

CHICAGO & NORTH WESTERN RAILWAY

IOWA DIVISION

TIME TABLE

No. 104

Effective Sunday, April 27, 1941

**AT 12:01 O'CLOCK P. M.
CENTRAL TIME**

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

**F. J. BYINGTON, General Manager
W. A. KRAEMER, Ass't General Manager
L. B. KENDALL, Superintendent**

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**F. J. BYINGTON, General Manager
W. A. KRAEMER, Ass't General Manager
L. B. KENDALL, Superintendent**

Between Clinton and Belle Plaine—Westward

FIRST CLASS

FIRST CLASS													Distance from Clinton	Subdivision 1 Time Table 104 April 27, 1941	Capacity Westward Sidings	Communicating Office Open Week Days	
717	27	87	15	49	21	1	103	111	101	11	5						
DAILY	DAILY	DAILY	DAILY	★See Note Below	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. 6.15	P.M. 6.15	P.M. 6.20	P.M. 7.45	P.M. 6.25	P.M. 9.00						
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. 8.22	P.M. 8.22	P.M. 8.32	P.M. 9.52	P.M. 9.55	P.M. 11.35						
1.27	1.48	1.58	4.18	12.20	2.51	8.26	8.26	8.36	9.56	10.02	11.42						
1.33	1.55	2.05	s 4.28		2.56					10.08	11.47						
1.42	2.06	2.16	s 4.45	12.35	3.06	8.38	8.38	8.48	10.08	s10.20	11.56						
1.47	2.12	2.22	s 4.57		3.11					10.26	12.01						
1.53	2.17	2.28	s 5.09		3.16					10.32	12.06						
1.57	2.21	2.33	s 5.18		3.20					10.36	12.10						
2.02	2.26	2.38	s 5.28	12.56	3.25	8.55	8.55	9.03	10.25	10.41	12.14						
2.08	2.33	2.45	s 5.41		3.31					10.49	12.20						
2.13	2.38	2.50	s 5.55	1.08	3.36	9.04	9.04	9.12	10.34	s10.56	12.25						
2.18	2.43	2.56	s 6.06		3.41					11.04	12.30						
2.24	2.50	3.03	s 6.19	1.20	3.47	9.13	9.13	9.21	10.43	11.11	12.36						
2.25	2.51	3.05	s 6.26		s 3.50					s11.14	12.37						
2.38	3.04	3.18	6.40	1.34	4.03	9.25	9.25	9.33	10.55	11.28	12.49						
s 2.50	s 3.10	s 3.30	s 6.50 7.05	s 1.44	s 4.23	s 9.34	s 9.34	s 9.42	s11.04	s11.45	s 1.20						
3.10	3.25	3.45	7.15	1.54	4.40	9.43	9.43	9.51	11.13	11.56	1.30						
3.16	3.31	3.51	s 7.21		4.44					12.01	1.34						
3.23	3.38	3.58	s 7.32		4.50					12.08	1.40						
			s 7.40														
3.32	3.47	4.07	s 7.48	2.15	4.59	10.00	10.00	10.07	11.30	12.18	1.49						
3.37	3.52	4.12	s 7.56		5.04					12.24	1.54						
3.45 A.M.	4.00 A.M.	4.20 A.M.	s 8.08 A.M.	2.26 P.M.	s 5.11 P.M.	10.09 P.M.	10.09 P.M.	10.16 P.M.	11.39 P.M.	s12.33 A.M.	s 2.07 A.M.						
DAILY	DAILY	DAILY	DAILY	★See Note Below	DAILY	★See Note Below	★See Note Below	DAILY	★See Note Below	DAILY	DAILY						

- ★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, 49, 101, 103 and 111 not less than ten minutes; all other trains must clear the time of Nos. 1, 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.

Nos. 87 and 717 will stop on signal at Belle Plaine to receive revenue passengers for Granger and beyond.

No. 5 will not carry passengers.

