

**CHICAGO & NORTH WESTERN RAILWAY**

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**IOWA DIVISION**  
**EAST and WEST DISTRICTS**

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**TIME TABLE**

**No. 119**

**Effective Saturday, February 15, 1947**  
**AT 12:25 O'CLOCK P. M.**  
**CENTRAL TIME**

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

**C. H. LONGMAN, General Manager**  
**J. J. STEIN, Assistant General Manager**  
**E. TERRILL, Superintendent**

**THINK-PRACTICE-TALK SAFETY**

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**THINK-PRACTICE-TALK SAFETY**

## Between Clinton and Belle Plaine—Westward

FIRST CLASS												Distance from Clinton	Subdivision 1		Capacity Westward Sidings	Communicating Office Open Week Days
7	23	15	13	1	27	105	111	103	101	21	5		Time Table 119			
DAILY	DAILY	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Monday Wednesday Friday	Tuesday Thursday Saturday	DAILY	DAILY				
P.M. 9.45	P.M. 10.00		A.M. 9.00	P.M. 2.00	P.M. 3.00	P.M. 4.00	P.M. 5.00	P.M. 6.00	P.M. 7.30	P.M. 7.30	P.M. 8.15	P.M. 9.00		..... CHICAGO.....		
A.M. 12.40	A.M. 1.05	A.M. 3.55	P.M. 12.30	P.M. 4.40	P.M. 5.25	P.M. 6.15	P.M. 7.12	P.M. 8.12	P.M. 9.42	P.M. 9.42	P.M. 10.50	P.M. 11.40		..... CLINTON.....	Continuous	
12.47	1.12	4.03	12.37	4.45	5.30	6.19	7.16	8.12	9.46	9.46	10.57	11.47	4.5	..... WEST CLINTON..		
12.52	1.17	4.15	12.42								11.02	11.52	9.5	..... LOW MOOR....		
													14.0	..... MALONE.....		
1.03	1.28	4.35	12.55	5.00	5.44	6.32	7.27	8.12	9.58	9.58	11.13	12.01	19.0	..... DEWITT.....	105 12:45 a.m. to 4:45 p.m.	
1.09	1.34	4.48	1.02								11.19	12.06	24.8	..... GRAND MOUND..		
1.15	1.40	5.01	1.08								11.25	12.11	30.6	..... CALANUS.....		
1.19	1.44	5.12	1.12								11.29	12.15	34.7	..... WHEATLAND...		
1.24	1.49	5.25	1.17	5.19	6.03	6.49	7.41	8.12	10.14	10.14	11.34	12.20	39.7	..... LOWDEN.....	109 Continuous	
1.31	1.56	5.38	1.24								11.41	12.26	46.7	..... CLARENCE.....		
1.36	2.01	5.53	1.29	5.30	6.13	6.59	7.50	8.12	10.24	10.24	11.46	12.31	51.7	..... STANWOOD....	95 8:00 a.m. to 5:00 p.m.	
1.42	2.07	6.05	1.35								11.51	12.36	56.9	..... MECHANICSVILLE		
1.49	2.14	6.18	1.42	5.41	6.23	7.09	7.59	8.12	10.34	10.34	11.58	12.42	63.8	..... LISBON.....	125 Continuous	
1.50	2.15	6.33	1.46								11.59	12.43	65.2	..... MT. VERNON...		
													72.0	..... BERTRAM.....		
2.04	2.29	6.50	1.59	5.54	6.36	7.22	8.12	8.12	10.47	10.47	12.13	12.55	78.0	..... OTIS.....	Continuous	
s 2.20	s 2.45	s 7.00 7.30	s 2.10 2.30	s 6.05	s 6.45	s 7.32	s 8.21	s 8.21	s 10.56	s 10.56	s 12.30	s 1.02 1.25	81.3	..... CEDAR RAPIDS..	12 mn. to 10:45 a.m. 6:45 p.m. to 12 mn.	
2.40	3.00	7.45	2.40	6.15	6.54	7.41	8.30	8.12	11.05	11.05	12.45	1.40	86.6	..... BEVERLY.....	Continuous	
2.45	3.05	7.51	2.44								12.50	1.44	89.6	..... FAIRFAX.....		
2.52	3.12	8.02	2.50								12.57	1.50	96.3	..... NORWAY.....	122	
		8.10											100.4	..... WATKINS.....		
3.01	3.21	8.19	2.59	6.37	7.14	7.57	8.46	8.12	11.21	11.21	1.07	1.59	105.7	..... BLAIRSTOWN...	120 7:30 a.m. to 4:30 p.m.	
3.06	3.26	8.27	3.04								1.12	2.04	110.8	..... LUZERNE.....		
3.15	3.35	8.40	3.15	6.50	7.25	8.08	8.56	8.12	11.31	11.31	1.20	2.20	115.9	..... BELLE PLAINE..	Continuous	
DAILY	DAILY	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Monday Wednesday Friday	Tuesday Thursday Saturday	DAILY	DAILY				

First class trains, unless otherwise scheduled, must clear the time of Nos. 111, 101, 103 and 105 not less than ten minutes; all other trains must clear the time of Nos. 111, 101, 103 and 105 not less than fifteen minutes.

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

No. 5 will not carry passengers.

No. 23 will stop at De Witt to discharge revenue passengers from Chicago and Geneva, including those holding stock drovers' tickets, and on signal at De Witt to receive revenue passengers for Ames and beyond.

No. 7 will stop at Wheatland and Stanwood to discharge revenue passengers from Chicago and Geneva, including those holding stock drovers' tickets.

No. 21 will stop at Mt. Vernon to discharge revenue passengers from Chicago and Geneva, including those holding stock drovers' tickets.

# Between Belle Plaine and Clinton—Eastward

2

Station Numbers	Capacity Eastward Sidings	Subdivision 1 <b>Time Table 119</b> February 15, 1947	Communicating Office Open Sundays	FIRST CLASS											
				6	24	22	8	112	104	102	106	2	28	14	16
				DAILY	DAILY	DAILY	DAILY	DAILY	Sunday Wednesday Friday	Monday Thursday Saturday	DAILY	DAILY	DAILY	DAILY	DAILY
		..... CHICAGO .....		A.M. 6.30	A.M. 7.30	A.M. 8.15	A.M. 9.20	A.M. 9.35	A.M. 10.45	A.M. 10.45	P.M. 1.10	P.M. 2.40	P.M. 2.50	P.M. 7.15	P.M. 9.00
100		..... CLINTON .....	Continuous	A.M. 3.15	A.M. 3.35	A.M. 4.35	A.M. 5.25	A.M. 7.15	A.M. 8.25	A.M. 8.25	A.M. 10.40	A.M. 11.40	A.M. 11.50	P.M. 3.35	P.M. 4.45
101		..... WEST CLINTON .....		2.57	3.18	4.18	4.59	7.07	8.15	8.15	10.30	11.30	11.42	3.18	4.30
102		..... LOW MOOR .....		2.51	3.10	4.10	4.50							3.12	4.23
103		..... MALONE .....													
104	80	..... DEWITT .....	12:45 a.m. to 4:45 p.m.	2.40	2.58	3.58	4.36	6.55	8.02	8.02	10.14	11.07	11.22	3.00	4.10
105		..... GRAND MOUND .....		2.34	2.50	3.50	4.25							2.53	4.00
106		..... CALAMUS .....		2.28	2.43	3.43	4.16							2.47	3.53
107	85	..... WHEATLAND .....		2.23	2.38	3.38	4.10							2.43	3.48
108		..... LOWDEN .....	Continuous	2.18	2.32	3.32	4.03	6.38	7.45	7.45	9.54	10.47	11.02	2.38	3.42
110		..... CLARENCE .....		2.11	2.24	3.24	3.54							2.31	3.32
111	120	..... STANWOOD .....	Closed	2.06	2.18	3.18	3.48	6.28	7.35	7.35	9.43	10.36	10.51	2.26	3.26
114		MECHANICSVILLE		2.01	2.12	3.12	3.40							2.21	3.19
115	126	..... LISBON .....	Continuous	1.54	2.05	3.05	3.32							2.14	3.11
116		..... MT. VERNON .....		1.52	2.03	3.03	3.30	6.18	7.24	7.24	9.31	10.21	10.36	2.12	3.09
117		..... BERTRAM .....													
118		..... OTIS .....	Continuous	1.37	1.48	2.48	3.13	6.06	7.11	7.11	9.17	10.07	10.22	1.56	2.52
120		..... CEDAR RAPIDS .....	12 mn. to 10:45 a.m. 6:45 p.m. to 12 mn.	s 1.30	s 1.40	s 2.40	s 3.05	s 6.00	s 7.05	s 7.05	s 9.10	s 10.00	s 10.15	s 1.50 s 1.40	s 2.45 s 2.35
109		..... BEVERLY .....	Continuous	1.10	1.25	2.25	2.50	5.50	6.55	6.55	8.58	9.47	10.02	1.25	2.25
122		..... FAIRFAX .....		12.59	1.12	2.10	2.35							1.08	2.09
123		..... NORWAY .....		12.52	1.05	2.04	2.29							1.01	2.02
124		..... WATKINS .....													
125	120	..... BLAIRSTOWN .....	Closed	12.43	12.54	1.53	2.18	5.33	6.38	6.38	8.41	9.17	9.32	12.52	1.53
126		..... LUZERNE .....													
127		..... BELLE PLAINE .....	Continuous	12.30 A.M.	12.40 A.M.	1.40 A.M.	2.05 A.M.	5.23 A.M.	6.28 A.M.	6.28 A.M.	8.30 A.M.	9.05 A.M.	9.20 A.M.	12.39 P.M.	1.40 P.M.
				DAILY	DAILY	DAILY	DAILY	DAILY	Sunday Wednesday Friday	Monday Thursday Saturday	DAILY	DAILY	DAILY	DAILY	Daily except Sunday

