

## DIVISIONAL STAFF

### ASSISTANT SUPERINTENDENTS

R. SLIGAR                      W. J. HENNIGAN                      E. TERRILL  
Boone                      Sioux City                      Mason City

### TRAINMASTERS

T. W. HARVEY                      O. W. BROOKS, Jr.                      W. A. SANDERSON  
Council Bluffs                      Sioux City                      Boone

### ASSISTANT TRAINMASTER

R. A. FRYREAR  
Cedar Rapids

### CHIEF TRAIN DISPATCHER

L. T. BREEDLOVE, Boone

### NIGHT CHIEF TRAIN DISPATCHER

L. R. McINTOSH

### ASSISTANT CHIEF TRAIN DISPATCHER

L. M. SHAW

### DISPATCHERS

C. H. JENNINGS	D. H. CASEY
G. S. BEVINGTON	R. D. SUBLETT
J. E. FIGGINS	M. C. MILES
G. G. RADCLIFFE	S. M. LAGER
H. D. CRUMBAUGH	W. T. ERICSON
C. F. LARSON	L. O. OBERHOLSER
L. J. PION	G. E. SHARP
	A. L. SANTAGE

### MASTER MECHANIC

H. P. COX, Clinton

### ASSISTANT MASTER MECHANIC

C. D. HILL, Council Bluffs

### ROAD FOREMAN OF ENGINES and TRAINMASTER

R. P. WALTERS, Eagle Grove, Ia.

### ROAD FOREMEN OF ENGINES

C. A. KNIGHTS, Clinton	T. W. TAIT, Boone
C. H. DURBIN, Sioux City	H. W. CASE, Council Bluffs

### ASSISTANT ROAD FOREMEN OF ENGINES

F. T. BELFRAGE, Clinton	F. E. McNERTNEY, Boone
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### DIVISION ENGINEER

H. L. BARR, Boone

### SUPERVISOR COMMUNICATIONS AND SIGNALS

A. A. MEYER, Boone

### SUPERVISOR OF BRIDGES AND BUILDINGS

C. L. AURAND, Boone

### ROADMASTERS

L. J. SIMONS, Cedar Rapids	R. E. MEYER, Ames
H. A. HALVERSON, Boone	C. L. MOSS, Council Bluffs

### DISTRICT CLAIM AGENTS

C. J. LYMAN Clinton	F. R. KRATOSKA Boone	W. R. BURRELL Omaha
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General Rules Governing Employees of the Operating Department dated January 1, 1953, 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.

## CHICAGO & NORTH WESTERN RAILWAY

# IOWA DIVISION

## EAST and WEST DISTRICTS

# TIME TABLE

# No. 5

EFFECTIVE SUNDAY, APRIL 26, 1953

AT 12:01 A. M.

CENTRAL TIME

For the government and information of employes only.

J. J. STEIN, General Manager—Transportation  
C. C. SHANNON, General Superintendent  
F. L. HOUX, Superintendent

**THINK - PRACTICE - TALK SAFETY**

## Between Clinton and Boone—Westward

FIRST CLASS										Station Numbers	Facilities	Distance from Clinton	Subdivision 1		Capacity Westward Sidings
23	15	13	1	27	111	105	101	103	5				Time Table 5	April 26, 1953	
DAILY	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY						
P. M. 10.30	P. M. 11.01	A. M. 9.15	P. M. 12.01	P. M. 4.00	P. M. 5.00	P. M. 5.30	P. M. 7.00	P. M. 7.15	P. M. 9.00			..... CHICAGO .....			
A. M. 1.30	A. M. 3.55	P. M. 12.45	P. M. 2.42	6.30	P. M. 7.11	P. M. 7.40	P. M. 9.14	P. M. 9.29	P. M. 11.45	100	FWTT	..... CLINTON ..... YL			
1.35	4.03	12.50	2.47	6.35	7.15	7.44	9.18	9.33	11.50	101		4.5 ..... WEST CLINTON ..... YL			
	4.15	12.55								102		5.0 ..... LOW MOOR .....			
1.52	4.35	1.09	3.02	6.49	7.27	7.57	9.30	9.45	12.03	104		9.5 ..... DEWITT ..... YL			
	4.48	1.15								105		5.8 ..... GRAND MOUND .....			
	5.01	1.20								106		5.8 ..... CALAMUS .....			
	5.12	1.24								107		4.1 ..... WHEATLAND .....			
2.13	5.25	1.29	3.20	7.07	7.41	8.12	9.45	10.00	12.20	108	FW	5.0 ..... LOWDEN ..... YL			
	5.38	1.36								110		7.0 ..... CLARENCE .....			
2.25	5.53	1.41	3.30	7.17	7.50	8.22	9.54	10.09	12.30	111	Y	5.0 ..... STANWOOD ..... YL			
	6.05	1.46								114		5.2 ..... MECHANICSVILLE .....			
2.35	6.18	1.53	3.40	7.27	8.00	8.32	10.04	10.19	12.41	115	W	6.9 ..... LISBON ..... YL			
s 2.37	6.33	1.57								116		1.4 ..... MT. VERNON .....			
										117		6.8 ..... BERTRAM .....			
2.51	6.50	2.12	3.54	7.41	8.13	8.45	10.17	10.32	12.54	118		6.0 ..... OTIS ..... YL			
s 3.21	7.00 7.30	s 2.20 2.35	s 4.03	s 7.50	s 8.21	s 8.55	s 10.25	s 10.40	s 1.00 1.35	120	TT	3.3 ..... CEDAR RAPIDS .....			
3.41	7.45	2.50	4.13	8.01	8.30	9.05	10.34	10.49	1.45	109	FW	5.3 ..... BEVERLY ..... YL			
	7.51	2.54								122		3.0 ..... FAIRFAX .....			
	8.02	3.01								123		6.7 ..... NORWAY .....			
	8.10									124		4.1 ..... WATKINS .....			
4.01	8.19	3.10	4.33	8.21	8.46	9.21	10.50	11.05	2.04	125		5.3 ..... BLAIRSTOWN .....			
	8.27	3.15								126		5.1 ..... LUZERNE .....			
s 4.19	8.40	s 3.25	4.47	8.31	8.56	9.31	11.00	11.15	s 2.20	127	FWYTT	5.1 ..... BELLE PLAINE ..... YL			
	8.50	3.31								128		6.4 ..... CHELSEA .....			
4.34	9.10	s 3.43	5.02	8.44	9.08	s 9.45	11.12	11.27	s 2.45	131	FWTT	9.9 ..... TAMA ..... YL			
	9.20	3.50								133		7.2 ..... MONTOUR .....			
	9.26	3.53								134		3.2 ..... LE GRAND .....			
s 4.58	9.45	s 4.10	s 5.23	9.00	s 9.25	10.02	11.28	11.43	s 3.23	135		2.2 ..... QUARRY .....			
	9.56	4.17								136	W	5.8 ..... MARSHALLTOWN YL			
5.13	10.09	4.24	5.38	9.15	9.37	10.14	11.40	11.55	3.37	137		7.3 ..... LA MOILLE .....			
	10.20	4.31								138	W	7.0 ..... STATE CENTER ..... YL			
5.28	10.40	s 4.42	5.52	9.30	9.48	10.26	11.51	12.06	s 3.56	142		7.8 ..... COLO ..... YL			
s 5.46	11.05	s 5.00	s 6.05	s 9.40	s 9.58	s 10.35	11.58	s 12.13	s 4.36	143		7.0 ..... NEVADA ..... YL			
	11.13	5.06								145	WY	8.4 ..... AMES ..... YL			
	11.23									147		4.0 ..... ONTARIO ..... YL			
6.03	11.29	5.20	6.22	9.52	10.11	10.51	12.11	12.26	4.50	148		5.1 ..... JORDAN .....			
6.08	11.35	5.30	6.25	9.55	10.14	10.56	12.15	12.30	4.55	149		4.1 ..... BOONE FRT. YARD ..... YL			
DAILY	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	150	FWTT	1.0 ..... BOONE ..... YL			

No. 23 will stop at DeWitt to discharge revenue passengers from Chicago and Geneva, including those holding Drivers Tickets. Stops at DeWitt for revenue passengers destined Council Bluffs or beyond when notified at Clinton. Stops at Tama to receive or discharge revenue passengers. Yard Limit signs shown at Clinton and at West Clinton apply in connection with all area between these signs.