Between Belle Plaine and Clinton—Eastward

2

Station Numbers	Capacity Eastward Sidings	Subdivision 1 Time Table 104 April 27, 1941	Communicating Office Open Sundays	FIRST CLASS												
				88	28	818	22	112	102	104	2	48	12		14	6
		.....CHICAGO.....		DAILY	DAILY	DAILY	DAILY	DAILY	★See Note Below	★See Note Below	★See Note Below	★See Note Below	DAILY	DAILY	DAILY	
				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.
				8.20	8.30	8.35	7.25	8.33	9.30	12.15	12.15	1.35	7.55	8.45	6.50	
100		.....CLINTON.....	Continuous	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.
				3.50	4.05	4.40	4.20	6.10	7.15	10.00	10.00	10.53	4.15	5.15	2.35	
101		.....WEST CLINTON.....		3.33	3.50	4.25	4.14	5.59	7.04	9.49	9.49	10.40	3.56	4.57	2.24	
102		.....LOW MOOR.....		3.28	3.45	4.20	4.10						3.51	4.51	2.19	
103		.....MALONE.....														
104	80	.....DEWITT.....	12:45 a.m. to 4:45 p.m.	3.18	3.36	4.10	4.02	5.48	6.53	9.38	9.38	10.26	3.42	4.40	2.09	
105		.....GRAND MOUND.....		3.13	3.30	4.05	3.57						3.36	4.32	2.03	
106		.....CALAMUS.....		3.08	3.25	4.00	3.52						3.30	4.26	1.57	
107	85	.....WHEATLAND.....		3.04	3.21	3.56	3.48						3.26	4.22	1.53	
108		.....LOWDEN.....	Continuous	2.59	3.16	3.51	3.44	5.32	6.37	9.22	9.22	10.06	3.21	4.17	1.48	
110		.....CLARENCE.....		2.52	3.10	3.45	3.39						3.13	4.10	1.41	
111	120	.....STANWOOD.....	Closed	2.47	3.05	3.40	3.35	5.22	6.27	9.12	9.12	9.54	3.06	4.05	1.36	
114		.....MECHANICSVILLE.....		2.42	3.00	3.34	3.30						2.58	4.00	1.31	
115	126	.....LISBON.....	Continuous	2.35	2.53	3.25 3.12	3.24						2.50	3.53	1.24	
116		.....MT. VERNON.....		2.33	2.51	3.07	3.22	5.11	6.16	9.01	9.01	9.40	2.48	3.51	1.22	
117		.....BERTRAM.....														
118		.....OTIS.....	Continuous	2.17	2.37	2.52	3.11	4.59	6.04	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.	2.10	2.30	2.45	3.05	4.53	5.58	8.43	8.43	9.21	2.25	3.28	1.00	
109		.....BEVERLY.....	Continuous	1.50	2.07	2.24	2.48	4.43	5.48	8.33	8.33	9.08	2.06	3.06	12.33	
122		.....FAIRFAX.....		1.38	1.55	2.12	2.36						1.54	2.53	12.20	
123		.....NORWAY.....		1.31	1.48	2.06	2.31						1.48	2.46	12.13	
124		.....WATKINS.....														
125	120	.....BLAIRSTOWN.....	Closed	1.22	1.39	1.57	2.22	4.26	5.31	8.16	8.16	8.44	1.39	2.37	12.04	
126		.....LUZERNE.....		1.17	1.34	1.52	2.17						1.34	2.31	11.59	
127		.....BELLE PLAINE.....	Continuous	1.10 A.M.	1.27 A.M.	1.45 A.M.	2.11 A.M.	4.16 A.M.	5.21 A.M.	8.06 A.M.	8.06 A.M.	8.32 A.M.	1.27 P.M.	2.23 P.M.	11.50 P.M.	
				DAILY	DAILY	DAILY	DAILY	DAILY	★See Note Below	★See Note Below	★See Note Below	★See Note Below	DAILY	DAILY	DAILY	

- ★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, 48, 102, 104 and 112 not less than ten minutes; all other trains must clear the time of Nos. 2, 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. 12 will stop on signal 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 on signal to receive revenue passengers for Chicago, and will stop at Stanwood and Clarence to discharge revenue passengers from west of Boone or on signal to receive revenue passengers for Clinton and beyond.

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

Between Belle Plaine and Boone—Westward

FIRST CLASS

FIRST CLASS												Distance from Clinton	Subdivision 2		Capacity Westward Sidings	Communicating Office Open Week Days
11	5	717	27	87	15	49	21	1	103	111	101		Time Table 104			
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	★See Note Below	DAILY	★See Note Below	★See Note Below	DAILY	★See Note Below		April 27, 1941			
A.M. 12:33	A.M. 2:07	A.M. 3:45	A.M. 4:00	A.M. 4:20	A.M. 4:20	A.M. 8:08	P.M. 2:26	P.M. 5:11	P.M. 10:09	P.M. 10:09	P.M. 10:16	P.M. 11:39	115.9	.. BELLE PLAINE ..	Continuous	
12:41	2:14	3:51	4:06	4:27	s 8:18			5:17					122.3	.... CHELSEA	
s 1:00	s 2:38	4:00	4:16	4:38	s 8:38	2:43	s 5:30	10:23	10:23	10:28	11:52		132.2	..... TAMA	93 Continuous
1:09	2:47	4:09	4:24	4:45	s 8:48			5:38					139.4	..... MONTOUR	
1:12	2:50	4:12	4:27	4:48	s 8:54			5:42					142.6	..... LE GRAND	
													144.8	..... QUARRY	
s 1:27	s 3:09	4:22	s 4:40	s 5:03	s 9:11	3:02	s 6:00	10:39	10:39	s 10:46	12:09		150.6	.. MARSHALSTOWN ..	Continuous	
1:35	3:18	4:30	4:49	5:12	s 9:21			6:08					157.9	.... LA MOILLE	113
1:43	3:26	4:38	4:57	5:20	s 9:33	3:22	6:15	10:51	10:51	10:59	12:21		164.9	.. STATE CENTER ..	12:01 a.m. to 4:00 p.m.	
1:51	3:34	4:46	5:05	5:28	s 9:44			6:23					172.7	..... COLO	
1:59	3:41	4:53	5:13	5:36	s 10:00	3:40	s 6:37	11:04	11:04	11:11	12:34		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 10:20	3:48	s 6:58	11:11	11:11	s 11:20	12:41		188.1	..... AMES	Continuous
2:25	4:12	5:17	5:37	5:57	s 10:28			7:05					192.1	..... ONTARIO	
					s 10:38								197.2	..... JORDAN	
2:34	4:25	5:30	5:50	6:10	10:44	4:06	7:15	11:21	11:21	11:31	12:51		201.3	BOONE FRT. YARD	Continuous	
2:40	4:30	5:40	6:00	6:20	10:50	4:10	7:20	11:31	11:31	11:42	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.	A.M.					
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	★See Note Below	DAILY	★See Note Below	★See Note Below	DAILY	★See Note Below					

★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, 49, 101, 103 and 111 not less than ten minutes; all other trains must clear the time of Nos. 1, 49, 101, 103 and 111 not less than fifteen minutes.