First class trains, unless otherwise scheduled, must clear the time of Nos. 112, 102, 104 and 106 not less than ten minutes; all other trains must clear the time of Nos. 112, 102, 104 and 106 not less than fifteen minutes.

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

No. 16 will stop at Mechanicsville, Stanwood, Clarence, Lowden, Wheatland, Calamus and Grand Mound to discharge revenue passengers from west of Boone, or on signal to receive revenue passengers for Chicago.

No. 6 will handle sleeping car passengers from Des Moines and Cedar Rapids.

No. 24 will stop at De Witt on signal to receive passengers for Chicago.

No. 14 will make regular stop at De Witt on Sunday.

## Between Belle Plaine and Boone—Westward

FIRST CLASS												Distance from Clinton	Subdivision 2		Capacity Westward Sidings	Communicating Office Open Week Days
21	5	7	23	15	13	1	27	105	111	103	101		Time Table 119			
DAILY	DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	Monday Wednesday Friday	Tuesday Thursday Saturday					
A.M. 1:20	A.M. 2:20	A.M. 3:15	A.M. 3:35	A.M. 8:40	P.M. 3:15	P.M. 6:50	P.M. 7:25	P.M. 8:08	P.M. 8:56	P.M. 11:31	P.M. 11:31	115.9	.. BELLE PLAINE ..	Continuous		
1:27	2:26	3:21	3:42	s 8:50	3:21							122.3	..... CHELSEA .....			
1:37	s 2:42	s 3:35	3:55	s 9:10	s 3:35	7:04	7:39	s 8:22	9:08	11:44	11:44	132.2	..... TAMA .....	93 Continuous		
1:44	2:49	3:43	4:03	s 9:20	3:43							139.4	..... MONTOUR .....			
1:47	2:52	3:47	4:07	s 9:26	3:46							142.6	..... LE GRAND .....			
												144.8	..... QUARRY .....			
s 2:05	s 3:20	s 4:05	s 4:25	s 9:45	s 4:05	7:23	7:57	s 8:43	s 9:26	12:01	12:01	150.6	..... MARSHALLTOWN .....	Continuous		
2:13	3:28	4:15	4:34	s 9:56	4:13							157.9	..... LA MOILLE .....	130		
2:23	3:36	4:26	4:46	s 10:09	4:21	7:38	8:11	8:57	9:39	12:13	12:13	164.9	..... STATE CENTER ..	12:01 a.m. to 4:00 p.m.		
2:31	3:43	4:35	4:54	s 10:20	4:28							172.7	..... COLO .....			
2:40	s 3:54	4:44	5:03	s 10:40	s 4:40	7:52	8:24	9:09	9:51	12:25	12:25	179.7	..... NEVADA .....	100 8:00 a.m. to 11:59 p.m.		
s 3:00	s 4:30	s 5:00	s 5:30	s 11:05	s 5:05	8:00	8:32	s 9:19	s 10:00	12:32	12:32	188.1	..... AMES .....	Continuous		
3:07	4:37	5:08	5:37	s 11:13	5:12							192.1	..... ONTARIO .....			
				s 11:23								197.2	..... JORDAN .....			
3:20	4:50	5:25	5:50	11:29	5:25	8:18	8:50					201.3	..... BOONE FRT. YARD ..	Continuous		
3:30 A.M.	5:00 A.M.	5:35 A.M.	6:00 A.M.	11:35 A.M.	5:35 P.M.	8:25 P.M.	8:55 P.M.	9:40 P.M.	10:20 P.M.	12:50 A.M.	12:50 A.M.	202.3	..... BOONE .....	Continuous		
DAILY	DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	Tuesday Thursday Saturday	Wednesday Friday Sunday					

First class trains, unless otherwise scheduled, must clear time of Nos. 111, 101, 103 and 105 not less than ten minutes; all other trains must clear the time of Nos. 111, 101, 103 and 105 not less than fifteen minutes.

No. 5 will not carry passengers.

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

4

Station Number	Capacity Eastward Stopping	Subdivision 2 Time Table 119 February 15, 1947	Communicating Office Open Sundays	FIRST CLASS											
				22	8	112	104	102	106	2	28	14	16	6	24
				DAILY	DAILY	DAILY	Sunday Wednesday Friday	Monday Thursday Saturday	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY
127		BELLE PLAINE	Continuous	A.M. 1:40	A.M. 2:05	A.M. 5:23	A.M. 6:28	A.M. 6:28	A.M. 8:30	A.M. 9:05	A.M. 9:20	P.M. 12:39	P.M. 1:40	P.M. 12:30	P.M. 12:40
128		CHELSEA		1:33	1:57							12:29	1:30	12:15	12:31
131	140	TAMA	Continuous	1:24	1:47	5:09	6:15	6:15	8:17	8:51	9:06	12:19	1:20	12:05	12:22
133		MONTOUR		1:15	1:38							12:10	1:08	11:54	12:12
134		LE GRAND		1:12	1:35							12:07	1:04	11:51	12:09
135		QUARRY													
136		MARSHALLTOWN	Continuous	1:02	1:25	4:53	5:59	5:59	8:00	8:30	8:45	11:57	12:50	11:40	11:58
137	120	LA MOILLE		12:52	1:13							11:42	12:35	11:24	11:47
138		STATE CENTER	12 mn. to 8:00 a.m.	12:45	1:06	4:40	5:46	5:46	7:46	8:15	8:30	11:34	12:27	11:17	11:40
142		COLO		12:37	12:58							11:26	12:19	11:09	11:33
143	120	NEVADA	8:00 a.m. to 4:00 p.m. 4:45 p.m. to 6:45 p.m.	12:29	12:50	4:27	5:35	5:35	7:32	8:00	8:15	11:17	12:10	11:00	11:25
145		AMES	Continuous	12:20	12:40	4:20	5:28	5:28	7:23	7:51	8:06	11:05	11:55	10:45	11:15
147		ONTARIO		12:13	12:31							10:58	11:43	10:07	11:07
148		JORDAN													
		BOONE FRT. YARD	Continuous	12:03	12:22	4:08	5:16	5:16	7:06	7:36	7:51	10:47	11:32	9:57	10:57
150		BOONE	Continuous	12:01 A.M.	12:20 A.M.	4:07 A.M.	5:15 A.M.	5:15 A.M.	7:05 A.M.	7:35 A.M.	7:50 A.M.	10:45 A.M.	11:30 A.M.	9:55 P.M.	10:55 P.M.
				DAILY	DAILY	DAILY	Sunday Wednesday Friday	Monday Thursday Saturday	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY

First class trains, unless otherwise scheduled, must clear the time of Nos. 112, 102, 104 and 106 not less than ten minutes; all other trains must clear the time of Nos. 112, 102, 104 and 106 not less than fifteen minutes.