Yard Limit signs shown at Otis and at Beverly apply in connection with all area between these signs via Cedar Rapids and via Linn County Railway.

Yard Limit signs shown at Boone and at Boone Freight Yard apply in connection with all area between these signs.

No. 1 will stop at Tama to discharge revenue passengers from Chicago, or for revenue passengers destined Council Bluffs or beyond.

No. 5 will not carry passengers.

No. 27 will stop at Marshalltown to receive revenue passengers for Ogden, Utah and beyond.

No. 101 will stop at Ames to pickup revenue passengers destined Ogden, Utah and beyond.

ALL TRAINS, UNLESS OTHERWISE SCHEDULED, MUST CLEAR THE SCHEDULES OF NOS. 101, 102, 103, 104, 105, 106, 111 AND 112 NOT LESS THAN 10 MINUTES.

# Between Boone and Clinton—Eastward

Capacity Eastward Stidings	FIRST CLASS									
	Subdivision 1									
	Time Table 5 April 26, 1953									
	6	24	112	104	102	106	28	2	16	14
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	DAILY
.....CHICAGO.....	A. M. 5.00	A. M. 7.30	A. M. 8.30	A. M. 10.40	A. M. 11.00	A. M. 11.20	P. M. 1.30	P. M. 2.00	P. M. 10.35	P. M. 8.45
.....CLINTON.....YL	A. M. 2.30	A. M. 4.20	A. M. 6.05	A. M. 8.10	A. M. 8.30	A. M. 8.55	A. M. 10.30	A. M. 11.05	P. M. 6.10	P. M. 5.53
.....WEST CLINTON.....YL	2.19	4.03	5.56	8.01	8.20	8.45	10.20	10.50	5.55	5.44
.....LOW MOOR.....		3.57							\$ 5.47	
91 .....DEWITT.....YL	2.05	3.47	5.43	7.48	8.07	8.35	10.00	10.31	\$ 5.32 \$ 5.15	5.30
.....GRAND MOUND.....		3.41							\$ 5.07	
.....CALAMUS.....		3.35							\$ 4.58	
80 .....WHEATLAND.....		3.31							\$ 4.51	
.....LOWDEN.....YL	1.46	3.26	5.28	7.33	7.52	8.20	9.43	10.12	\$ 4.42	5.13
.....CLARENCE.....		3.19							\$ 4.27	
118 .....STANWOOD.....YL	1.36	3.13	5.19	7.24	7.43	8.11	9.32	10.01	\$ 4.18	5.02
.....MECHANICSVILLE.....		3.07							\$ 4.06	
120 .....LISBON.....		3.00	5.10	7.15	7.34	8.02	9.20	9.48	\$ 3.54	4.52
.....MT. VERNON.....									\$ 3.49	4.50
.....BERTRAM.....										
.....OTIS.....YL	1.07	2.43	4.56	7.01	7.20	7.48	9.04	9.32	3.31	4.36
.....CEDAR RAPIDS.....	\$ 1.00	\$ 2.35	\$ 4.50	\$ 6.55	\$ 7.14	\$ 7.42	\$ 8.58	\$ 9.25	\$ 3.24 \$ 3.05	\$ 4.30
.....BEVERLY.....YL	12.25	2.15	4.39	6.45	7.03	7.30	8.46	9.12	2.54	4.17
.....FAIRFAX.....		2.04							2.42	
.....NORWAY.....	12.07	1.58							2.35	
.....WATKINS.....										
111 .....BLAIRSTOWN.....	11.59	1.49	4.22	6.28	6.46	7.13	8.28	8.52	2.25	3.59
.....LUZERNE.....										
.....BELLE PLAINE.....YL	11.48	1.35	4.12	6.18	6.36	7.03	8.15	8.40	\$ 2.11	\$ 3.49
.....CHELSEA.....		1.28							2.00	
146 .....TAMA.....YL	\$ 11.31	\$ 1.19	4.00	6.06	6.24	\$ 6.49	8.01	8.26	\$ 1.50	\$ 3.32
.....MONTOUR.....		1.11							1.38	
.....LE GRAND.....		1.08							1.35	
.....QUARRY.....										
.....MARSHALLTOWN YL	\$ 11.08	\$ 12.58	\$ 3.44	5.50	6.07	\$ 6.31	7.42	8.07	\$ 1.26	\$ 3.12
119 .....LA MOILLE.....		12.46							1.12	
.....STATE CENTER.....YL		12.39	3.31	5.38	5.56	6.17	7.28	7.53	1.05	2.56
.....COLO.....		12.31							12.57	
116 .....NEVADA.....YL	\$ 10.28	12.24	3.19	5.27	5.44	6.05	7.14	7.39	\$ 12.50	\$ 2.42
.....AMES.....YL	\$ 10.15	\$ 12.15	\$ 3.12	5.20	5.37	\$ 5.57	7.06	7.31	\$ 12.34	\$ 2.29
.....ONTARIO.....		12.02							12.16	
.....JORDAN.....										
.....BOONE FRT. YARD YL	9.37	11.52	2.58	5.08	5.23	5.41	6.51	7.16	12.06	2.16
.....BOONE.....YL	9.35 P. M.	11.50 P. M.	2.57 A. M.	5.07 A. M.	5.22 A. M.	5.40 A. M.	6.50 A. M.	7.15 A. M.	12.05 P. M.	2.15 P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	DAILY

Nos. 102 and 104 will stop at Ames to discharge revenue passengers from Ogdon Utah and beyond.  
 Class E-4 and H engines cannot use tracks 1 and 2 in Cedar Rapids station.  
 Passenger Diesel engines can use these tracks at not to exceed 3 miles per hour.  
 Yard Limit signs shown at Clinton and at West Clinton apply in connection with all area between these signs.  
 Yard Limit signs shown at Otis and at Beverly apply in connection with all area between these signs via Cedar Rapids and via Linn County Railway.  
 Yard Limit signs shown at Boone and at Boone Freight Yard apply in connection with all area between these signs.

No. 28 and No. 2 will stop at Ames and Marshalltown to discharge revenue passengers from Ogdon and beyond.  
 No. 14 will stop at Mt. Vernon and DeWitt for revenue passengers for points east of Clinton where scheduled to stop and for revenue passengers destined Chicago.  
 No. 16 will stop at State Center to discharge revenue passengers from Boone and on signal to receive passengers for Chicago.  
 No. 24 will stop at Belle Plaine to receive or discharge revenue passengers destined regular or conditional stops. Stops at Nevada for Chicago Passengers.  
 No. 2 will stop at Ames and Marshalltown to discharge revenue passengers from Denver, June 15, 1953 to September 9, 1953, inclusive.

ALL TRAINS, UNLESS OTHERWISE SCHEDULED, MUST CLEAR THE SCHEDULES OF NOS. 101, 102, 103, 104, 105, 106, 111 AND 112 NOT LESS THAN 10 MINUTES.