No. 5 will not carry passengers.

No. 717 will stop on signal at Tama and Marshalltown to receive revenue passengers for Granger and beyond, and will stop at Tama to let off revenue passengers, including those holding stock drovers tickets from Chicago for Tama or stations Tama to Jewell.

No. 87 will stop on signal at Tama to receive revenue passengers for Granger and beyond.

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 104 April 27, 1941	Communicating Office Open Sundays	FIRST CLASS											
			22	112	102	104	2	48	12	14	6	88	28	818
			DAILY	DAILY	*See Note Below	*See Note Below	*See Note Below	*See Note Below	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
127	... BELLE PLAINE... 6.4	Continuous	A.M. 2:11	A.M. 4:16	A.M. 5:21	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. 1:10	A.M. 1:27	A.M. 1:45
128	..... CHELSEA..... 9.9		2:04						1:20	2:12	11:36	1:01	1:15	1:32
131	60 TAMA..... 7.2	Continuous	1:55	4:02	5:07	7:52	7:52	8:16	1:09	2:00	11:25	12:52	1:05	1:22
133	..... MONTGOMERY..... 3.2		1:49						12:59	1:50	11:14	12:44	12:57	1:10
134	..... LE GRAND..... 2.2		1:46						12:56	1:47	11:11	12:41	12:53	1:07
135	..... QUARRY..... 5.8													
136	..... MARSHALLTOWN..... 7.3	Continuous	s 1:37	s 3:46	4:51	7:36	7:36	7:56	s 12:47	s 1:35	s 11:00	s 12:30	s 12:42	s 12:57
137	120 LA MOILLE..... 7.0		1:27						12:34	1:23	10:46	12:16	12:30	12:45
138	..... STATE CENTER..... 7.8	12 mn. to 8:00 a.m.	1:20	3:33	4:38	7:23	7:23	7:38	12:27	1:16	10:39	12:09	12:23	12:38
142	..... COLO..... 7.0		1:14						12:19	1:07	10:30	12:01	12:15	12:30
143	120 NEVADA..... 8.4	8 a.m. to 4:00 p.m. 5:30 p.m. to 7:30 p.m.	1:08	3:20	4:25	7:10	7:10	7:20	12:12	s 12:57	s 10:20	s 11:52	12:07	12:21
145	..... AMES..... 4.0	Continuous	1:00	s 3:13	4:18	7:03	7:03	7:11	s 12:02	s 12:43	s 10:05	s 11:38	s 11:55	s 12:12
147	..... ONTARIO..... 5.1		12:55						11:53	12:32	9:53	11:24	11:46	12:01
148	..... JORDAN..... 4.1													
	..... BOONE FRT. YARD..... 1.0	Continuous	12:47	3:01	4:06	6:51	6:51	6:58	11:43	12:23	9:43	11:17	11:37	11:52
150	..... BOONE.....	Continuous	12:45 A.M.	3:00 A.M.	4:05 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.	11:15 P.M.	11:35 P.M.	11:50 P.M.
			DAILY	DAILY	*See Note Below	*See Note Below	*See Note Below	*See Note Below	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY

- ★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, 48, 102, 104 and 112 not less than ten minutes; all other trains must clear the time of Nos. 2, 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 and on signal to receive revenue passengers for Chicago.
- 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