No. 16 will stop at State Center to discharge revenue passengers from west of Boone and on signal to receive revenue passengers for Chicago.

No. 22 will stop at Ames and Marshalltown to discharge revenue passengers from west of Omaha, also from Onawa and beyond.

No. 6 will handle sleeping car passengers from Des Moines.

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

**SMOKE**  
is fuel wasted

**SAVE**  
**COAL**

## Between Boone and Council Bluffs—Westward

## FIRST CLASS

FIRST CLASS													Subdivision 3		
101	103	201	21	5	215	7	23	15	203	13	1	27	Time Table 119		
Sunday Wednesday Friday	Tuesday Thursday Saturday	DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	February 15, 1947		
A.M. 12.50	A.M. 12.50		A.M. 3.40	A.M. 5.10		A.M. 5.45	A.M. 6.10	A.M. 11.55		P.M. 5.45	P.M. 8.35	P.M. 9.00	..... BOONE .....	Continuous	
			3.55	5.20		5.58	6.25	s12.10		5.57			..... OGDEN .....		
								s12.18					..... BEAVER .....		
1.07	1.07		4.08	5.30		6.10	6.40	s12.28		6.08	8.58	9.23	..... GRAND JUNCTION .....	Continuous	
			4.16	s 5.40		s 6.20	6.48	s12.40		s 6.18			..... JEFFERSON .....		
1.22	1.22		4.26	5.49		6.30	6.58	s12.53		6.28	9.15	9.40	..... SCRANTON .....	8:30 a.m. to 5:30 p.m.	
								s 1.01					..... RALSTON .....		
			4.39	5.58		6.40	7.10	s 1.10		6.38			..... GLIDDEN .....	8:30 a.m. to 5:30 p.m.	
1.37	1.37		s 4.50	s 6.22	A.M. 6.45	s 6.55	s 7.30	s 1.33		s 7.00	9.35	10.00	..... CARROLL .....	Continuous	
			5.00	6.30	7.00 A.M.	7.05	7.40	1.43		7.10			..... MAPLE RIVER .....		
								s 1.54					..... ARCADIA .....		
1.50	1.50		5.14	6.40		7.19	7.55	s 2.00		7.21	9.55	10.20	..... WEST SIDE .....		
			5.21	6.45		7.25	8.03	s 2.10		7.27			..... VAIL .....		
2.03	2.03		5.33	s 6.57		s 7.35	8.15	s 2.27		s 7.40	10.12	10.37	..... DENISON .....	Continuous	
			5.41	7.05		7.44	8.24	s 2.41		7.48			..... ARION .....	Continuous	
								s 2.45					..... DOW CITY .....		
2.16	2.16		5.52	7.13		7.54	8.36	s 2.58		7.58	10.32	10.57	..... DUNLAP .....	8:00 a.m. to 5:00 p.m.	
			6.02	7.21		8.04	8.48	s 3.13		8.08			..... WOODBINE .....		
2.30	2.30		6.12	7.29		8.13	8.59	s 3.25		8.18	10.50	11.15	..... LOGAN .....		
2.38	2.38		s 6.25	s 7.50		8.25	9.10	s 3.40		s 8.50	11.00	11.25	..... MISSOURI VALLEY .....	Continuous	
2.39	2.39	A.M. 6.40	6.52	7.51		8.26	9.12	3.41	P.M. 7.10	8.52	11.01	11.26	..... WEST WYE SWITCH .....		
								s 3.48					..... LOVELAND .....		
2.47	2.47	6.49	7.09	8.03		8.37	9.27	s 3.56		7.19	9.04	11.12	..... HONEY CREEK .....		
		6.57	7.19	8.10		8.45	9.37	s 4.03		7.27	9.11		..... CRESCENT .....		
3.00	3.00	7.07	7.30	8.21		8.56	9.49	4.10		7.36	9.25	11.30	..... FREIGHT YARD .....		
3.03 A.M.	3.03 A.M.	s 7.15 A.M.	s 7.45 A.M.	s 8.23 A.M.		s 9.05 A.M.	s10.00 A.M.	s 4.20 P.M.		s 7.45 P.M.	s 9.35 P.M.	s11.35 P.M.	s12.10 A.M.	..... COUNCIL BLUFFS .....	Continuous
3.05	3.05	s 7.35	7.50	s 8.45		9.10	10.05	s 4.30		s 7.55	s 9.45	11.40	..... COUNCIL BLUFFS TRANSFER .....		
3.15 A.M.	3.15 A.M.	7.50	8.15	9.00		9.30	10.30	4.50		8.20	10.00	11.55	..... OMAHA .....		
Sunday Wednesday Friday	Tuesday Thursday Saturday	DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY	Daily except Sunday	DAILY	DAILY	DAILY	DAILY			

ALL TRAINS WILL APPROACH CROSSOVER SWITCHES AT WEST WYE SWITCH AT SPEED NOT EXCEEDING 20 MILES PER HOUR, EXPECTING TO FIND TRAINS MOVING FROM WYE TO WESTWARD MAIN TRACK.

No. 5 will restrict speed through Logan to thirty miles per hour to permit catching mail.

No. 5 will not carry passengers.

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

## Westward—BETWEEN BOONE AND COUNCIL BLUFFS

FIRST CLASS		Subdivision 3		Distance from Boone	Capacity of Westward Sidings
105	111	Time Table 119			
DAILY	DAILY	February 15, 1947			
P.M. 9.45	P.M. 10.20	BOONE			
		OGDEN		8.3	75
		BEAVER		6.2	
10.03	10.37	GRAND JUNCTION		4.9	
s10.10		JEFFERSON		6.8	
10.18	10.50	SCRANTON		9.0	
		RALSTON		5.2	
		GLIDDEN		4.7	125
s10.35	11.03	CARROLL		7.2	105
		MAPLE RIVER		4.2	
		ARCADIA		5.9	
10.49	11.15	WEST SIDE		3.2	50
		VAIL		6.0	125
s11.04	11.27	DENISON		8.7	140
		ARION		7.4	
		DOW CITY		2.0	
11.18	11.41	DUNLAP		7.9	100
		WOODBINE		9.7	
11.33	11.55	LOGAN		8.0	
11.43	12.03	MISSOURI VALLEY		8.4	
11.44	12.04	WEST WYE SWITCH		0.6	
		LOVELAND		3.5	
11.55	12.12	HONEY CREEK		5.1	
		CRESCENT		5.3	
12.12	12.24	FREIGHT YARD		6.2	
s12.17 A.M.	s12.27 A.M.	COUNCIL BLUFFS		0.7	
12.22	s12.30	COUNCIL BLUFFS TRANSFER		1.0	
12.40 A.M.	12.45 A.M.	OMAHA		2.9	
DAILY	DAILY				

First class trains, unless otherwise scheduled, must clear the time of Nos. 105 and 111 not less than ten minutes; all other trains must clear the time of Nos. 105 and 111 not less than fifteen minutes.