## Between Boone and Council Bluffs—Westward

FIRST CLASS												Station Numbers	Facilities	Distance from Boone	Subdivision 2 Time Table 5 April 26, 1953		Capacity of Westward Sidings
101	103	5	201	23	203	13	1	27	111	105							
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY						
A. M. 12.20	A. M. 12.35	A. M. 5.15		A. M. 6.18		P. M. 5.40	P. M. 6.35	P. M. 10.05	P. M. 10.19	P. M. 11.01	150	FWTT	.....	.....	.....	.....	
											152		8.3	.....	.....	75	
											153		14.5	.....	.....		
12.37	12.52	5.35		6.40		6.02	6.53	10.23	10.36	11.18	154	W	19.4	.....	.....		
		s 5.45		s 6.53		s 6.12					155		26.2	.....	.....		
12.49	1.04	5.53							10.48	11.30	157	W	35.2	.....	.....		
											158		40.4	.....	.....		
											160		45.1	.....	.....	120	
1.02	1.17	s 6.15		s 7.30		s 6.45	f 7.22	s 10.50 11.03	11.00	s 11.45	162	FWTT	52.3	.....	.....	104	
											163		56.5	.....	.....		
											164		62.4	.....	.....	50	
1.15	1.30	6.29				7.01	7.36	11.18	11.12	11.58	165		65.5	.....	.....	120	
											166		71.6	.....	.....		
1.28	1.43	s 6.50		s 8.02		s 7.20	7.49	11.35	11.25	12.11	168	WY	80.3	.....	.....	135	
		6.58		8.10		7.27	7.56	11.42			169		87.7	.....	.....		
											171		89.7	.....	.....		
1.41	1.56					f 7.42	8.04	11.52	11.37	12.24	173	FW	97.6	.....	.....	150	
		7.16				7.52					175		107.3	.....	.....		
1.55	2.10					8.01			11.51	12.38	176		115.3	.....	.....		
2.03	2.18	s 7.52		s 8.51		s 8.09 8.33	8.29	12.22	11.59	12.46	178	FWTTY	123.7	.....	.....		
2.04	2.19	7.53	A. M. 8.35	8.52	P. M. 7.54	8.34	8.30	12.23	12.00	12.47	.....		124.3	.....	.....		
											180		127.8	.....	.....		
2.12	2.27					8.02				12.08	181		132.9	.....	.....		
						8.08					182		138.2	.....	.....		
2.26	2.41		8.57	9.14	8.15	9.05	8.54	12.54	12.22	1.09	.....		144.4	.....	.....		
s 2.33 A. M.	s 2.48 A. M.	s 8.16 A. M.	s 9.01	s 9.20	s 8.20 P. M.	s 9.10 P. M.	s 8.59 P. M.	s 12.59 A. M.	s 12.27 A. M.	s 1.15 A. M.	183	FWTTY	145.1	.....	.....		
2.35	2.50	s 8.38	s 9.15	9.30	s 8.30	s 9.20	9.04	1.04	12.31	1.20	184		146.1	.....	.....		
2.45 A. M.	3.00 A. M.	8.50 A. M.	9.30 A. M.	9.45 A. M.	8.40 P. M.	9.30 P. M.	9.15 P. M.	1.15 A. M.	12.40 A. M.	1.30 A. M.	185		149.0	.....	.....		
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY							

ALL TRAINS UNLESS OTHERWISE SCHEDULED, MUST CLEAR THE SCHEDULES OF NOS. 101, 102, 103, 104, 105, 106, 111 AND 112 NOT LESS THAN 10 MINUTES.

ALL TRAINS WILL APPROACH CROSSOVER SWITCHES AT WEST WYE SWITCH AT SPEED NOT EXCEEDING 30 MILES PER HOUR, EXPECTING TO FIND TRAINS MOVING FROM WYE TO WESTWARD MAIN TRACK.

No. 5 will restrict speed through Glidden and Logan to 30 miles per hour to permit catching and dispatching of mail.

No. 5 will not carry passengers.

No. 1 will stop at Carroll to receive or discharge revenue passengers.

See page 13 for passenger train back over between Coach Yard and Broadway, Council Bluffs.

Yard Limit signs shown at Missouri Valley and at West Wye Switch apply in connection with all area between these signs.

Yard Limit signs shown at Freight Yard and at Council Bluffs apply in connection with all area between these signs.

# Between Council Bluffs and Boone—Eastward

**Subdivision 2**

**Time Table 5**

April 26, 1953

Capacity of Eastward Sidings

**FIRST CLASS**

		112	104	102	106	28	2	14	204	6	24	202			
		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			
..... <b>BOONE..... YL</b> ..... 8.3		A. M. 2-52	A. M. 5-02	A. M. 5-17	A. M. 5-30	A. M. 6-40	A. M. 7-05	A. M. 11-45		P. M. 9-25	P. M. 11-40				
..... <b>OGDEN.....</b> ..... 6.2		2-43	4-53	5-07	5-16	6-27	6-50	11-33		9-15	11-26				
..... <b>BEAVER..... YL</b> ..... 4.9															
..... <b>GRAND JUNCTION YL</b> ..... 6.8	56	2-34	4-44	4-57	5-06	6-15	6-39	11-21		9-06	11-15				
..... <b>JEFFERSON.....</b> ..... 9.0								s11-14		9-01	s11-08				
..... <b>SCRANTON.....</b> ..... 5.2		2-22	4-32		4-54	6-00	6-26	11-03		8-53	10-58				
..... <b>RALSTON.....</b> ..... 4.7															
..... <b>GLIDDEN..... YL</b> ..... 7.2								10-54		8-46	10-48				
..... <b>CARROLL..... YL</b> ..... 4.2	93	2-09	4-19	4-32	s 4-41	5-45	6-11	s10-47		s 8-38	s10-40				
..... <b>MAPLE RIVER.....</b> ..... 5.9		2-04	4-14	4-27	4-34	5-40	6-06	10-30		8-22	10-23				
..... <b>ARCADIA.....</b> ..... 3.2															
..... <b>WEST SIDE.....</b> ..... 6.0		1-57	4-07	4-20	4-27	5-31	5-58	10-22		8-14	10-13				
..... <b>VAIL.....</b> ..... 5.7								10-17			10-07				
..... <b>DENISON..... YL</b> ..... 7.4	122	1-45	3-55	4-08	4-15	5-17	5-45	s10-10		s 8-01	s 9-58				
..... <b>ARION.....</b> ..... 2.0		1-39	3-49	4-02	4-09	5-10	5-38	9-56		7-49	9-48				
..... <b>DOW CITY.....</b> ..... 7.9															
..... <b>DUNLAP.....</b> ..... 9.7	98	1-32	3-42	3-55	4-02	5-02	5-30	s 9-47		7-40	9-39				
..... <b>WOODBINE.....</b> ..... 8.0								s 9-34			9-30				
..... <b>LOGAN.....</b> ..... 8.4								s 9-23			9-22				
..... <b>MISSOURI VALLEY YL</b> ..... 0.6		1-11	3-21	3-33	3-41	4-38	5-08	s 9-10		7-16	9-13				
..... <b>WEST WYE SWITCH YL</b> ..... 3.5		1-10	3-20	3-32	3-40	4-37	5-07	9-02	A. M.— 10-00		9-10	P. M.— 10-35			
..... <b>LOVELAND.....</b> ..... 5.1															
..... <b>HONEY CREEK.....</b> ..... 5.3		1-02	3-12	3-21	3-32	4-27	4-57	8-53	9-48	7-05	9-01				
..... <b>CRESCENT.....</b> ..... 6.2								8-48	9-44		8-55				
..... <b>FREIGHT YARD YL</b> ..... 0.7		12-51	3-01	3-11	3-21	4-11	4-41	8-41	9-39		8-47	10-07			
..... <b>COUNCIL BLUFFS YL</b> ..... 1.0		s12-50 A. M.	s 3-00 A. M.	s 3-10 A. M.	s 3-20 A. M.	s 4-10 A. M.	s 4-40 A. M.	s 8-33 A. M.	s 9-38 A. M.	s 6-50 P. M.	s 8-45 P. M.	s10-05			
..... <b>COUNCIL BLUFFS TRANS.</b> ..... 2.9		12-48	2-58	3-08	3-18	4-08	4-38	s 8-28	s 9-33	s 6-45	8-40	s 9-55			
..... <b>OMAHA.....</b> ..... 2.9		12-40 A. M.	2-50 A. M.	3-00 A. M.	3-10 A. M.	4-00 A. M.	4-30 A. M.	8-00 A. M.	9-25 A. M.	6-30 P. M.	8-30 P. M.	9-45 P. M.			
		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			

**ALL TRAINS, UNLESS OTHERWISE SCHEDULED, MUST CLEAR THE SCHEDULE OF Nos. 101, 102, 103, 104, 111 AND 112 NOT LESS THAN 10 MINUTES.**

**ALL TRAINS WILL APPROACH CROSSOVER SWITCHES AT WEST WYE SWITCH AT SPEED NOT EXCEEDING 30 MILES PER HOUR, EXPECTING TO FIND TRAINS MOVING FROM WYE TO WESTWARD MAIN TRACK.**

No. 112 Mondays only, stop at Carroll to dispatch U. S. Mail.