101	11	201	5	217	717	215	27	87	15	49	203	21	Subdivision 3 Time Table 104 April 27, 1941		Communicating Office Open Week Days
★See Note Below	DAILY	DAILY	DAILY	Motor Daily except Sunday	DAILY	Motor Daily except Sunday	DAILY	DAILY	DAILY	★See Note Below	DAILY	DAILY			
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. 7.30	.....BOONE.....	Continuous	
	3.03		4.51		6.03		6.25	6.43	11.20			7.42	.....OGDEN.....		
									11.28				.....BEAVER.....		
1.18	3.14		5.01		6.15		6.38	6.55	11.38	4.38		7.52	.....GRAND JUNCTION.....	Continuous	
	3.21		5.08		6.23		6.46	7.03	11.49			8.01	.....JEFFERSON.....		
1.33	3.31		5.17		6.35		6.58	7.15	12.02	4.56		8.11	.....SCRANTON.....	8:30 a.m. to 5:30 p.m.	
									12.10				.....RALSTON.....		
	3.41		5.27		6.47		7.10	7.27	12.19			8.20	.....GLIDDEN.....	8:30 a.m. to 5:30 p.m.	
1.48	3.55		5.47	A.M. 6.50	7.05	A.M. 7.15	7.20	7.40	12.40	5.20		8.40	.....CARROLL.....	Continuous	
	4.05		5.55	7.03 A.M.	7.13	7.28 A.M.	7.33	7.50	12.50	5.26		8.47	.....MAPLE RIVER.....	6:30 a.m. to 2:30 p.m. 5:00 p.m. to 1:00 a.m.	
									1.00				.....ARCADIA.....		
2.00	4.17		6.05		7.26		7.47	8.02	1.06	5.36		8.57	.....WEST SIDE.....		
	4.23		6.10		7.34		7.54	8.08	1.16			9.03	.....VAIL.....		
2.13	4.33		6.19		7.46		8.04	8.18	1.32	5.51		9.17	.....DENISON.....	Continuous	
	4.41		6.27		7.56		8.13	8.26	1.46			9.24	.....ARION.....	Continuous	
									1.50				.....DOW CITY.....		
2.27	4.51		6.36		8.10		8.26	8.37	2.03	6.08		9.33	.....DUNLAP.....	8:00 a.m. to 5:00 p.m.	
	5.02		6.44		8.24		8.37	8.47	2.18			9.42	.....WOODBINE.....		
2.41	5.12		6.51		8.35		8.48	8.56	2.30	6.26		9.50	.....LOGAN.....		
2.48	5.27 6.00	A.M. 6.10	7.15		8.47		9.00	9.10	2.45	6.35	P.M. 8.38	10.07	.....MISSOURI VALLEY.....	Continuous	
									2.53				.....LOVELAND.....		
2.56	6.17	6.27	7.29		9.01		9.14	9.23	3.01	6.45	8.54	10.18	.....HONEY CREEK.....		
	6.23	6.33	7.36		9.08		9.20	9.30	3.08		9.01	10.24	.....CRESCENT.....		
3.08	6.33	6.40	7.44		9.18		9.30	9.40	3.15	7.01	9.09	10.30	.....FREIGHT YARD.....		
3.10 A.M.	6.40 A.M.	6.48 A.M.	7.50 A.M.		9.30 A.M.		9.40 A.M.	9.50 A.M.	3.25 P.M.	7.04 P.M.	9.14 P.M.	10.35 P.M.	.....COUNCIL BLUFFS.....	Continuous	
3.19	6.50	7.00	7.58		9.40		9.48	9.58	3.35	7.07	9.20	10.40	.....COUNCIL BLUFFS TRANSFER.....		
3.20 A.M.	7.05 A.M.	7.15 A.M.	8.15 A.M.		9.55 A.M.		10.00 A.M.	10.10 A.M.	3.50 P.M.	7.20 P.M.	9.35 P.M.	10.55 P.M.	.....OMAHA.....		
★See Note Below	DAILY	DAILY	DAILY	Daily except Sunday	DAILY	Daily except Sunday	DAILY	DAILY	DAILY	★See Note Below	DAILY	DAILY			

★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 on signal at Carroll to receive revenue sleeping car passengers for Granger and beyond, and will stop at Missouri Valley to discharge revenue sleeping car passengers from Chicago destined Onawa or beyond.

No. 87 will stop on signal at Grand Jct. to receive revenue passengers for Omaha and beyond and at Jefferson, Denison and Logan to receive revenue passengers for Granger and beyond.

No. 717 will stop at Jefferson and Denison to discharge revenue passengers from Chicago, including passengers holding stock drivers' tickets, on signal at Jefferson to receive revenue passengers for Granger and beyond, and on signal at Denison to receive revenue passengers for Council Bluffs and beyond.

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

Westward—BETWEEN BOONE AND COUNCIL BLUFFS

FIRST CLASS			Subdivision 3 Time Table 104 April 27, 1941	Distance from Boone	Capacity of Westward Sidings
1	103	111			
★See Note Below	★See Note Below	DAILY			
P.M. 11-31	P.M. 11-31	P.M. 11-42	BOONE.....	8.3	
			OGDEN.....	8.3	118
			BEAVER.....	14.5	
11-48	11-48	11-58	GRAND JUNCTION.....	19.4	
			JEFFERSON.....	26.2	
12-03	12-03	12-11	SCRANTON.....	35.2	
			RALSTON.....	40.4	
			GLIDDEN.....	45.1	125
12-18	12-18	12-24	CARROLL.....	52.3	105
			MAPLE RIVER.....	56.5	
			ARCADIA.....	62.4	
12-30	12-30	12-36	WEST SIDE.....	65.6	125
			VAIL.....	71.6	
12-43	12-43	12-48	DENISON.....	80.3	115
			ARION.....	87.7	
			DOW CITY.....	89.7	
12-57	12-57	1-01	DUNLAP.....	97.6	100
			WOODBINE.....	107.3	
1-11	1-11	1-15	LOGAN.....	115.3	
1-19	1-19	1-23	MISSOURI VALLEY.....	123.7	
			LOVELAND.....	127.8	
1-27	1-27	1-31	HONEY CREEK.....	132.9	
			CRESCENT.....	138.2	
1-39	1-39	1-43	FREIGHT YARD.....	144.4	
1-41 A.M.	1-41 A.M.	1-46 A.M.	COUNCIL BLUFFS.....	145.1	
1-43	1-43	1-49	COUNCIL BLUFFS TRANSFER.....	146.1	
1-51 A.M.	1-51 A.M.	2-01 A.M.	OMAHA.....	149.0	
★See Note Below	★See Note Below	DAILY			

★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, 49, 101, 103 and 111 not less than ten minutes; all other trains must clear the time of Nos. 1, 49, 101, 103 and 111 not less than fifteen minutes.