### 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.

## Westward—BETWEEN CARROLL AND AUDUBON—Eastward

6

SECOND CLASS		Subdivision 3a		Capacity of Sidings	Distance from Carroll	Station Numbers	THIRD CLASS	
417	515	Time Table 119					514	416
Mixed	Mixed	February 15, 1947						
Tuesday Thursday Saturday	Monday Wednesday Friday	CARROLL					Mixed	
A.M. 10.30	A.M. 11.15	MANNING		63	17.3	453	Mixed	
s12.15	s12.25 P.M.	GRAY		44	24.8	455	Monday Wednesday Friday	
s12.40		ROSS		24	30.4	457	Tuesday Thursday Saturday	
s 1.00		AUDUBON		55	34.6	460	P.M. 7.00	
1.15 P.M.							P.M. 5.00	
Tuesday Thursday Saturday	Monday Wednesday Friday						Monday Wednesday Friday	
							Tuesday Thursday Saturday	
							P.M. 5.45	
							s 3.45	
							s 3.00	
							s 2.35	
							2.15 P.M.	
							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

### 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.

DeWitt—Freight house.

Stanwood.—East end, eastward 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.

Glidden.—West end, westward siding.

Carroll.—At coal shed.

West end, westward siding.

West Side.—West end, westward siding.

Dunlap.—Waiting room.

Mo. Valley.—East end of yard and west wye switch.

Co. Bluffs.—East end of yard.

Omaha.—Yardmaster's office.

### FACILITIES AS INDICATED ARE LOCATED AS FOLLOWS:

Clinton	FWTT	Marshalltown	W	Dunlap	FW
De Witt	Water on Westward track for emergency only.				
Lowden	FW	State Center	W	Mo. Valley	FWTTY
Stanwood	Y	Ames	WY	Council Bluffs	FWTTY
Lisbon	W	Boone	FWTT	Maquoketa	W
Cedar Rapids	WTT	Grand Jct.	W	Anamosa	FWTT
Beverly	FW	Scranton	W	Manning	W
Belle Plaine	FWTTY	Carroll	FWTT	Jewell	FWY
Tama	FWTT	Denison	WY	Des Moines	FWTT

## Between Council Bluffs and Boone—Eastward

Station Numbers	Distance from Boone	Capacity of Eastward Stalls	Subdivision 3 Time Table 119 February 15, 1947	FIRST CLASS													
				112	104	102	106	2	28	14	204	216	6	24	22	8	202
				DAILY	Sunday Wednesday Friday	Monday Thursday Saturday	DAILY	DAILY	DAILY	DAILY	DAILY	Motor Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY
150			BOONE	A.M. 4.07	A.M. 5.15	A.M. 5.15	A.M. 7.00	A.M. 7.25	A.M. 7.40	A.M. 10.35			P.M. 9.45	P.M. 10.45	P.M. 11.50	A.M. 12.10	
152	8.3		OGDEN	3.56	5.04	5.04	6.51	7.13	7.29	10.12			9.22	10.28	11.36	11.56	
153	14.5		BEAVER														
154	19.4	60	GRAND JUNCTION	3.46	4.54	4.54	6.41	7.02	7.18	10.01			9.10	10.17	11.25	11.45	
155	26.2		JEFFERSON				s 6.35			s 9.54			9.03	10.11	s 11.18	11.39	
157	35.2		SCRANTON	3.34	4.42	4.42	6.27	6.49	7.05	9.43			8.54	10.02	11.08	11.31	
158	40.4		RALSTON														
160	45.1		GLIDDEN							9.33			8.44	9.52	10.58	11.22	
162	52.3	95	CARROLL	s 3.21	4.29	4.29	s 6.14	6.35	6.51	s 9.25		P.M. 7.25	s 8.35	s 9.45	s 10.50	s 11.15	
163	56.5		MAPLE RIVER	3.14	4.24	4.24	6.08	6.23	6.45	9.10		7.12 P.M.	8.20	9.39	10.42	11.05	
164	62.4		ARCADIA														
165	65.6		WEST SIDE	3.07	4.17	4.17	6.01	6.15	6.37	9.01			8.11	9.31	10.34	10.57	
166	71.6		VAIL							8.55			8.05	9.25	10.28	10.51	
168	80.3	125	DENISON	2.55	4.05	4.05	5.49	6.02	6.24	s 8.45			s 7.56	9.17	s 10.19	10.42	
169	87.7		ARION							8.36			7.45	9.10	10.10	10.35	
171	89.7		DOW CITY														
173	97.6	105	DUNLAP	2.42	3.52	3.52	5.36	5.47	6.10	8.26			7.35	9.01	10.01	10.26	
175	107.3		WOODBINE							8.16			7.25	8.52	9.52	10.17	
176	115.3		LOGAN							8.08			s 7.15	8.44	9.44	10.09	
178	123.7		MISSOURI VALLEY	2.21	3.31	3.31	5.15	5.23	5.48	s 8.00			s 7.05	8.35	s 9.35	10.00	
179	124.3		WEST WYE SWITCH	2.20	3.30	3.30	5.14	5.22	5.47	7.57	A.M. 9.10		7.00	8.34	9.27	9.59	P.M. 10.33
180	127.8		LOVELAND														
181	132.9		HONEY CREEK	2.12	3.22	3.22	5.04	5.12	5.37	7.47	8.59		6.50	8.24	9.18	9.49	10.24
182	138.2		CRESCENT							7.40	8.52		6.44	8.16	9.11	9.41	10.17
183	144.4		FREIGHT YARD	2.01	3.11	3.11	4.51	4.56	5.21	7.32	8.42		6.37	8.07	9.02	9.32	10.07
183	145.1		COUNCIL BLUFFS	s 2.00 A.M.	3.10 A.M.	3.10 A.M.	s 4.50 A.M.	s 4.55 A.M.	s 5.20 A.M.	s 7.30 A.M.	s 8.40 A.M.		s 6.35 P.M.	s 8.05 P.M.	s 9.00 P.M.	s 9.30 P.M.	s 10.05 P.M.
184	146.1		COUNCIL BLUFFS TRANS.	1.58	3.08	3.08	4.48	4.53	5.18	s 7.25	s 8.30		s 6.30	8.00	8.55	9.25	s 9.55
185	149.0		OMAHA	1.50 A.M.	3.00 A.M.	3.00 A.M.	4.40 A.M.	4.45 A.M.	5.10 A.M.	7.15 A.M.	8.15 A.M.		6.15 P.M.	7.50 P.M.	8.45 P.M.	9.15 P.M.	9.45 P.M.
				DAILY	Sunday Wednesday Friday	Monday Thursday Saturday	DAILY	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY

ALL TRAINS WILL APPROACH CROSSOVER SWITCHES AT WEST WYE SWITCH AT SPEED NOT EXCEEDING 20 MILES PER HOUR, EXPECTING TO FIND TRAINS MOVING FROM WYE TO WESTWARD MAIN TRACK.

First class trains, unless otherwise scheduled, must clear the time of Nos. 112, 102, 104 and 106 not less than ten minutes; all other trains must clear the time of Nos. 112, 102, 104 and 106 not less than fifteen minutes.

No. 6 will not carry passengers.

No. 8 will stop on signal at Logan, Woodbine and Dunlap to receive revenue passengers for points where this train is scheduled to stop, and will stop at Logan and Woodbine to discharge revenue passengers from Council Bluffs and beyond, and will stop at Dunlap on Friday and Saturday to discharge revenue passengers from Omaha.