No. 6 will not carry passengers.

No. 14 will stop at Crescent, Honey Creek and Loveland to unload parcel post mail when requested by Railway Postal Employees.

No. 14 will stop at Dow City daily except Sunday for handling U. S. Mail.

See page 13 for passenger train back-overs between Coach Yard and Broadway Station, Council Bluffs.

No. 24 will stop at Missouri Valley for passengers for Denison or beyond where scheduled to stop.

Yard Limit signs shown at Missouri Valley and at West Wye Switch apply in connection with all area between these signs.

Yard Limit signs shown at Freight Yard and at Council Bluffs apply in connection with all area between these signs.

## Westward—Between Jewell and Des Moines—Eastward

SECOND CLASS		FIRST CLASS		Distance from Des Moines	Capacity of Sidings	Subdivision 1b Time Table 5 April 26, 1953	Station Numbers	Facilities	FIRST CLASS		SECOND CLASS	
63	123		59						50		64	124
Daily except Monday	DAILY		Daily except Sunday						Daily except Sunday		DAILY	
A. M. 2.25			P. M. 8.40	56.7	.....	JEWELL.....YL	211	FWY	A. M. 7.00		A. M. 4.45	
2.40			f 8.51	51.0	.....	RANDALL.....	366	.....	f 6.43		4.30	
2.55			s 8.57	47.5	11	STORY CITY.....	365	.....	s 6.35		4.15	
3.12			f 9.07	41.5	.....	GILBERT.....	363	.....	s 6.17		4.00	
3.35	P. M.		s 9.25	34.5	.....	AMES.....YL	145	.....	s 6.05		3.40	P. M.
5.15	2.00		11.15						s 3.30		12.55	6.35
5.30	2.15		f 11.28	28.5	50	KELLEY.....	359	.....	f 3.17		12.44	6.12
5.40	2.25		s 11.34	23.9	39	SLATER.....	360	.....	f 3.09		12.34	5.59
5.44	2.29		s 11.36	22.5	.....	SHELD AHL.....	358	.....	f 3.07		12.30	5.55
5.54	2.39			18.2	.....	P. C. JUNCTION.....		.....	3.01		12.20	5.45
6.10	2.55		f 11.53	11.0	47	ANKENY.....	354	.....	f 2.51		12.05	5.30
											11.35	
6.20	3.05		11.59	6.5	43	SAYLOR.....	352	.....	f 2.44		11.25	5.20
6.30	3.15		12.07	2.0	.....	DES MOINES FRT. YD.....		.....	2.35			
6.55	3.45		12.15	.....	.....	DES MOINES.....YL	350	FWTT	2.30		11.05	5.00
A. M.	P. M.		A. M.						A. M.		P. M.	P. M.
Daily except Monday	DAILY		Daily except Monday						Daily except Sunday		Daily except Sunday	DAILY

No. 123 is superior to No. 124.

No. 59 is superior to No. 50.

### Westward—Between Stanwood and Tipton—Eastward

Distance from Stanwood	Capacity of Sidings	Subdivision 1a Time Table 5 April 26, 1953	Station Numbers
.....	.....	STANWOOD.....	111
4.0	.....	4.0 WALD.....	112
8.5	.....	4.5 TIPTON.....	113

#### SIGNS AND LETTERS

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

s—Regular Stop.

f—Flag stop to receive or discharge traffic.

The following signs when placed elsewhere indicate:

F—Fuel.

TT—Turntable.

W—Water.

Y—Wye.

YL—Yard Limits.

### Between Carroll and Harlan

.....CARROLL.....  
 —40.4—  
 .....HARLAN.....

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.



## SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
40"	90.	49"	73.5	58"	62.	1' 7"	53.7	1'30"	40.	2'45"	21.8
41"	87.8	50"	72.	59"	61.	1' 8"	52.9	1'35"	37.9	3'	20.
42"	85.7	51"	70.6	1'	60.	1' 9"	52.1	1'40"	36.	3'30"	17.1
43"	83.7	52"	69.2	1' 1"	59.	1'10"	51.4	1'45"	34.3	4'	15.
44"	81.8	53"	67.9	1' 2"	58.	1'11"	50.7	1'50"	32.7	5'	12.
45"	80.	54"	66.6	1' 3"	57.1	1'12"	50.	1'55"	31.3	6'	10.
46"	78.3	55"	65.4	1' 4"	56.2	1'15"	48.	2'	30.	7'	8.6
47"	76.6	56"	64.2	1' 5"	55.3	1'20"	45.	2'15"	26.6	8'	7.5
48"	75.	57"	63.1	1' 6"	54.5	1'25"	42.3	2'30"	24.	10'	6.

## Tonnage Ratings

4051AB to 4054AB-FT, 4051C to 4054C, 4055 to 4066-F3, 4067 to 4104-F7

DISTRICTS	Two Unit Diesel F3	Two Unit Diesel F7	1000 H.P. Diesel	CLASS OF ENGINE			
				H	JS	Z	R-1
Clinton to Tama.....	4500	5000	.....	4400	3330	2730	1585
Tama to Boone.....	4500	5000	.....	4200	3175	2605	1515
Boone to Carroll.....	4500	5000	.....	4300	3780	3100	1800
Carroll to Arcadia.....	4500	5000	.....	4200	3215	2635	1530
Arcadia to Council Bluffs.....	6000	6800	.....	5850	4425	3630	2110
Council Bluffs to Boone.....	6250	6800	.....	5600	4230	3470	2015
Boone to Clinton.....	4850	5450	.....	5000	3780	3100	1800
Des Moines to Saylor.....	2800	3250	1300	.....	1680	1380	800
Saylor to Ames.....	4100	4500	2000	.....	2730	2240	1300
Ames to Jewell.....	.....	.....	1500	.....	.....	1525	885
Jewell to Ames.....	.....	.....	2100	.....	.....	2500	1450
Ames to Kelley.....	3450	3850	1625	.....	2100	1730	1000
Kelley to Des Moines.....	4600	5000	2000	.....	2730	2240	1300

Under the above ratings type F-T diesel locomotives are considered the same as type F-3 diesel units.  
NOTE: Add 5% to rating of "JS" locomotive to obtain rating for "JA" locomotive.

The above ratings apply under ordinary conditions over maximum grade between the points named; additional tonnage will be handled whenever circumstances and grades will permit.

## TRAIN DISPATCHERS TELEPHONES

Dispatchers telephones are located in all stations and or in the following locations:

CLINTON..... Yard office, west yard. Mill Creek, west yard.  
DE WITT..... Freight house.  
STANWOOD..... East end, eastward siding.  
LISBON..... East end, westward siding.  
CEDAR RAPIDS..... Freight house.  
BEVERLY..... Yard office. West end of yard.  
BLAIRSTOWN..... East end, eastward siding.  
West end, westward siding.  
BELLE PLAINE..... Yard office, stairway passenger depot.  
TAMA..... Passenger station and coal chute tool house.  
QUARRY..... Section tool house.  
NEVADA..... East end, eastward siding.  
AMES..... Passenger station.  
ONTARIO..... East side section tool house.  
JORDAN..... Building on westward platform.  
OGDEN..... Box in freight room.  
JEFFERSON..... Box in freight room.  
SCRANTON..... Freight room.  
GLIDDEN..... West end, westward siding.  
CARROLL..... At coal shed. West end, westward siding.