Westward—BETWEEN CARROLL AND AUDUBON—Eastward

6

SECOND CLASS		Capacity of Sidings	Distance from Carroll	Station Numbers	Subdivision 3a Time Table 104 April 27, 1941	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			162		P.M. 7:00	P.M. 5:00
12-15	12-25 P.M.	63	17.3	453		5:45 P.M.	3:45
12-40		44	24.8	455			3:00
1-00		24	30.4	457			2:35
1-15 P.M.		55	34.6	460			2:15 P.M.
Tuesday Thursday Saturday	Monday Wednesday Friday					Monday Wednesday Friday	Tuesday Thursday Saturday

C. & N. W. trains moving between Carroll and Harlan operate over the tracks of the Chicago Great Western Railroad and are governed by the rules and time table of that railroad.

COMMUNICATING 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 104 April 27, 1941	FIRST CLASS												
	112	102	48	104	2	12	204	14	218	216	6	88	28
	DAILY	★See Note Below	★See Note Below	★See Note Below	★See Note Below	DAILY	DAILY	DAILY	Motor Daily except Sunday	Motor Daily except Sunday	DAILY	DAILY	DAILY
BOONE..... 8.3	A.M. 3.00	A.M. 4.05	A.M. 6.45	A.M. 6.50	A.M. 6.50	A.M. 11.30		P.M. 12.10			P.M. 9.30	P.M. 11.05	P.M. 11.25
OGDEN..... 6.2	2.46	3.48	6.30	6.33	6.33	11.15		11.51			9.09	10.52	11.09
BEAVER..... 4.9													
GRAND JUNCTION..... 6.8	2.38	3.39	6.18	6.24	6.24	11.04		11.41			s 8.58	10.42	10.59
JEFFERSON..... 9.0						10.57		s 11.32			8.50	s 10.35	10.52
SCRANTON..... 5.2	2.25	3.25	6.00	6.10	6.10	10.48		11.21			8.40	10.24	10.43
RALSTON..... 4.7													
GLIDDEN..... 7.2						10.38		11.10			8.29	10.14	10.33
CARROLL..... 4.2	s 2.12	3.12	5.44	5.57	5.57	s 10.30		s 11.02	P.M. 6.23	P.M. 7.05	s 8.20	s 10.07	s 10.26
MAPLE RIVER..... 5.9	2.05	3.08	5.33	5.53	5.53	10.15		10.53	P.M. 6.10	P.M. 6.52	8.00	9.55	10.14
ARCADIA..... 3.2													
WEST SIDE..... 6.0	1.58	3.01	5.24	5.46	5.46	10.06		10.44			7.50	9.47	10.04
VAIL..... 8.7						10.00		10.38			7.43	9.41	9.58
DENISON..... 7.4	1.46	2.48	5.08	5.33	5.33	s 9.50		s 10.28			s 7.34	9.34	9.50
ARION..... 2.0						9.41		10.17			7.26	9.28	9.43
DOW CITY..... 7.9													
DUNLAP..... 9.7	1.33	2.35	4.51	5.20	5.20	9.31		10.07			7.15	9.19	9.33
WOODBINE..... 8.0						9.21		9.57			s 7.05	9.11	9.24
LOGAN..... 8.4			4.33			9.13		9.49			s 6.57	9.04	9.17
MISSOURI VALLEY..... 4.1	1.13	2.14	4.25	4.59	4.59	s 9.04	A.M. 9.35	s 9.40			s 6.48	s 8.55	9.08
LOVELAND..... 5.1													
HONEY CREEK..... 5.3	1.06	2.06	4.14	4.51	4.51	8.50	9.17	9.27			6.36	8.41	8.58
CRESCENT..... 6.2						8.45	9.10	9.22			6.30	8.36	8.53
FREIGHT YARD..... 0.7						8.38	9.03	9.16			6.23	8.30	8.47
COUNCIL BLUFFS..... 1.0	s 12.55 A.M.	1.55 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 8.28 P.M.	s 8.45 P.M.
COUNCIL BLUFFS TRANSFER..... 2.9	12.53	1.53	3.58	4.38	4.38	8.31	s 8.50	s 9.08			s 6.15	8.23	8.40
OMAHA.....	12.45 A.M.	1.45 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.	8.15 P.M.	8.30 P.M.
	DAILY	★See Note Below	★See Note Below	★See Note Below	★See Note Below	DAILY	DAILY	DAILY	Daily except Sunday	Daily except Sunday	DAILY	DAILY	DAILY

★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, 48, 102, 104 and 112 not less than ten minutes; all other trains must clear the time of Nos. 2, 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.

No. 88 will stop at Denison to let off revenue passengers from Onawa and beyond, and on signal to receive revenue passengers for Ames and Des Moines.

No. 28 will stop on signal at Denison to receive revenue sleeping car passengers for Chicago.