## COMMUNICATING OFFICE OPEN SUNDAYS

Boone	Continuous
Grand Junction	Continuous
Scranton	Closed
Glidden	Closed
Carroll	Continuous
Denison	Continuous
Arion	Continuous
Dunlap	Closed
Missouri Valley	Continuous
Council Bluffs	Continuous



## Westward—Between Jewell and Des Moines—Eastward

8

SECOND CLASS			FIRST CLASS			Distance from Des Moines	Capacity of Sidings	Subdivision 2a Time Table 119 February 15, 1947	Station Numbers	FIRST CLASS			SECOND CLASS		
67	63	65	59	57	53					50	52	56	68	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. 8:50		56.7		JEWELL.....	211		A.M. 7:00			A.M. 1:30	
	12:45			f 9:01		51.0		5 7 .....RANDALL.....	366		f 6:43			1:15	
	1:00			s 9:07		47.5	23	3 5 .....STORY CITY.....	365		s 6:35			1:00	
	1:15			f 9:17		41.5	19	6 0 .....GILBERT.....	363		s 6:17			12:35	
P.M.	2:00	A.M. 12:45		A.M. 11:45		34.5		7 0 .....AMES.....	145	A.M.	P.M.	P.M.	P.M.	12:15	
	4:15	1:00		9:35 P.M.		28.5	54	6 0 .....KELLEY.....	359	2:40	6:05 A.M.	10:40	12:45	9:00	
	4:25	1:15		f 11:58		23.9	43	4 6 .....SLATER.....	360	f 2:27	f 10:28	12:25	8:42	11:04	
	4:29	1:21		f 12:04		22.5		1 4 .....SHELDahl.....	358	f 2:17	f 10:20	12:07	8:26	10:50	
	4:39	1:35		s 12:06		18.2		4 3 .....P. C. JUNCTION.....		2:11	10:14	11:56	8:16	10:40	
	4:55	2:01		s 12:12		11.0	50	7 2 .....ANKENY.....	354	f 2:01	10:04	11:40	8:01	10:25	
	5:05	2:10		f 12:23		6.5	57	4 6 .....SAYLOR.....	352	f 1:54	9:58	11:30	7:50	10:15	
	5:15	2:30		12:29		2.0		4 5 .....DES MOINES FRT. YD.....		1:45	9:50				
	5:45	3:00		12:37				2 0 .....DES MOINES.....	350	1:40 A.M.	9:45 P.M.	11:00 A.M.	7:30 P.M.	9:55 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.

No. 56 will stop on signal at Ankeny to receive revenue passengers for Marshalltown and beyond and at Slater to discharge revenue passengers from Des Moines.

### 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.....	8:45 a.m. to 5:45 p.m.	Closed
Slater.....	8:00 a.m. to 4:00 p.m.	8:00 a.m. to 4:00 p.m.
	6:00 p.m. to 2:00 a.m.	
Story City.....	7:00 a.m. to 4:00 p.m.	Closed
Jewell.....	Continuous	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 119 February 15, 1947	Station Numbers
		.....STANWOOD.....	111
4.0	16	4 0 .....WALD.....	112
8.5	14	4 5 .....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 119 February 15, 1947	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		2 6 .....LYONS.....	400	s 5:35
s 8:45	10.4	19		7 8 .....ALMONT.....	402	s 5:00
s 8:55	12.8	13		2 4 .....ANDOVER.....	403	s 4:45
s 9:25	17.2	33		4 4 .....BRYANT.....	404	s 4:30
s 9:40	19.8	15		2 6 .....GOOSE LAKE.....	405	s 3:45
s 10:05	24.6			4 8 .....CHARLOTTE.....	406	s 3:20
s 10:25	28.7	28		.....PETERSVILLE.....	407	s 2:35
s 11:00	32.7	22		1 0 .....DELMAR.....	408	s 2:20
s 11:35	38.1	64	W	.....MAQUOKETA.....	410	s 2:00
s 11:55	44.3	19		5 2 .....NASHVILLE.....	411	s 12:50
s 12:05	47.0	26		2 7 .....BALDWIN.....	412	s 12:35
s 12:20	49.6			2 6 .....MONMOUTH.....	413	s 12:25
s 12:50	56.8	33		7 2 .....ONSLow.....	415	s 11:55
s 1:05	60.8	25		4 0 .....CENTER JUNCTION.....	417	s 11:05
s 1:20	65.8	13		5 0 .....AMBER.....	418	s 10:50
1:45 P.M.	71.4	40	FWTT	5 6 .....ANAMOSA.....	420	10:30 A.M.
Tuesday Thursday Saturday						Monday Wednesday Friday

# Westward—Time Freight Trains—Eastward

IOWA DIVISION—EAST and WEST DISTRICTS

TIME TABLE No. 119

EFFECTIVE FEBRUARY 15, 1947

SECOND CLASS						STATIONS	SECOND CLASS								
117	253	125	223	229	251		252	258	122	116	238	124	126	130	256
DAILY EXCEPT MONDAY	DAILY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY EXCEPT MONDAY	DAILY	DAILY EXCEPT MONDAY	DAILY	DAILY EXCEPT MONDAY	DAILY EXCEPT MONDAY	DAILY EXCEPT MONDAY
A.M. 2:45	A.M. 4:30	A.M. 7:00	A.M. 5:30	P.M. 12:30	P.M. 4:30	.....CLINTON.....	P.M. 3:30	P.M. 6:00		P.M. 12:30	A.M. 11:30	P.M. 6:15	A.M. 2:00	A.M. 5:30	
		8:30	11:00 A.M.	7:45	9:45 P.M.	.....BELLE PLAINE.....				9:30	6:00	1:15 P.M.	7:30 P.M.		
		1:30				.....TAMA.....			11:30	8:30 A.M.	4:30				
						.....AMES.....			8:00		2:00				
11:00 12:01	12:01 1:00	2:00 P.M.			11:00 11:45	.....BOONE.....	8:00 7:30	11:00 9:40	11:00	7:00	1:00			12:30 11:15	
5:30	6:30				4:00	.....MISSOURI VALLEY.....	4:15	5:30	4:30 A.M.		P.M.			7:45	
7:30	8:00				7:00	.....COUNCIL BLUFFS.....	3:30	4:30 A.M.						6:30 P.M.	
9:30 P.M.	10:00 P.M.	DAILY EXCEPT SUNDAY	DAILY	DAILY	10:00 A.M.	.....COUNCIL BLUFFS TFR.....	2:30 A.M.								
DAILY EXCEPT MONDAY	DAILY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY EXCEPT MONDAY	DAILY	DAILY EXCEPT MONDAY	DAILY	DAILY EXCEPT MONDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY

**ALL TRAINS WILL APPROACH CROSSOVER SWITCHES AT WEST WYE SWITCH AT SPEED NOT EXCEEDING 20 MILES PER HOUR, EXPECTING TO FIND TRAINS MOVING FROM WYE TO WESTWARD MAIN TRACK.**

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.

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

**For Conductors**  
Trainmen  
Yardmen

**For Enginemen**  
Firemen

Clinton Station  
Clinton 5th Street Yard Office  
Cedar Rapids  
Belle Plaine Yard  
Tama Enginehouse  
Marshalltown Freight Office  
Des Moines  
Jewell  
Boone Freight Yard  
Boone Office Building  
Carroll  
Missouri Valley Yard Office  
Council Bluffs Yard Office

Clinton Station  
Clinton Enginehouse Locker Room  
Cedar Rapids Enginehouse  
Bell Plaine Enginehouse Locker Room  
Tama Enginehouse  
Marshalltown Pump Station  
Des Moines Enginehouse  
Jewell Station  
Boone Enginehouse Locker Room  
Boone Station Locker Room  
Carroll Locker Room  
Missouri Valley Enginehouse Locker Room  
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.

### TONNAGE RATINGS

DISTRICTS	1000 H.P. Diesel	CLASS OF ENGINE			
		H	JS	Z	R-1
Clinton to Tama.....	4400	3330	2730	1585	
Tama to Boone.....	4200	3175	2605	1515	
Boone to Carroll.....	5000	3780	3100	1800	
Carroll to Arcadia.....	4250	3215	2635	1530	
Arcadia to Council Bluffs.....	5850	4425	3630	2110	
Council Bluffs to Boone.....	5600	4230	3470	2015	
Boone to Clinton.....	5000	3780	3100	1800	
Des Moines to Saylor.....	1300	1680	1380	800	
Saylor to Ames.....	2000	2730	2240	1300	
Ames to Jewell.....	1500	.....	1525	885	
Jewell to Ames.....	2100	.....	2500	1450	
Ames to Kelley.....	1625	2100	1730	1000	
Kelley to Des Moines.....	2000	2730	2240	1300	
Clinton to Anamosa.....	.....	.....	.....	1200	
Anamosa to Clinton.....	.....	.....	.....	1200	
Carroll to Audubon.....	.....	.....	.....	1000	
Audubon to Carroll.....	.....	.....	.....	1000	

**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.

### FREIGHT TRAIN INSPECTION

All freight trains will stop and train crews will inspect their trains at the following points:

#### WESTWARD

Beverly  
Belle Plaine, Tama or  
Marshalltown  
Carroll

#### EASTWARD

Mo. Valley, Dunlap or  
Denison  
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.