WEST SIDE..... West end, westward siding.  
DUNLAP..... Waiting room.  
WOODBINE..... Waiting room.  
MO. VALLEY..... East end of yard and west wye switch.  
CRESCENT..... Section tool house.  
HONEY CREEK..... Section tool house.  
LOVELAND..... Telephone booth, 600 feet east of crossover.  
COUNCIL BLUFFS..... East end of yard.  
OMAHA..... Yardmaster's office.  
JEWELL-RANDALL..... Ticket office.  
STORY CITY..... Ticket office and freight house.  
GILBERT..... Tool house wall at south switch.  
AMES..... On pole at North 13th St.  
KELLY..... South side tool house in box locked with switch lock.  
SLATER..... Freight house end of depot.  
SHELDAHL..... Waiting room locked with switch lock.  
POLK CITY JCT..... In box on signal pole opposite switch.  
ANKENY..... Pole on Deere Plant lead.  
SAYLOR AND NEW YARD..... South end switch in box on pole.



# 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
<b>BETWEEN CLINTON AND COUNCIL BLUFFS</b>							
Maximum speed, miles per hour:							
Streamliner Trains, Diesel operated . . . . .	90			<b>MP 113.9 to 117.3—Between east end of curve 2.5 miles west of Luzerne and west Inter- locking Belle Plaine. . . . .</b>	50	50	35
Streamliner Trains, Steam operated . . . . .	80						
Other Passenger Trains . . . . .	80			<b>MP 136.0 to 137.1—Around curve 3 and 4 miles west of Tama, respectively . . . . .</b>	75	70	50
Freight Trains . . . . .	60						
Class JA, JS and Z locomotives will not exceed 50 miles per hour.				<b>MP 142.3 to MP 142.7—Around curve 0.6 mile east of Le Grand . . . . .</b>	80		
<b>MP 1.2 to 2.4—In Clinton yard: All Eastward trains . . . . .</b>	30	30	30	<b>MP 147.4 to 147.6—Around curve 2 miles west of Quarry . . . . .</b>	75	70	50
<b>MP 68.9 to 70.2—Around two curves 3.7 and 4.5 miles west of Mt. Vernon . . . . .</b>	80			<b>MP 149.3 to 149.7—Around curve 4 miles west of Quarry . . . . .</b>	75	70	50
<b>MP 71.5 to 77.8—Between east end of curve 6 miles west of Mt. Vernon and Interlocking, Otis . . . . .</b>	75	70	50	<b>MP 150.6 to 152.2—Between east end of Mar- shalltown yard and west end of Interlocking</b>	50	50	25
<b>Between home signals Interlocking, Otis:</b>				<b>MP 153.9 to 154.6—Around curve 3 miles west of Marshalltown — Eastward . . . . .</b>	70	60	40
L. C. Ry. route . . . . .	35	35	35	<b>MP 153.9 to 154.6—Around curve 3 miles west of Marshalltown — Westward . . . . .</b>	70	60	50
Cedar Rapids route . . . . .	35	35	25	<b>MP 155.9 to 156.3—Around curve 5 miles west of Marshalltown . . . . .</b>	75	70	50
<b>MP 77.8 to 80.0—Between Interlocking, Otis and Bridge 199, two miles west of Otis, via Cedar Rapids . . . . .</b>	60	50	50	<b>MP 159.5 to 164—Between 1 mile west of Lamoille and 1.5 miles east of State Center eastward . . . . .</b>			45
<b>MP 80.0 to 83.0—Between Bridge 199, two miles west of Otis, and 1.75 mile west of Cedar Rapids . . . . .</b>	20	20	12	<b>MP 163.3 to 163.8—Around curve 2 miles east of State Center . . . . .</b>	80		
<b>MP 83.0 to 85.9—Between 1.75 mile west of Cedar Rapids and Interlocking, Beverly . . . . .</b>	60	50	35	<b>MP 188.3 to 189.3—Between east end of Ames yard and west end of Interlocking . . . . .</b>	50	40	30
<b>Over Beverly Interlocking Straight routes . . . . .</b>	40	40	35	<b>MP 202.4 to 203.0—Between 8th Street tower and Greene Street, Boone . . . . .</b>	50	40	30
<b>MP 77.8 to 82.2—Between Interlockings at Otis and Beverly, via Linn County Ry. . . . .</b>	50	50	35	<b>MP 207.4 to 207.9—Over Bridge B-615, 5 miles west of Boone . . . . .</b>	50	35	35
<b>MP 78.6 to 78.9—Westward on Linn County Ry., Gauntlet track over Bridge 228 Cedar River . . . . .</b>	15	15	15	<b>MP 207.9 to 210.4—Between west end of Bridge B-615, 5 miles west of Boone and west end of curve 1 mile east of Ogden, Eastward . . . . .</b>	60	60	40
<b>MP 89.9 to 90.1—Around curve at Fairfax . . . . .</b>	80			<b>MP 248.4 to 248.7—Around curve 2.4 miles east of Glidden . . . . .</b>	80		
<b>MP 101.4 to 103.7—Between east end of curve .5 mile west of Watkins and west end of curve 2.75 miles west of Watkins . . . . .</b>	75	70	50	<b>MP 257.6 to 259.0—Between highway cross- ing .75 mile east of Carroll and coal chute .5 mile west of Carroll . . . . .</b>	40	30	15
<b>MP 109.3 to 109.7—Around curve 3 miles west of Blairstown . . . . .</b>	75	70	50	<b>Over Interlocking, Maple River:</b>			
<b>MP 112.1 to 112.3—Around curve .75 mile west of Luzerne . . . . .</b>	70	60	40	Straight route . . . . .	70	60	50
<b>MP 112.3 to 113.9—Between curve .75 mile west of Luzerne and east end curve 2.5 miles west of Luzerne . . . . .</b>	75	70	50	Diverging main route . . . . .	15	15	15
				<b>MP 270.4 to 271.0—Around curve 2 miles west of Aroadia . . . . .</b>	75	70	50
				<b>MP 273.4 to 274.3—Around curve 2.3 miles west of West Side . . . . .</b>	80		
				<b>MP 279.6 to 280.0—Around curve 2.5 miles west of Vail . . . . .</b>	75	70	50
				<b>MP 284 to 286.6—Between east end of curve, 2.5 miles east of Denison and bridge 869, .25 mile west of Denison . . . . .</b>	70	60	50
				<b>MP 294.7 to 294.9—Around curve 0.6 mile east of Dow City . . . . .</b>	80		
				<b>MP 315.6 to 317.5—Around curves 2.8 and 4.2 miles west of Woodbine . . . . .</b>	80		