Between Council Bluffs and Boone—Eastward

8

Station Numbers	Distance from Boone	Capacity of Eastward Sidings	Subdivision 3 Time Table 104 April 27, 1941	Communicating Office Open Sundays	FIRST CLASS		
					818	202	22
					DAILY	DAILY	DAILY
150			BOONE.....	Continuous	P.M. 11.40		A.M. 12.35
152	8.3		OGDEN.....		11.25		12.21
153	14.5		BEAVER.....				
154	19.4	60	GRAND JUNCTION.....	Continuous	11.14		12.12
155	26.2		JEFFERSON.....		11.07		12.06
157	35.2		SCRANTON.....	Closed	10.57		11.59
158	40.4		RALSTON.....				
160	45.1		GLIDDEN.....	Closed	10.47		11.51
162	52.3	95	CARROLL.....	Continuous	10.40		11.45
163	56.5		MAPLE RIVER.....	Closed	10.29		11.36
164	62.4		ARCADIA.....				
165	65.6		WEST SIDE.....		10.20		11.28
166	71.6		VAIL.....		10.14		11.23
168	80.3	125	DENISON.....	Continuous	10.06		11.16
169	87.7		ARION.....	Continuous	9.57		11.10
171	89.7		DOW CITY.....				
173	97.6	105	DUNLAP.....	Closed	9.49		11.02
175	107.3		WOODBINE.....		9.40		10.54
176	115.3		LOGAN.....		9.32		10.47
178	123.7		MISSOURI VALLEY.....	Continuous	9.24	P.M. 10.15	10.40
180	127.8		LOVELAND.....				
181	132.9		HONEY CREEK.....		9.13	9.51	10.27
182	138.2		CRESCENT.....		9.08	9.45	10.22
.....	144.4		FREIGHT YARD.....		9.02	9.38	10.17
183	145.1		COUNCIL BLUFFS.....	Continuous	9.00 P.M.	9.35 P.M.	10.15 P.M.
184	146.1		COUNCIL BLUFFS TRANS.....		8.55	9.28	10.13
185	149.0		OMAHA.....		8.45 P.M.	9.15 P.M.	10.05 P.M.
					DAILY	DAILY	DAILY

No. 818 will stop on signal 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
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.
88.....	7:20 p.m.	7:25 p.m.
28.....	7:35 p.m.	7:40 p.m.
818.....	7:50 p.m.	7:55 p.m.
202.....	8:15 p.m.	8:20 p.m.
22.....	8:55 p.m.	9:00 p.m.
L. W. 21.....	10:25 p.m.	10:30 p.m.

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

DIVISIONAL STAFF

TRAINMASTERS

J. H. KLINE 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. HUMPHRYES
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

H. H. THOMAS
CLINTON

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 Time Table 104 April 27, 1941	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					DAILY	Motor Daily except Sunday	DAILY	DAILY	Daily except Monday	
	A.M. 12:30			P.M. 8:55		56.7	.....	JEWELL.....	211		A.M. 6:30			A.M. 1:30
	12:45			f 9:06		51.0	.....	RANDALL.....	366		f 6:13			1:15
	1:00			s 9:12		47.5	22	STORY CITY.....	365		s 6:05			1:00	
	1:15			f 9:22		41.5	19	GILBERT.....	363		s 5:50			12:35	
P.M.	s 1:30	A.M.	P.M.		A.M.	34.5	.....	AMES.....	145	A.M.		P.M.	P.M.	12:15
12:05	3:00	12:30	11:55	9:35	5:40					3:00	5:37	11:10	12:45	9:35	
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	
12:45	3:32	1:05	f 12:14		s 6:02	23.9	43	SLATER.....	360	f 2:39			12:12	9:02	
														10:53	
1:00	3:35	1:10	f 12:16		s 6:05	22.5	25	SHELDahl.....	358	f 2:37		s 10:45	12:07	8:57	
1:10	3:47	1:25	12:22		s 6:13	18.2	.....	P. C. JUNCTION.....		2:31		s 10:37	11:56	8:46
1:35	4:05	1:45	f 12:33		s 6:25	11.0	50	ANKENY.....	354	f 2:21			11:40	8:30	
1:50	4:15	2:14	12:39		6:33	6.5	57	SAYLOR.....	352	f 2:14			11:30	8:20	
2:05	4:30	2:30	12:45		6:38	2.0	.....	DES MOINES FRT. YD.....		2:05				9:50
2:30	4:45	2:45	12:55		6:50		.....	DES MOINES.....	350	2:00		10:05	11:00	8:00
P.M.	A.M.	A.M.	A.M.		A.M.					A.M.	P.M.	A.M.	P.M.	P.M.	
DAILY	Daily except Monday	DAILY	DAILY	Daily except Sunday	DAILY					DAILY	Daily except Sunday	DAILY	DAILY	Daily except Sunday	

No. 59 is superior to No. 50.

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.

COMMUNICATING 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 10:00 p.m.	12:01 a.m. to 8:00 a.m.

Westward—Between Stanwood and Tipton—Eastward

Distance from Stanwood	Capacity of Sidings	Subdivision 1b Time Table 104 April 27, 1941	Station Numbers
		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 Time Table 104 April 27, 1941	Station Numbers	THIRD CLASS
143						144
Mixed						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