### SPRINKLING HOGS RULE 731

Conductors will see that Rule 731 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 Maquoketa, Clinton, Lowden, Beverly, Belle Plaine, Tama, Ames, Grand Jet., Carroll, Manning and Dunlap.

# SPEED RESTRICTIONS

10

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 EAST CLINTON AND COUNCIL BLUFFS</b> 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 JA, JS and Z locomotives will not exceed 50 miles per hour.				MP 112.1 to 112.3—Around curve 3/4 mile west of Luzerne . . . . . 70 MP 112.3 to 113.9—Between curve 3/4 mile west of Luzerne and east end curve 2 1/2 miles west of Luzerne . . . . . 75 MP 113.9 to 117.3—Between east end of curve 2 1/2 miles west of Luzerne and west interlocking Belle Plaine . . . . . 50 MP 136.0 to 137.1—Around curve 3 and 4 miles west of Tama, respectively . . . . . 75 MP 147.4 to 147.6—Around curve 2 miles west of Quarry . . . . . 75 MP 149.3 to 149.7—Around curve 4 miles west of Quarry . . . . . 75 MP 150.6 to 152.2—Between east end of Marshalltown yard and west end of Interlocking . . . . . 50 MP 153.9 to 154.6—Around curve 3 miles west of Marshalltown — Eastward . . . . . 70 MP 153.9 to 154.6—Around curve 3 miles west of Marshalltown — Westward . . . . . 70 MP 155.9 to 156.3—Around curve 5 miles west of Marshalltown . . . . . 75 MP 188.3 to 189.3—Between east end of Ames yard and west end of interlocking . . . . . 50 MP 202.4 to 203.0—Between 8th Street tower and Greene Street, Boone . . . . . 50 MP 207.4 to 207.9—Over Bridge B-615, 5 miles west of Boone . . . . . 50 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 . . . . . 60 MP 257.6 to 259.0—Between highway crossing 3/4 mile east of Carroll and coal chute 1/2 mile west of Carroll . . . . . 40 Over Interlocking, Maple River: Straight route . . . . . 70 Diverging main route . . . . . 15 MP 270.4 to 271.0—Around curve 2 miles west of Arcadia . . . . . 75 MP 279.6 to 280.0—Around curve 2 1/2 miles west of Vail . . . . . 75 MP 283.6 to 283.8—Around curve 6 1/2 miles west of Vail . . . . . 75 MP 283.8 to 286.6—Between west end of curve 6 1/2 miles west of Vail and Bridge 869, 1/4 mile west of Denison . . . . . 60 MP 320.9 to 321.4—Around curve at Logan . . . . . 70 MP 328.5 to 329.1—Around curve 1/2 mile east of Missouri Valley . . . . . 75 MP 329.1 to 330.0—Between East crossover, Missouri Valley and West Wye Switch . . . . . 35 MP 330.0—Over crossover switches at West Wye Switch . . . . . 20						
MP 137.0 to 137.2—Over interlocking and around curve at west end of plant, East Clinton: Straight route . . . . . 45 Diverging main route, C. B. & Q. Trains . . . . . 15										
MP 137.6 to 137.7—Over drawbridge, Clinton Straight route . . . . . 20 Turnouts . . . . . 10	30	30	30							
MP 0.1 to 0.6—Over Second Street Interlocking, Clinton, and to Fifth Street: Straight route . . . . . 20 Turnouts . . . . . 10	30	30	30							
MP 3.1—All trains will approach crossover switches at Mill Creek, three miles west of Clinton, expecting to find engines crossing over from West Yard to Eastward main track . . . . . 35	45	45	35							
MP 71.5 to 77.8—Between east end of curve 6 miles west of Mt. Vernon and Interlocking, Otis . . . . . 75	15	15	15							
Between home signals Interlocking, Otis: L. C. Ry. route . . . . . 35 Cedar Rapids route . . . . . 35	30	30	30							
MP 77.8 to 80.0—Between Interlocking, Otis and Bridge 199, two miles west of Otis, via Cedar Rapids . . . . . 60	35	35	25							
MP 80.0 to 83.0—Between Bridge 199, two miles west of Otis, and 1 3/4 mile west of Cedar Rapids . . . . . 20	60	50	50							
MP 83.0 to 85.9—Between 1 3/4 mile west of Cedar Rapids and Interlocking, Beverly . . . . . 60	20	20	12							
Over Beverly Interlocking Straight routes . . . . . 40	60	50	35							
MP 77.8 to 82.2—Between Interlockings at Otis and Beverly, via Linn County Ry. . . . . 50	40	40	35							
MP 78.6 to 78.9—Westward on Linn County Ry., Gauntlet track over Bridge 228 Cedar River . . . . . 15	50	50	35							
MP 101.4 to 103.7—Between east end of curve 1/2 mile west of Watkins and west end of curve 2 3/4 miles west of Watkins . . . . . 75	15	15	15							
MP 109.3 to 112.1—Between east end of curve 3 miles west of Blairstown and east end of curve 3/4 mile west of Luzerne . . . . . 75	75	70	50							

## 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 333.0 to 333.4—Around curve 1 mile east of Loveland.....	75	70	50	MP 33.7 to 34.0—Over Lincoln Highway crossing and Interlocking, Ames.....	10	10
MP 340.5 to 340.8—Around curve 2 miles west of Honey Creek.....	75	70	50	MP 34.4 to 34.5—around curve one-half mile east of Ames.....	30	20
MP 343.5 to 348.6—Between Bridge No. 1012 and east yard limit, Council Bluffs.....	70	60	50	MP 37.1 to 37.3—Around curve 3 1/4 miles east of Ames	40	30
MP 348.6 to 350.4—Between East Yard Limit Council Bluffs and Avenue C—Westward..	50	40	25	MP 42.4 to 42.6—Around curve 2 1/2 miles east of Gilbert.....	50	35
MP 350.4 to 350.6—Over cross-overs Avenue C, Council Bluffs.....	10	10	10	MP 44.4—Over Highway 1.9 miles west of Story City..	30	30
MP 350.6 to 350.9—Between Avenue C and Council Bluffs Station.....	15	15	15	MP 45.8 to 46.2—Around curve at Story City.....	45	35
<b>BETWEEN MANNING AND AUDUBON</b> Maximum Speed, Miles per hour: Passenger Trains 30, Freight Trains 25.				MP 51.7 to 55.0—Between 2 1/4 miles east of Randall and Junction switch at Jewell.....	50	35
MP 18.6 to 18.9—Around eleven degree curve west end of yard, Manning.....		10	10	Jewell—Iowa Division (East District) trains STOP before entering tracks used jointly by Northern Iowa Division, Iowa Division (Sioux City District) and Iowa Division (East District) and know that they are clear before proceeding, protecting movements by flag when necessary.		
MP 18.3 to 23.6—Between Manning and crossing 1 1/2 miles west of Gray.....		20	20	<b>BETWEEN CLINTON AND ANAMOSA</b> <b>BETWEEN STANWOOD AND TIPTON</b> Maximum Speed, Miles Per Hour: Passenger trains 30, Freight trains 20.		
MP 23.6 to 23.7—Over crossing 1 1/2 miles west of Gray.....		10	10	MP 0 to 0.2—Between passenger station and C. M. St. P. & P. crossing, Clinton.....	10	10
MP 23.7 to 34.5—Between crossing 1 1/2 miles west of Gray and Audubon.....		20	20	MP 0.2—C. M. St. P. & P. crossing, Clinton.....	Stop	Stop
<b>BETWEEN DES MOINES AND JEWELL</b> Maximum Speed, Miles Per Hour: Passenger Trains 55, Freight Trains 40.				MP 0.2 to 2.6—Between C. M. St. P. & P. crossing, Clinton and Lyons.....	20	.....
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	MP 2.6 to 3.7—Between Lyons and C. M. St. P. & P. crossing, 1 mile west of Lyons.....	10	10
MP 1.7 to 6.0—Between East 14th Street crossing, Des Moines and Saylor.....		35	25	MP 3.7—C. M. St. P. & P. crossing one mile west of Lyons.....	Stop	Stop
MP 6.0 to 13.4—Between Saylor and 2 1/2 miles east of Ankeny.....		45	35	MP 23 to 24—Between 3 miles west and 4 miles west of Goose Lake.....	25	15
MP 13.4 to 13.6—Around curve 3 miles east of Ankeny.....		40	30	MP 32.7—Between home signals C. M. St. P. & P. crossing, Delmar.....	10	10
MP 16.7 to 17.9—Between 1 1/4 miles west of Polk City Jot. and Polk City Jot.....		40	30	MP 36.4—Over highway crossing, 1 1/4 miles east of Maquoketa.....	10	10
Between Polk City Jot. and Polk City.....		15	10	MP 50 to 54—Between 0.8 miles west and 4.8 miles west of Monmouth.....	25	15
MP 21.7 to 23.6—Between curve west of Sheldahl and westward home signal at Interlocking plant, Slater.....		40	30	MP 71.4—C. M. St. P. & P. crossing, Anamosa.....	Stop	Stop
MP 28.1 to 28.4—Over Interlocking Kelley...		40	30	Lincoln Highway just west of Stanwood.....	Stop	Stop
MP 29.8 to 33.5—Around curve 2 miles east of Kelley to 5.7 miles east of Kelley.....		45	35	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** Trains of ordinary passenger equipment handled by diesel power and trains of streamline equipment handled by steam power must observe speed restrictions which govern "Other Passenger Trains."