## 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
MP 320.9 to 321.4—Around curve at Logan..	70	60	40	MP 33.7 to 34.0—Over Lincoln Highway crossing and Interlocking, Ames.....	10	10
MP 322 to 322.3—Around curve 1 mile west of Logan.....	80	.....	.....	MP 34.4 to 34.5—Around curve one-half mile east of Ames.....	30	20
MP 324.1 to 324.3—Around curve 3 miles west of Logan.....	80	.....	.....	MP 37.1 to 37.3—Around curve 3.25 miles east of Ames	40	30
MP 328.5 to 329.1—Around curve .5 mile east of Missouri Valley.....	75	70	50	MP 42.4 to 42.6—Around curve 2.5 miles east of Gilbert.....	50	35
MP 329.1 to 330.0—Between East crossover, Missouri Valley and West Wye Switch....	35	35	20	MP 44.4—Over Highway 1.9 miles west of Story City..	30	30
MP 330.0—Over crossover switches at West Wye Switch.....	30	30	30	MP 45.8 to 46.2—Around curve at Story City.....	45	35
MP 333.0 to 333.4—Around curve 1 mile east of Loveland.....	75	70	50	MP 51.7 to 55.0—Between 2.25 miles east of Randall and Junction switch at Jewell.....	50	35
MP 340.5 to 340.8—Around curve 2 miles west of Honey Creek.....	75	70	50			
MP 343.5 to 348.6—Between Bridge No. 1012 and east yard limit, Council Bluffs.....	70	60	50	<b>BETWEEN STANWOOD AND TIPTON</b> Maximum Speed, Miles Per Hour: Freight trains 20.		
MP 348.6 to 350.4—Between East Yard Limit Council Bluffs and Avenue C—Westward..	50	40	25	Lincoln Highway just west of Stanwood.....		Stop
MP 350.4 to 350.6—Over cross-overs Avenue C, Council Bluffs.....	10	10	10	Around sharp curve 1 mile east of Wald.....		15
MP 350.6 to 350.9—Between Avenue C and Council Bluffs Station.....	10	10	10	Over highway crossing at Wald.....		5
<b>BETWEEN DES MOINES AND JEWELL</b> Maximum Speed, Miles Per Hour: Passenger Trains 55. Freight Trains 40.				<b>ADDITIONAL SPEED RESTRICTIONS</b>		
MP 0 to 1.7—Between Des Moines passenger station and E. 14th Street crossing, 1.7 mile east of station, Des Moines.....		15	10	1. Trains of ordinary passenger equipment handled by Diesel power or trains of streamliner equipment handled by steam power or trains with a mixed consist of conventional type or streamliner type equipment whether just one or more cars of either type and handled by Diesel or steam power must observe speed restrictions which govern "Other Passenger Trains."		
MP 1.7 to 6.0—Between East 14th Street crossing, Des Moines and Saylor.....		35	25	2. Streamliner type trains and gas or diesel electric motor trains and engines must not run over inundated tracks if water is more than three inches above top of rail, and all trains, will be governed by rules 101, 101a and 713, and when operating through water must not exceed a speed of five miles per hour.		
MP 6.0 to 13.4—Between Saylor and 2.5 miles east of Ankeny.....		45	35	3. Diesel Power moving light must not exceed fifty (50) miles per hour at any point. Where lower speed is prescribed it will govern.		
MP 13.4 to 13.6—Around curve 3 miles east of Ankeny.....		40	30	4. The speed of a train or engine moving over a cross-over, turnout from main track to siding, or to diverging route at a junction, must not exceed ten miles per hour, except as provided in the foregoing speed restrictions table.		
MP 16.7 to 17.9—Between 1.25 miles west of Polk City Jct. and Polk City Jct.....		40	30	5. A train moving against the current of traffic in two track district must not exceed twenty (20) miles per hour at any point, and must not exceed ten (10) miles per hour through turnouts and over dangerous highway crossings, including crossings equipped with automatic signal protection or within limits of any city and will not exceed ten (10) miles per hour approaching the terminals between which the reverse movement is being made.		
Between Polk City Jct. and Polk City.....		.....	10			
MP 21.7 to 23.6—Between curve west of Sheldahl and westward home signal at Interlocking plant, Slater.....		40	30			
MP 23.6 to 23.9—Over Interlocking Slater..		20	20			
MP 28.1 to 28.4—Over Interlocking Kelley..		30	30			
MP 29.8 to 33.5—Around curve 2 miles east of Kelley to 5.7 miles east of Kelley.....		45	35			

**ADDITIONAL SPEED RESTRICTIONS (Concluded)**

6. Class E engines must not exceed a speed of 75 miles per hour at any point regardless of the type of train such engine is handling. The above instructions will apply when Class E engine is double-headed with Diesel locomotive.

7. Trains handling either U. S. Government scale test cars, our own scale test cars or scale test cars of other railroads of this same type will not exceed 30 miles per hour on subdivisions 1 and 2, or 20 miles per hour on subdivisions 1a and 1b, such cars to be handled only upon specific instructions from chief train dispatcher and placed in train next to caboose and rule 1078 observed.

8. 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.

9. Diesel switch engines 1000, 1001, 1002, 1200 and those in 400 series must not be operated at speeds in excess of 25 miles per hour in either forward or backward movement.

10. "Magor" air dump cars, series No. 11701 to 11765, odd numbers, or cars of a similar type may be handled only in switch, work train or way freight service and then only upon receipt of specific instructions for such handling from the Division Superintendent. This type of car when handled under load, should not be moved at a speed greater than twenty (20) miles per hour and when empty, twenty-five (25) miles per hour.

11. When Class JA, JS or Z engines are used on passenger trains, the speed of such trains must not exceed maximum speed as indicated in time table speed restrictions for freight trains.

12. Freight trains must not exceed 50 miles per hour on all descending grades between Clinton and Council Bluffs, Iowa, and will observe lower speed where lower speed is specified.

13. The 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.

14. Class E-4 and Class H engines must not be operated on sidings, house tracks, industry tracks, storage tracks or stock tracks, not authorized by bulletin or other 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.

15. Cedar Rapids switch engines may be operated at a speed of not to exceed twenty (20) miles per hour between Beverly and Otis via Cedar Rapids.

16. Class E, JS and JA engines operated between Ames and Jewell will restrict speed to 20 miles per hour from Gilbert to 5 miles east of Gilbert and to 30 miles per hour at all other points.

17. The speed of Circus trains and Carnival trains entirely of steel construction or steel underframe cars will not exceed 35 miles per hour at any point on straight track nor 25 miles per hour on curves on subdivision 1 and 2, and 25 miles per hour at any point on straight track nor 20 miles per hour on curves on subdivision 1a and 1b. Speed restrictions requiring less than the above speed must be observed.

18. When locomotive cranes, derricks, and pile drivers are moved in regular freight trains, the boom of the locomotive cranes and derricks must be detached. The cotter key or nut at the bottom of the center pin in the trailing truck of all equipment must be removed when truck is equipped. Speed of trains handling locomotive cranes, derricks or pile drivers must be restricted to 25 miles per hour. They should be handled next to caboose, and when can be conveniently arranged, moved with boom trailing.

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

20. Trains handling ore loaded in ore cars must not exceed 30 miles per hour at any point.

**BULLETIN BOARDS**

Bulletin boards for the posting of General Orders and Special Orders issued by Superintendent are located:

<b>For Conductors</b>	<b>For Enginemen</b>
Trainmen	Firemen
Yardmen	
Clinton Station	Clinton Station
Clinton 5th Street Yard Office	Clinton Enginehouse Locker Room
Cedar Rapids	Cedar Rapids Enginehouse
Belle Plaine Yard	Belle Plaine Enginehouse Locker Room
Tama Enginehouse	Tama Enginehouse
Marshalltown Freight Office	Marshalltown Pump Station
Des Moines	Des Moines Enginehouse
Jewell	Jewell Station
Boone Freight Yard	Boone Enginehouse Locker Room
Boone Office Building	Boone Station Locker Room
Carroll	Carroll Locker Room
Missouri Valley Yard Office	Missouri Valley Enginehouse Locker Room
Council Bluffs Yard Office	Council Bluffs Enginehouse Locker Room

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

**SPECIAL RULES**

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 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 employes must exercise great care in this respect.

**STANDARD TIME**

- Clocks showing Central Standard time are located at:
  - Clinton—Fifth Street; Passenger Station; Round House.
  - Cedar Rapids—Telegraph office; Yard office.
  - Belle Plaine—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 RULE S-72**

- EASTWARD trains are superior to WESTWARD trains of the same class.

(Continued on Page 11)

## SPECIAL RULES—Continued

## 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 1-b.  
Des Moines—All trains.  
Boone Train Dispatchers Office—All first class trains.  
Missouri Valley 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.

## 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 except when same is non-communicating point or office is closed. The above will permit operators to accept train orders for such trains without display of train order signal.

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

## TRAIN ORDERS RULE 97

5. In all two or more track districts, extra freight, empty passenger equipment and express trains will be operated without train orders.