10

IOWA DIVISION

TIME TABLE No. 104

EFFECTIVE APRIL 27, 1941

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. 7:00	A.M. 5:30	P.M. 12:30	P.M. 5:15				
.....BELLE PLAINE.....			A.M. 7:00	A.M. 11:00	P.M. 7:45					
.....TAMA.....			8:30		P.M. 9:45					
.....AMES.....			1:30							
.....BOONE.....	10:45 11:30	1:30 2:30	2:00			11:00 11:40				
.....MISSOURI VALLEY.....	3:30	8:00	P.M.			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	258	122	116	238	254	124	126	130	256
	DAILY	DAILY	DAILY EXCEPT MONDAY	DAILY	DAILY EXCEPT MONDAY	DAILY	DAILY	DAILY EXCEPT MONDAY	DAILY EXCEPT MONDAY	DAILY EXCEPT MONDAY
.....CLINTON.....	P.M. 3:30	P.M. 4:00				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	1:15 P.M.	7:30 P.M.	
.....TAMA.....				11:30	8:30 A.M.		4:30			
.....AMES.....				8:00			2:00			
.....BOONE.....	8:00 7:30	8:30 8:00	A.M. 11:00	7:00		2:00 1:40	1:00 P.M.			12:30 11:15
.....MISSOURI VALLEY.....	3:45	4:15	A.M. 4:30	A.M.						7:45
.....COUNCIL BLUFFS.....	3:00 A.M.	3:30 A.M.				10:15 A.M.				6:30 P.M.
.....COUNCIL BLUFFS TFR.....										
	DAILY	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.

TT—Turntable.

W—Water.

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	Scranton	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.....	3800	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	3800	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 COUNCIL BLUFFS Maximum speed, miles per hour: Streamliner Trains, Diesel operated... 90 Streamliner Trains, Steam operated... 80 Other Passenger Trains..... 80 Freight Trains..... 60 Streamliner trains, Diesel operated must not exceed 80 miles per hour on any curve between points where the maximum speed of 90 miles is authorized. Streamliner trains, steam operated and all other passenger trains must not exceed 70 miles per hour on any curve between points where maximum speed of 80 miles is authorized. Class J, JS and Z locomotives will not exceed 50 miles per hour.				BETWEEN EAST CLINTON AND COUNCIL BLUFFS—Continued Between curve at MP 112, 3/4 mile west of Luzerne and east end Buckeye curve 2 1/2 miles west of Luzerne.....	75	70	50
Over interlocking plant and around curve at west end of plant, East Clinton: Straight route.....	45	45	35	Between east end of Buckeye curve 2 1/2 miles west of Luzerne and west interlocking plant Belle Plaine.....	50	50	35
Diverging Main Route, C. B. & Q. Trains	15	15	15	Around curve, MP 120.5, 3 miles east of Chelsea.....	75	70	50
Over drawbridge, Clinton.....	30	30	30	Around curve, MP 127, 4 miles west of Chelsea.....	75	70	50
Over Second Street interlocking plant, Clinton and to Fifth Street. Straight Route....	20	20	20	Around curve at MP 134.8 two miles west of Tama.....	75	70	50
Through Turnouts	10	10	10	Around curves at MP 136 and 137, located 3 and 4 miles west of Tama, respectively...	75	70	50
Between east end of curve MP 71.8, six miles west of Mt. Vernon and interlocking plant Otis.....	75	70	50	Around curves MP 147.5 and MP 149.5 located 3 and 5 miles west of Quarry, respectively..	75	70	50
Between home signals interlocking plant, Otis..... When routed via L. C. Ry.....	35	35	35	Between east end of Marshalltown yard and west end of M. & St. L. interlocking plant.	50	50	25
When routed via Cedar Rapids..	35	35	25	Around curve at MP 154, 3 miles west of Marshalltown.....	70	60	40
Between interlocking plant, Otis and Bridge 199, two miles west of Otis, via Cedar Rapids.....	60	50	50	Around curve MP 156, five miles west of Marshalltown.....	75	70	50
Between Bridge 199, two miles west of Otis and MP 83 located 1 3/4 miles west of Cedar Rapids.....	20	20	12	Between east end of Ames yard and west end of interlocking plant.....	50	30	30
Between MP 83, located 1 3/4 miles west of Cedar Rapids and interlocking plant, Beverly.....	60	50	35	Ames—trains or engines using Des Moines line over Lincoln Highway.....	10	10	10
Between home signals, interlocking plant, Beverly, Straight Routes.....	40	40	35	Between 8th Street tower and Greene Street, Boone.....	50	40	30
Between interlocking plant, Otis, and interlocking plant Beverly, via Linn County Ry.	50	50	35	Over Des Moines River Bridge, 5 miles west of Boone.....	50	35	35
Westward on Linn County Ry. turnout east and west end Bridge 228 over Cedar River..	15	15	15	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
Between east end of curve 1/2 mile west of Watkins and west end of curve 2 1/2 miles west of Watkins.....	75	70	50	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 curve at MP 112, 3/4 mile west of Luzerne.....	75	70	50	Between home signals interlocking plant, Maple River.....	70	60	50
Around curve at MP 112, 3/4 mile west of Luzerne.....	70	60	40	Straight route.....	15	15	15
				Diverging main route.....			
				Around curve 2 miles west of Arcadia MP 270.5.....	75	70	50
				Around curve 2 1/2 miles west of Vail MP 280.....	75	70	50
				Around curve 6 1/2 miles west of Vail, MP 283.5.....	75	70	50
				Between west end of curve 6 1/2 miles west of Vail and Bridge 869, 1/4 mile west of Denison.....	70	60	40

