. in.		
Clinton and Clinton Ice House	18	9 17	11 17	1	Iceing Platform
Clinton and Belle Plaine (via Linn Co. Railway)	17	2 16	8 16	2	O. R. Br. 229, Linn County Ry. and tank at Stanwood.
Otis and Beverly (via Cedar Rapids)	19	8 19	2 18	9	O. H. Br. 201½, Cedar Rapids and Br. 202 Over Cedar River.
Belle Plaine and Tama	16	5 16	0 15	5	Tanks at Belle Plaine and Tama.
Tama and Ames	17	11 17	7 17	2	O. H. Br. 429, W. of Le Grand; and tank at State Center.
Ames and Boone	20	4 20	4 20	4	O. H. Br. 569½, east of Ontario.
Boone and Carroll	21	5 21	5 21	5	O. H. Bridge B-620, W. of Boone.
Carroll and Co. Bluffs	20	0 19	4 18	9	Br. 886 W. of Arion, O. R. Bridge 937½ W. of Woodbine, and Bridge 978 West of Mo. Valley
Clinton and Anamosa	16	1 15	8 15	3	O. R. Br. 1396½, east of Center Jct. and tank at Maquoketa.
Stanwood and Tipton	16	4 15	9 15	3	No obstruction below 21 ft. 6 inches.
Ames and Des Moines					
Ames and Jewell					
Carroll and Manning	16	4 15	9 15	3	O. H. Bridge 2346, W. of Halbur and tank at Manning.
Manning and Audubon	15	3 14	10 14	4	Tank at Audubon.

Loads in excess of dimensions indicated above will be handled only under special instructions.

COMPANY SURGEONS

	Office Phone	Residence Phone	Telephone Call	
			Office Phone	Residence Phone
CHICAGO	Irving S. Cutter, M. D., Medical Director.			
	V. H. Horning, M. D., First Asst. Medical Director.			
CLINTON	J. R. Jowett, M. D., District Surgeon	153	520	
	L. K. Fenlon, M. D., Local Surgeon	215	214	
	E. P. Weih, M. D., Oculist-Aurist	627	1210	
	T. B. Charlton, M. D., Associate Oculist-Aurist	4262	561	
DE WITT	G. C. Scanlan, M. D., Local Surgeon	92X	92Y	
WHEATLAND	E. V. Riedesel, M. D., Local Surgeon	17R1	17R2	
LOWDEN	Fred Montz, M. D., Local Surgeon	26-W	26-J	
STANWOOD	W. C. Tilden, M. D., Local Surgeon	61-A	61-B	
LISBON	J. R. Gardner, M. D., Local Surgeon	2-91	3-91	
MT. VERNON	T. L. Wolfe, Local Surgeon	149	149	
CEDAR RAPIDS	W. Ruml, M. D., District Surgeon	4422	2-7692	
	D. E. Beardsley, M. D., Asso. Dist. Surgeon	5221	2-3582	
	H. L. Walker, Oculist and Aurist	5317	24082	
BLAIRSTOWN	R. A. Seiler, M. D., Local Surgeon	38	37	
BELLE PLAINE	G. W. Yavorsky, M.D., Dist. Surgeon	24-Black	24-Blue	
TAMA	A. J. Wentzien, M. D., Dist. Surgeon	170-R2	170-R3	
MARSHALLTOWN	G. E. Hermance, M.D., Dist. Surgeon	34	2640	
STATE CENTER	A. D. Woods, M. D., Local Surgeon	33	52	
NEVADA	B. Houston, Local Surgeon	61	66	
AMES	E. B. Bush, M. D., Local Surgeon	321	322	
BOONE	A. B. Deering, M.D., District Surgeon	51	58	
	W. H. Longworth, M. D., Asso. Dist. Surgeon	144	637	
	C. L. Updegraff, M. D., Ophthalmologist	588	27	
OGDEN	J. O. Gano, M. D., Local Surgeon	69	143	
GRAND JCT	F. P. Cartwright, M. D., Local Surgeon	186-R-2	186-R-3	
JEFFERSON	A. J. Joungerward, M. D., Local Surgeon	172	287	
SCRANTON	R. E. Parry, M. D., Local Surgeon	76-2	76-3	
CARROLL	O. C. Morrison, M. D., District Surgeon	300	302	
DENISON	P. J. Brannon, M. D., Local Surgeon	85	456	
DUNLAP	W. W. Walvoord, M.D., Local Surgeon	246-B2	246-R4	
MISSOURI VALLEY	C. A. Heise, M. D., District Surgeon	232	490-J	
COUNCIL BLUFFS	M. Hanschett, M.D., Local Surgeon	5600	1800	
	J. P. Cogley, M. D., Local Surgeon	3050	4177	
	Mat. Tinley, M. D., Local Surgeon	155	512	
OMAHA	Alfred J. Brown, M. D., Div. Surgeon	Atl 6140	Wal 0913	
	R. R. Best, M.D., Consulting Surgeon	Har 4722	Web 1828	
	E. E. Simmons, M. D., Consulting Internist	Atl 2000	Gle 2617	
	Wm. Stokes, M. D., Consulting Eye, Ear, Nose, Throat	Atl 5410	Har 5162	
	A. E. Bennett, M. D., Consulting Neurologist	Jac 1550	Gle 2251	
MAQUOKETA	John W. Jordan, M.D., Local Surgeon	58	254	
ANAMOSA	E. G. Rawson, M. D., Local Surgeon	18	17	
JEWELL	E. W. Slater, M. D., Local Surgeon	55	96-W	
DES MOINES	O. J. Fay, M. D., District Surgeon	4-5161	5-1079	
	A. C. Page, M. D., District Surgeon	4-4151	3-1496	
MANNING	A. W. Carlile, M. D., Local Surgeon	131	131	
AUDUBON	L. E. Jensen, M. D., Local Surgeon	40	275	

Dr. Jowett may be called to any place between Clinton and Anamosa, and between Clinton and Wheatland.

Drs. Ruml and Beardsley may be called to any place between Stanwood and Tipton, and between Clarence and Blaiirstown.

Dr. Yavorsky may be called to any place between Blaiirstown and Chelsea. Dr. Hermance may be called to any place between Chelsea and Ames, and Ames and Jewell.

Drs. Deering and Longworth may be called to any place between Ames and Glidden.

Dr. Morrison may be called to any place on Audubon and Harlan Branches and between Glidden and Arion.

Dr. Heise may be called to any point between Arion and Council Bluffs.

Drs. Fay and Page may be called to any place between Des Moines and Kelley.