When a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of seventy-five (75) miles per hour must not be exceeded.

When Diesel power units are operating light for any reason, the maximum speed will be 50 miles per hour.

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 E Engines** 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.

**Class 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.

**Freight Trains** Freight trains will restrict speed to a maximum of 50 miles per hour on all descending grades between Clinton and Council Bluffs Iowa. This does not supersede any lesser restrictions now in effect.

**Tower B.U. Boone** All Eastward main line trains will not exceed 20 miles per hour passing over Eastward spring switch located within the interlocking limits of Tower "BU" interlocking.

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 sidings, 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.

**Class E and J Locomotives** Class E and J engines operated between Ames and Jewell will restrict speed to 20 miles per hour from between Ames  $3\frac{1}{2}$  miles East of Ames to 5 miles East of Gilbert and Jewell and to 30 miles per hour at all other points.

**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.

**Circus and Carnival Trains** Mainline districts 35 miles per hour on straight track and 25 miles per hour on curves. Branch lines 25 miles per hour on straight track and 20 miles per hour on curves. Speed restrictions requiring less than the above speed must be observed.

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 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 siding 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	
Clinton	Round House	Engine 5	Train 5
Clinton	4th Street	" 10	" 15
West Clinton	Westward	" 10	" 15
De Witt	Westward	" 10	" 15
De Witt	Eastward	" 10	" 15
Lowden	Westward	" 10	" 15
Stanwood	Eastward	" 10	" 15
Lisbon	Eastward	" 10	" 25
Blairtown	Eastward	" 10	" 25
Blairtown	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
Carroll	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

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

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.	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.	Arion
F. I. 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 10 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.

In addition to observing Rules 601A to 672-Amended, 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 2.

When permission is given by the operator to pass a stop signal a train or engine must not move over a power 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. R. R. . . . . 12th Street, Council Bluffs

C. G. W. R. R. . . . . 12th Street, Council Bluffs

I. C. R. R. . . . . 12th Street, Council Bluffs

C. R. I. & P. R. R. . . . 12th Street, Council Bluffs

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

Wabash R. R. . . . . 12th Street, Council Bluffs

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

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

Lyons—C. & N. W. Ry. main track is connected to C. M. St. P. & P. R. R. main track by two crossovers, equipped with hand operated switches, to permit the use of track between crossovers by C. M. St. P. & P. trains as siding for meeting and passing trains. The west switch of the east crossover is located 514 feet west of the railroad crossing and the east switch of the west crossover is located 7,222 feet west of the railroad crossing. The crossover switches when not in use must be left normally lined and locked for movement on the C. N. & W. Ry. and the main track of the C. M. St. P. & P. R. R.

A stop sign governing eastward movements on the C. & N. W. Ry. is located to the south of the C. & N. W. Ry. track opposite the west end of the west crossover 7,470 feet west of the crossover. Rule 98 will apply.

Trains and engines of the C. & N. W. Ry. and C. M. St. P. & P. R. R. moving through the section of track between the crossovers will be governed by color light dwarf signals. The westward dwarf signal is located at the west switch of the east crossover and the eastward dwarf signal is located at the east switch of the west crossover. Rules 601A and 601G will apply.

### SPECIAL RULES

Standard 1. Clocks showing Central Standard time are located at:  
Time 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.

### SPECIAL RULES—Continued

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

Registering 3. Clinton—All first class trains.  
Stations Jewell—All trains.  
Ames—All Des Moines and Jewell line trains, and all trains which start or terminate at Ames on subdivision 2.

Des Moines—All trains.

Boone Train Dispatchers Office—All first class trains.

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

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

Clearance 4. All trains starting from or entering two or more track districts  
Form A at any point between Clinton and Council Bluffs will obtain  
Clearance Form A at such stations 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 5. In all two or more track districts, extra freight, empty  
Rule D-97a passenger equipment and express trains will be operated without train orders.

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

At Cedar 7. All trains and switch engines will approach the cross-overs at  
Rapids east end and west end of Cedar Rapids passenger station at Restricted Speed, prepared to stop short of an obstruction or a misplaced switch or another train using switches. During the hours that switch-tenders 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 8. West District trains using Sioux City District tracks at  
and Missouri Maple River and Missouri Valley will do so under flag protection.

At Missouri 9. Sioux City District passenger trains stopping at Missouri  
Valley 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 operating 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 11. When operating over the Union Pacific in Council Bluffs  
Bluffs and Omaha and South Omaha yards, each member of train and engine crews must have a copy of and be governed by Union Pacific Rules, Bridge Sub-division Special Rules, and Bridge

Sub-division time table.

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

Emergency 13. Enginemen operating engines with either oscillating  
Red Head or non-oscillating emergency headlights will be governed  
Lights by the following instructions:

## SPECIAL RULES—Continued

In every case where the air brakes are applied from any cause other than in normal operation by the engineman, or when the engineman finds it necessary to stop his train, due to some defect or under circumstances which might cause derailment thereby fouling the adjacent main track, engineman will immediately turn on the red emergency 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. These instructions are applicable at all times, both day and night. This emergency headlight must not be used for any other purpose.

The operation and use of this device will not in any way relieve enginemen or trainmen from complying with the last paragraph of Rule 102.

**Rear Red 14.** When a train equipped with manually operated rear red Oscillating light is moving under circumstances in which it may be overtaken by another train, or comes to a stop, trainman acting as flagman will immediately start to operation of the red light.

The manually operated light is turned on by pushing down the plunger switch on the top of the light and is turned off by pulling up the same plunger switch.

When a train is equipped with an automatic rear red oscillating light, which is connected to the rear train line hose, the light will automatically turn on when a reduction of fifteen or more pounds is made in brake pipe pressure and will continue to operate until turned off. When the brake pipe pressure is restored to normal the light can be turned off by pushing the small button on the right side of the light, which releases the stick relay. The automatic light can also be operated manually; to turn on the light push down the plunger switch on the top of the light; to extinguish the light pull up the plunger switch and push the small button on the right side of the light.