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 EAST CLINTON 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 Missouri Valley.....	75	70	50	Between home signals C. M. St. P. & P. interlocking 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. interlocking plant, Kelley.....	30	30
Around curve 1 mile east of Loveland.....	75	70	50	Over Lincoln Highway crossing just east of west switch, Ames.....	10	10
Around curve MP 340.5, 2 miles west of Honey Creek.....	75	70	50	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	70	50	Between MP 46 and MP 47, Story City.....	30	20
Between East Yard Limit Council Bluffs and Avenue C—Westward.....	50	40	25	Between MP 47 and Jewell.....	40	25
Over cross-overs Avenue C, Council Bluffs..	10	10	10	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 Avenue C and Council Bluffs.....	15	15	15			
BETWEEN MANNING 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 eleven degree curve west end yard, Manning.....		10	10	Between passenger station and C. M. St. P. & P. crossing, Clinton.....	10	10
Between Manning and Shaw's crossing 1 1/2 miles west of Gray.....		20	20	C. M. St. P. & P. crossing, Clinton.....	Stop	Stop
Over Shaw's crossing 1 1/2 miles west of Gray.....		10	10	Between C. M. St. P. & P. crossing, Clinton and Lyons.....	20	20
Between Shaw's crossing and Audubon.....		20	20	Between Lyons and C. M. St. P. & P. crossing, 1 mile west of Lyons.....	10	10
BETWEEN DES MOINES AND JEWELL Maximum Speed, Miles Per Hour: Passenger trains 45, Freight trains 30.				C. M. St. P. & P. crossing one mile west of Lyons...	Stop	Stop
Des Moines yard south of passenger station D. M. & W., C. R. I. & P. and K. D. M. crossings.....			Stop	Between MP 23 and MP 24.....	25	15
Between passenger station and 14th St. highway crossing Des Moines.....		10	10	Over C. M. St. P. & P. crossing, Delmar.....	20	20
Between 14th St. Des Moines and MP 2.....		40	25	Over highway crossing, 1 1/4 miles east of Maquoketa	10	10
Around curve between MP 2 and 3.....		25	20	Between MP 50 and MP 54.....	25	15
Between MP 3 and MP 5.....		40	25	C. M. St. P. & P. crossing, Anamosa.....	Stop	Stop
Between MP 5 and MP 6.....		25	15	BETWEEN STANWOOD AND TIPTON Maximum Speed, Miles Per Hour: Passenger trains 30, Freight trains 20.		
Between MP 13 and MP 14.....		30	20	Lincoln Highway just west of Stanwood.....	Stop	Stop
Between MP 17 and MP 18.....		40	25	Around sharp curve 1 mile east of Wald.....	15	15
				Over highway crossing at Wald.....	5	5

ADDITIONAL SPEED RESTRICTIONS

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

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

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 maximum speed of 50 miles per hour.

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

TRAIN DISPATCHERS TELEPHONES

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.—Section tool house.

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.

Co. Bluffs.—East end of yard.

Omaha.—Yardmaster's office.

General Rules Governing Employees of the Operating Department dated December 1st, 1929 and Supplement "D" dated June 15th, 1935, in connection therewith, are issued in book form. Every employe, whose duties are in any way prescribed by these rules, must always have a copy of them at hand when on duty.

On the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies, 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. Employes must familiarize themselves with these conditions in the districts in which they are employed and, where they exist, must not extend any part of their bodies out from engines or cars, or attempt to alight therefrom. New employes must exercise great care in this respect.

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	10	15
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
LaMolle	Eastward	10	25
LaMolle	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
Co. Bluffs Lake Lead	Eastward	10	25

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

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

Des Moines—Passenger Station; Round House.

Jewell—Telegraph office.

Boone—Train Dispatchers Office; Eighth Street Tower; Round House.

Carroll—Telegraph Office.

Missouri Valley—Yard Office.

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

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

Registering Stations 3. Clinton—All first class trains.

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 Form A 4. All trains starting from or entering two or more track districts 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 Rule D-97a 5. In all two or more track districts, extra freight, empty 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 Rapids 7. All trains and switch engines will approach the cross-overs at 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

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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 Valley Maple River and Missouri Valley will do so under flag protection.

At Missouri Valley 9. Sioux City Division passenger trains stopping at Missouri 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 Bluffs and Omaha 11. When operating over the Union Pacific in Council Bluffs, Omaha 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 Motor Cars 12. Rail motor cars, gas or oil-electric, when operated without a trailer 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 Class H Engines 13. Class E-4 and Class H Engines are equipped with an emergency high powered red light located above the regular 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 engineman 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, Ogden, 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 15. Between Beverly and Otis via Cedar Rapids; between Wayside Signals and the south switch at Ames and Des Moines.

Time Spacing 16. Between Clinton and Anamosa; between Stanwood and Rule 9; Tipton; between Jewell and Ames; between Manning and Audubon rules 380 to 382 govern and trains will be spaced fifteen minutes apart.

Automatic Train 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. 5, dated February 1, 1941, 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	Icing 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	}	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

CHICAGO..... Irving S. Cutter, M. D., Medical Director.
V. H. Horning, M. D., First Asst. Medical Director.

		Telephone Call	
		Office Phone	Residence Phone
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.....	459J	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	Kenneth C. Piercy, M. D., Acting 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. Ganoë, M. D., Local Surgeon.	69	143
GRAND JCT.	F. P. Cartwright, M. D., Local Surgeon.....	186-R-2	186-R-3
JEFFERSON	A. J. Jongerward, 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. Tintley, 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 Blairstown.

Dr. Yavorsky may be called to any place between Blairstown 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.