## CLINTON

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

## 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. During the hours that switchtenders are on duty they 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 at 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 of 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 AND MISSOURI VALLEY

8. Sub-division 2 trains using Sioux City District tracks at Maple River and Missouri Valley will do so under flag protection.

## AT MISSOURI VALLEY

9. Sioux City District passenger trains which stop at Missouri Valley will come to the platform on Sioux City District side.

Crews of freight trains and yard engines will be held responsible for keeping clear of passenger trains which operate between I.D. Wye and West Wye Switch 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 trackage in Council Bluffs, 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.

## PROTECTION ON BRANCH LINES

12. On sub-division 1a and 1b, second and third class trains, extra trains and engines may occupy the main track at stations between station mileboards, protecting against scheduled trains only, and extra trains must approach all stations prepared to stop expecting to find the main track occupied between the station mileboards. When possible, trains will be notified of following extra trains by train order in the following form:

"After . . . . . M, protect against extra . . . . . (East or West)."

Trains receiving this order, will, after the specified time, protect as prescribed in Rule 99. Where Yard Limit signs are indicated, Rule 93 will govern.

## SPECIAL RULES—Continued

## RED REAR OSCILLATING LIGHT

13. This is an emergency light, and must not be displayed while train is moving under normal speed and circumstances. When a train equipped with red rear oscillating light is moving under circumstances in which it may be overtaken by another train, or comes to a stop, the flagman must see that the light is in operation. See Operating Rule 18.

## 15. WHISTLING ORDINANCES

The whistle of any engine must not be sounded within the city limits of Clinton, Cedar Rapids, Belle Plaine, State Center, Nevada, Boone, Ogden, Grand Junction, Council Bluffs or Des Moines, except for the purpose of train inter-communication or to prevent injury to persons and damage to property.

## BLOCKING

## AUTOMATIC BLOCK-WAYSIDE SIGNALS

16. Between Beverly and Otis via Cedar Rapids; between the south switch at Ames and Des Moines.

## TIME SPACING—RULE 91

17. Between Stanwood and Tipton; between Jewell and Ames; Rules 380 to 382 govern and trains will be spaced fifteen minutes apart.

## AUTOMATIC TRAIN SPEED CONTROL

18. 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 (Rules 520-529(h) govern).

## MAIN LINE TRAIN CONTROL TEST SECTIONS ARE LOCATED AS FOLLOWS:

WESTWARD	MP 32.5, 2 miles west of Calamus.
	MP 227, 2 miles west of Grand Jct.
	MP 342.3, 4 miles west of Honey Creek.
EASTWARD	MP 333, .8 miles east of Loveland.
	MP 195.7, 2 miles east of Jordan.
	MP 91.5, 6 miles east of Norway.

Each employee must be fully conversant with information and instructions contained in Booklet No. 6, dated February 1, 1951, and special instructions pertaining to automatic train speed control and these instructions must be observed.

## EXCEPTIONS.—As authorized by Rule 520.

(a) Movements made with engines not equipped with train control must be protected by a positive manual block in advance of such movements, and crew in charge must obtain train order authorizing the movement and Clearance Form A indicating block clear to the next communicating station before entering train control territory designated above. The speed of such movements must not exceed twenty miles per hour at any point enroute.

(b) 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 the protection of Manual Block in advance of the movement at a speed not to exceed 20 miles per hour. The block will be under the control of the operator at Carroll. Eastward trains from Sioux City District will move on signal indication and will not be given clear signal at Maple River until block is clear. Westward trains must receive Clearance Form A which will not be delivered by the operator at Carroll until the block is clear.

(c) Sperry Rail Detector Cars running light and not testing rails shall operate under the same instructions as apply to movements made with engines not equipped with train control.

(d) Non-equipped locomotives in switching service may be operated on the main track between East Clinton, Illinois, and West Clinton, Iowa, between Otis and Beverly via Cedar Rapids and at Beverly, Belle Plaine, Tama, Marshalltown, Ames, Boone, Carroll, Missouri Valley and Council Bluffs within switching limits at not exceeding restricted speed and in accordance with signal indications.

19. Crossings, Junctions, and Draw-Bridges at which Rules 601A to 672 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.	Ames
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.	Arlon
Ft. D. D. M. & S.	Kelley
C. M. St. P. & P.	Slater

In addition to observing Rules 601A to 672, all trains will approach the signal and gate protected railroad crossings shown below at restricted speed, if clear indication is given, the train must not exceed a speed of 10 miles per hour between the home signals.

C. & N. W. Avenue C. Council Bluffs

In addition to observing Rules 509a, 509b and 601A to 672, the following instructions will govern at the automatic interlocking at:

Ft. D. D. M. & S. Kelley

When the home signal does not clear and no conflicting train or engine movement is evident, trainmen must go to the crossing, open box marked C. & N. W., located on an iron post in the southeast quadrant at the crossing and be governed by instructions located inside the box.

When a train or engine has been stopped by a stop signal at the above interlocking, the conductor or engineman must at once communicate with the train dispatcher at Boone by telephone, and then be governed by the instructions received from him. The instructions must be repeated to insure correct understanding.

Telephones for communication with the train dispatcher at Boone are located at Eastward signal 512 and Westward signal 511.

In addition to observing Rules 601A to 672, 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 operator by telephone and be governed by instructions received from him. The instructions must be repeated to insure correct understanding. When given 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.

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

C. & N. W. Maple River

When a train or engine has been stopped by a stop signal at the above interlocking, the conductor or engineman must at once communicate with the operator at Carroll by telephone, and then be governed by the instructions received from him. The instructions must be repeated to insure correct understanding.

Telephone for communication with the operator at Carroll will be located at the westward home signal and the eastward home signal on Sioux City District Sub-division 3.

When permission is given by the operator to pass a stop signal a train or engine must not move over a dual control switch until the switch has been operated by hand in accordance with instructions posted in the telephone box at the signal.

If the switch is already in position for the movement it must be thrown by hand to the opposite position and then back to the required position.

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

C. G. W. Packing House Track, Marshalltown.

Ft. D. D. M. & S. Des Moines.

Des Moines Union. Des Moines.

C. R. I. & P. Des Moines.

U. P. C. G. W.-I. C.-C. R. I. & P.

C. M. St. P. & P.-Wab. 12th Street, Council Bluffs

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

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

## FREIGHT TRAIN INSPECTION

20. Freight trains handled by steam power will stop and train crews will inspect their trains at the following points:

WESTWARD	EASTWARD
Beverly	Mo. Valley, Dunlap or Denison
Belle Plaine, Tama or Marshalltown	Carroll
Carroll	Marshalltown or Tama
	Beverly

Crews on freight trains will make inspection of their trains when stop is made for water at points other than those specified above.

Eastward freight trains handled by diesel power will make standing inspection at Missouri Valley, Dunlap, or Denison, and at Marshalltown, Tama or Beverly.

Westward freight trains handled by diesel power will make standing inspection at Beverly, Blairstown or Tama and at Glidden, Carroll or Denison.

Eastward passenger trains will reduce speed to thirty (30) MPH and eastward freight trains will reduce speed to twenty (20) MPH over Fourth Street Crossing at Ogden, Iowa. This is to permit running inspection of train by the crossing flagman at Fourth Street.

## SPRINKLING HOGS RULE 731a

21. Conductors will see that Rule 731a is observed and that record is kept on their wheel report showing stations at which each car of hogs is sprinkled and condition of hogs when taken and left. Hog sprinkling devices are located at Clinton, Lowden, Beverly, Belle Plaine, Tama, Ames, Grand Jct., Carroll, Manning and Dunlap.

## OVERHEAD OBSTRUCTIONS

Maximum width and height of cars that will pass in safety over the East and West Districts.