Enginemen in making stops with less than a fifteen pound reduction will upon completion of the stop make further reduction to attain a fifteen pound reduction.

Enginemen on approaching trains will take notice of rear red lights in operation and immediately reduce speed and be prepared to stop.

The operation and use of this device, either manually or automatically will not in any way relieve trainmen from compliance with Rules 99 and 102.

**Whistling 15.** Enginemen operating Diesel Streamliner trains, when sounding regulation crossing whistle, will begin sufficiently in advance of whistle location. Whistle must be sounding while engine is approaching and passing over crossing.

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

## BLOCKING

**Automatic Block 16.** Between Beverly and Otis via Cedar Rapids; between Wayside Signals the south switch at Ames and Des Moines.

**Time Spacing 17.** Between Clinton and Anamosa; between Stanwood and Rule 91 Tipton; between Jewell and Ames; between Manning and Audubon rules 380 to 382 govern and trains will be spaced

fifteen minutes apart.

**Automatic Train 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.

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. 5, dated February 1, 1941, and special instructions pertaining to automatic train speed control and these instructions must be observed.

**EXCEPTIONS.**—as authorized by Rule 513-Amended.

All train or engine movements between Maple River and Carroll not equipped with Train Control or with the Train Control out of service will be operated 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.

## 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	0 16	7 15	10	
Otis and Beverly (via Cedar Rapids)	20	0 19	6 18	7	O. H. Br. 201½, 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 Le Grand; and tanks at Tama and State Center.
Ames and Boone	20	4 20	4 20	4	O. H. Br. 569½, east of Ontario.
Boone and Carroll	17	0 16	6 15	8	Tank at Grand Jct. adjacent to Passing Track. O. H. Bridge 710½ 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 Arlon, O. R. Bridge 937½ W. of Woodbine, and Bridge 978 West of Mo. Valley
Clinton and Anamosa	15	3 14	9 14	0	O. R. Br. 1398½, W. of Center Jct. and tank at Anamosa.
Stanwood and Tipton	}				No obstruction below 21 ft. 6 inches.
Ames and Des Moines					
Ames and Jewell					
Manning and Audubon	15	2 14	8 14	0	Tank at Manning and Audubon.

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.

## COMPANY SURGEONS

	Office Phone	Residence Phone
CHICAGO.....J. Roscoe Miller, M. D., Medical Director.		
CLINTON.....J. R. Jowett, M. D., District Surgeon	153	1210
E. P. Welch, M. D., Oculist-Aurist	627	
T. B. Charlton, M. D., Associate Oculist-Aurist	459J	793-W
G. M. Ellison, M. D., Associate Surgeon	115	1875
DE WITT.....G. C. Scanlan, M. D., Local Surgeon	92X	92Y
WHEATLAND.....E. V. Riedesel, M. D., Local Surgeon	29	29
LOWDEN.....Fred Montz, M. D., Local Surgeon	26-W	26-J
STANWOOD.....J. R. Crum, M. D., Local Surgeon	142	142
LISBON.....J. R. Gardner, M. D., Local Surgeon	2-91	3-91
MT. VERNON.....T. L. Wolfe, M. D., Local Surgeon	6821	6823
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, M. D., 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	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

## COMPANY SURGEONS—Continued

		Office Phone	Residence Phone
NEVADA	B. Houston, M. D., Local Surgeon..	61	66
AMES	E. B. Bush, M. D., District Surgeon.	321	322
	K. C. Piercy, M. D., Local Surgeon.	321	2791
BOONE	A. B. Deering, M. D., District Surgeon	51	58
	W. H. Longworth, M. D., Asso. Dist. Surgeon.	51	637
	C. L. Updegraff, M. D., Ophthalmogist	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
SCRANTON	R. E. Parry, M. D., Local Surgeon..	76-2	76-3
CARROLL	R. B. Morrison, M. D., District Surgeon	300	94
	J. R. Morrison, M. D., Associate Surgeon	300	302
DENISON	A. H. Grau, M. D., Local Surgeon..	10	303
DUNLAP	W. W. Walvoord, M. D., Local Surgeon	246-B2	246-R4
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.	6677	8114
	M. Hanchett, M. D., Local Surgeon.	7751	4433
	Mat. Tinley, M. D., Local Surgeon.	2812	6116
OMAHA	Alfred J. Brown, M. D., Div. Surgeon	Atl 6140	Wal 0913
	R. R. Best, M. D., Local Surgeon. . .	Har 4722	Web 1828
	E. E. Simmons, M. D., Consulting Internist	Har. 1141	Gle 2617
	Wm. Stokes, M. D., Consulting Surgeon, Eye, Ear, Nose, Throat	Atl 5410	Har 5162
	A. E. Bennett, M. D., Consulting Neurologist	Har 1788	Gle 2251
	J. D. Biegard, M. D., Local Surgeon	Atl 2432	Gle 3692
	J. C. Kennedy, M. D., Local Surgeon	Atl 6140	Wal 8347
	W. A. Cassidy, M. D., Nose and Throat Specialist	Atl 2327	Gle 2326
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
	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. Carlile, 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	Walnut 1774	Walnut 1337

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

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. Wentzlen 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.

Drs. Deering and 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.

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

Train No.	Coach Yard	Broadway
L.W. 13	12:10 a.m.	12:15 a.m.
2	3:50 a.m.	3:55 a.m.
28	4:15 a.m.	4:20 a.m.
14	6:20 a.m.	6:25 a.m.
204	6:55 a.m.	7:00 a.m.
L.W. 21	8:10 a.m.	8:15 a.m.
6	5:30 p.m.	5:35 p.m.
24	6:55 p.m.	7:00 p.m.
22	7:50 p.m.	7:55 p.m.
8	8:20 p.m.	8:25 p.m.
202	8:15 p.m.	8:20 p.m.

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

## DIVISIONAL STAFF

### ASSISTANT SUPERINTENDENT

A. G. JOHNSON  
SIOUX CITY

### TRAINMASTERS

C. J. MOORE  
CLINTON

J. C. FULLMER  
COUNCIL BLUFFS

A. T. PEAGAN  
SIOUX CITY

F. E. HARRISON  
BOONE

### ASSISTANT TRAINMASTER

W. J. HENNIGAN  
CLINTON

### CHIEF TRAIN DISPATCHER

C. H. HUMPHRIES  
BOONE

### NIGHT CHIEF TRAIN DISPATCHER

C. H. JENNINGS

### ASSISTANT CHIEF TRAIN DISPATCHER

L. T. BREEDLOVE

### DISPATCHERS

W. A. SANDERSON  
L. F. WIER  
G. G. RADCLIFFE  
R. W. ALEXANDER  
H. D. CRUMBAUGH

R. D. SUBLETT  
C. F. TOENINGS  
B. L. ROGERS  
S. M. LAGER  
L. R. McINTOSH

### MASTER MECHANIC

H. P. COX  
CLINTON

### ASSISTANT MASTER MECHANIC

J. H. WINFIELD  
COUNCIL BLUFFS

### ROAD FOREMEN OF ENGINES

A. R. ERICKSON  
CLINTON

C. A. KNIGHTS  
CLINTON

J. A. RIKARD  
BOONE

H. R. BEISEL  
BOONE

C. H. DURBIN  
SIOUX CITY

N. H. KOEPE  
COUNCIL BLUFFS

### DIVISION ENGINEER

C. H. WELLS  
BOONE

### ROADMASTERS

L. J. SIMONS  
CEDAR RAPIDS  
H. A. HALVERSON  
BOONE

M. S. REID  
AMES  
C. L. MOSS  
COUNCIL BLUFFS

### DISTRICT CLAIM AGENTS

J. H. CASTER  
CLINTON

F. R. KATROSKA  
BOONE

W. R. BURRELL  
OMAHA