BETWEEN	Height Above Top of Rail			LOCATION	
	9 ft. wide	10 ft. wide	11'6" wide		
	Ft. In.	Ft. In.	Ft. In.		
Clinton and Clinton Ice House	18	9 17	11 17	1	Icing Platform O. R. Br. 229, Linn County Ry.
Clinton and Belle Plaine (via Linn Co. Railway)	17	5 17	5 17	5	
Otis and Beverly (via Cedar Rapids)	20	0 19	6 18	7	O. H. Br. 201-, Cedar Rapids and Br. 202 Over Cedar River.
Belle Plaine and Tama	16	9 16	4 15	7	Coal Chute at Tama and Tanks at Belle Plaine and Tama.
Tama and Ames	16	9 16	4 15	7	O. H. Br. 429, W. of La Grand; and tanks at Tama and State Center.
Ames and Boone	20	4 20	4 20	4	O. H. Br. 569-, east of Ontario.
Boone and Carroll	17	0 16	6 15	8	Tank at Grand Jct. adjacent to Passing Track. O. H. Bridge 710- W. of Ogden and Coal Chute at Carroll.
	20	1 19	11 19	1	
Carroll and Co. Bluffs	19	11 19	3 18	3	Br. 886 W. of Arion, O. R. Bridge 937- W. of Woodbine, and Bridge 978 West of Mo. Valley
Stanwood and Tipton					No obstruction below 21 ft. 6 inches.
Ames and Des Moines					
Ames and Jewell					

No load must exceed 11' 6" in width regardless of height. Trainmen and yardmen must know and will be held responsible that cars do not exceed above width and height before placing them in trains or hauling them over the Division.

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

Train No.	Coach Yard	Broadway
2.....	3:35 a.m.	3:40 a.m.
14.....	7:00 a.m.	7:05 a.m.
6.....	5:30 p.m.	5:35 p.m.
24.....	7:35 p.m.	7:40 p.m.
13 Nebraska Div.....	10:30 p.m.	10:35 p.m.

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

### SPRING SWITCHES

Spring switches will be identified by a disc having black letters "SS" on a white background, mounted at right angles to the red target.

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

Location	Direction	Miles per Hour	
		Engine 5	Train 5
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.....	Eastward.....	" 10	" 20
Lisbon.....	Westward.....	" 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
Glidden.....	Westward.....	" 10	" 25
Carroll.....	Westward.....	" 10	" 25
Denison.....	Westward.....	" 10	" 25
Denison.....	Eastward.....	" 10	" 25
Dunlap.....	Eastward.....	" 10	" 15
Dunlap.....	Westward.....	" 10	" 15
Missouri Valley.....	Westward.....	" 10	" 15
Co. Bluffs Lake Lead.....	Eastward.....	" 10	" 25

### COMPANY SURGEONS

City	Surgeon	Office Phone	Residence Phone
CHICAGO.....	J. K. Stack, M. D., Medical Director.		
	A. Nygood M. D., Chief Medical Examiner	Office Phone	Residence Phone
CLINTON.....	J. R. Jewett, M. D., District Surgeon	153	520
	J. E. O'Donnell, M. D., Local Surgeon	5555	4008
	E. T. Carey M. D., Eye, Ear, Nose, Throat	537	4508R
	E. P. Welh, M. D., Oculist-Aurist	627	1210
	G. M. Ellison, M. D., Associate Surgeon	115	1875
DE WITT.....	D. C. Snyder, M. D., Local Surgeon	315	325
WHEATLAND.....	E. V. Riedesel, M. D., Local Surgeon	29	29
LOWDEN.....	Fred Montz, M. D., Local Surgeon	26-W	26-J
LISBON.....	J. R. Gardner, M. D., Local Surgeon	2-91	3-91
MT. VERNON.....	Gordon E. Rahn, M. D., Local Surgeon	3311	3142
CEDAR RAPIDS.....	D. E. Beardsley M. D., District Surgeon	5221	2-3582
	H. L. Walker, M. D., Oculist and Aurist	5317	24082
	Elliott A. Cobb, M. D., Local Surgeon	5221	37138
	Carl A. Noe, M. D., Ear, Eye and Nose Specialist	20721	29178
BLAIRSTOWN.....	R. A. Seller, M. D., Local Surgeon	38	37
BELLE PLAINE.....	G. W. Yavorsky, M. D., Dist. Surgeon	24-Black	24-Blue
	N. B. Williams, M. D., Loc. Surgeon	65	200
TAMA.....	A. J. Wentzien, M. D., Dist. Surgeon	671	670
MARSHALLTOWN.....	R. E. Keyser, M. D., Dist. Surgeon	3373	7145
	Earl Keyser, M. D., Local Surgeon	3373	8576
STATE CENTER.....	A. D. Woods, M. D., Local Surgeon	33	52
COLO.....	S. B. Goddenow, M. D., Local Surgeon	32	73
NEVADA.....	B. Houston, M. D., Local Surgeon	61	66
	R. H. Mordaunt, M. D. Associate Local Surgeon	61	2
AMES.....	E. B. Bush, M. D., District Surgeon	321	322
	K. C. Piercy, M. D., Local Surgeon	321	2791
BOONE.....	W. H. Longworth, M. D., District Surgeon	134	637
	R. L. Wicks, Local Surgeon	134	2315
	C. L. Updegraff, M. D., Ophthalmologist	588	27
JEFFERSON.....	A. J. Jongewaard, M. D., Loc. Surgeon	172	744
SCRANTON.....	R. E. Parry, M. D., Local Surgeon	76-2	76-3

City	Surgeon	Office Phone	Residence Phone
CARROLL.....	R. B. Morrison, M. D., District Surgeon	3543	3630
	J. R. Morrison, M. D., Associate Surgeon	3543	2371
DENISON.....	A. H. Grau, M. D., Local Surgeon	10	303
MISSOURI VALLEY.....	C. A. Heise, M. D., District Surgeon	232	232-R
COUNCIL BLUFFS.....	J. P. Cogley M. D., District Surgeon	6677	3-0733
	A. C. Brown, M. D., Local Surgeon	37504	8114
	Lee R. Martin, M.D., Local Surgeon	3-7127 3-7504	6567
OMAHA.....	Alfred J. Brown, M. D., Div. Surgeon	Atl 6140	Wal 0913
	R. R. Best, M. D., Local Surgeon	Har 4722	Glen 2822
	E. E. Simmons, M. D., Consulting Internist	Har. 1141	Gle 2617
	Harold Gifford, M. D., Consulting Surgeon, Eye, Ear, Nose, Throat	Alt 5410	Reg 7514
	J. D. Bisgard, M. D., Local Surgeon	Atl 2432	Gle 3692
	J. C. Kennedy, M. D., Local Surgeon	Atl 6140	Wal 8347
	H. R. Elston, M. D., Local Surgeon	Alt-6140	Wal 8232
	S. E. Potter, M. D., Local Surgeon	Har 4722	Ken 8452.
	W. A. Cassidy, M. D., Nose and Throat Specialist	Atl 2327	Gle 2326
JEWELL.....	C. A. Heise, M. D., Assoc. Local Surgeon	199	199
	F. C. Vernon, M. D., Local Surgeon	51	51
DES MOINES.....	D. W. Coughlan, M. D., Local Surgeon	4-5161	2-1911
	E. J. Harnagel, M. D., Consulting Surgeon	4-3911	5-0733
MANNING.....	A. W. Carille, M. D., Local Surgeon	131	131
AUDUBON.....	L. E. Jensen, M. D., Local Surgeon	40	275
FORT DODGE.....	Edward F. Beeh, M. D., Consulting Surgeon	1774	Walnut Walnut 1337
	Dr. Jewett may be called to any place between Clinton and Lowden.		
	Dr. 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. Wentzien may be called to any place between Chelsea and Montour.		
	Dr. Keyser may be called to any place between Montour and Colo.		
	Dr. Bush may be called any place between Colo and Ontario, Kelley and Jewell.		
	Dr. Longworth may be called to any place between Ontario and Jefferson.		
	Dr. Morrison may be called to any place on Audubon and Harlan Branches and between Jefferson and Arion.		
	Dr. Helse may be called to any point between Arion and Council Bluffs.		