# CHICAGO & NORTH WESTERN RAILWAY

## IOWA DIVISION

# TIME TABLE

# No. 102

**Effective Tuesday, June 18, 1940**
AT 7:30 O'CLOCK A. M.
CENTRAL TIME

**For the Government and information of employes only.**

F. J. BYINGTON, General Manager
W. A. KRAEMER, Ass't General Manager
H. A. PARISH, Superintendent

THE GUNTHORP-WARREN PRINTING COMPANY, CHICAGO

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H. A. PARISH, Superintendent

4100—6-18-40

# Between Clinton and Belle Plaine—Westward

| FIRST CLASS | | | | | | | | | | | | | Distance from Clinton | Subdivision 1 Time Table 102 June 18, 1940 | Capacity Westward Sidings | Office Open Week Days |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 717 | 27 | 87 | 15 | 49 | 21 | 19 | 1 | 103 | 111 | 101 | 11 | 5 | | | | |
| DAILY | DAILY | DAILY | DAILY | ★See Note Below | DAILY | DAILY | ★See Note Below | ★See Note Below | DAILY | ★See Note Below | DAILY | DAILY | | | | |
| P.M. *10.20* | P.M. *10.25* | P.M. *10.30* | P.M. *11.45* | A.M. *9.30* | A.M. *11.35* | P.M. *1.00* | P.M. *6.15* | P.M. *6.15* | P.M. *6.20* | P.M. *7.45* | P.M. *6.25* | P.M. *9.00* | | *CHICAGO* | | |
| A.M. 1.20 | A.M. 1.40 | A.M. 1.50 | A.M. 4.10 | P.M. 12.14 | P.M. 2.45 | P.M. 3.30 | P.M. 8.22 | P.M. 8.22 | P.M. 8.32 | P.M. 9.52 | P.M. 9.55 | P.M. 11.35 | | CLINTON | | Continuous |
| 1.27 | 1.48 | 1.58 | 4.18 | 12.20 | 2.51 | 3.36 | 8.26 | 8.26 | 8.36 | 9.56 | 10.02 | 11.42 | 4.5 | WEST CLINTON | | No Office |
| 1.33 | 1.55 | 2.05 | s 4.28 | | 2.56 | 3.41 | | | | | 10.08 | 11.48 | 9.5 | LOW MOOR | | No Office |
| 1.38 | 2.01 | 2.11 | 4.35 | | 3.00 | 3.45 | | | | | 10.13 | 11.53 | 14.0 | MALONE | | No Office |
| 1.43 | 2.06 | 2.16 | s 4.45 | 12.35 | 3.06 | 3.51 | 8.39 | 8.39 | 8.48 | 10.09 | s10.20 | 11.59 | 19.0 | DEWITT | 105 | 12:45 a.m. to 4:45 p.m. |
| 1.49 | 2.12 | 2.22 | s 4.57 | | 3.11 | 3.56 | | | | | 10.26 | 12.05 | 24.8 | GRAND MOUND | | No Office |
| 1.55 | 2.17 | 2.28 | s 5.09 | | 3.16 | 4.01 | | | | | 10.32 | 12.10 | 30.6 | CALAMUS | | No Office |
| 1.59 | 2.21 | 2.33 | s 5.18 | | 3.20 | 4.05 | | | | | 10.36 | 12.14 | 34.7 | WHEATLAND | 140 | No Office |
| 2.04 | 2.26 | 2.38 | s 5.28 | 12.56 | 3.25 | 4.10 | 8.56 | 8.56 | 9.04 | 10.26 | 10.41 | 12.18 | 39.7 | LOWDEN | 109 | Continuous |
| 2.10 | 2.33 | 2.45 | s 5.41 | | 3.31 | 4.16 | | | | | 10.49 | 12.24 | 46.7 | CLARENCE | | No Office |
| 2.15 | 2.38 | 2.50 | s 5.55 | 1.08 | 3.36 | 4.21 | 9.06 | 9.06 | 9.14 | 10.36 | s10.56 | 12.29 | 51.7 | STANWOOD | 95 | 8:00 a.m. to 5:00 p.m. |
| 2.20 | 2.43 | 2.56 | s 6.06 | | 3.41 | 4.26 | | | | | 11.04 | 12.34 | 56.9 | MECHANICSVILLE | | No Office |
| 2.27 | 2.50 | 3.03 | s 6.19 | 1.20 | 3.47 | 4.32 | 9.16 | 9.16 | 9.24 | 10.46 | 11.11 | 12.40 | 63.8 | LISBON | 105 | Continuous |
| 2.28 | 2.51 | 3.05 | s 6.26 | | 3.49 | s 4.35 | | | | | s11.14 | 12.41 | 65.2 | MT. VERNON | | No Office |
| 2.35 | 2.58 | 3.12 | 6.34 | | 3.56 | 4.42 | | | | | 11.22 | 12.48 | 72.0 | BERTRAM | 37 | No Office |
| 2.41 | 3.04 | 3.18 | 6.40 | 1.34 | 4.02 | 4.48 | 9.29 | 9.29 | 9.37 | 10.59 | 11.28 | 12.54 | 78.0 | OTIS | | Continuous |
| s 2.50 | s 3.10 | s 3.30 | s 6.50 7.05 | s 1.44 | s 4.17 | s 5.00 | s 9.38 | s 9.38 | s 9.46 | s11.08 | s11.45 | s 1.20 | 81.3 | CEDAR RAPIDS | | 12 mn. to 10:45 a.m. 6:45 p.m. to 12 mn. |
| 3.10 | 3.25 | 3.45 | 7.15 | 1.54 | 4.35 | 5.17 | 9.47 | 9.47 | 9.55 | 11.17 | 11.56 | 1.30 | 86.6 | BEVERLY | | Continuous |
| 3.16 | 3.31 | 3.51 | s 7.21 | | 4.39 | 5.21 | | | | | 12.01 | 1.34 | 89.6 | FAIRFAX | 46 | No Office |
| 3.23 | 3.38 | 3.58 | s 7.32 | | 4.45 | 5.27 | | | | | 12.08 | 1.41 | 96.3 | NORWAY | 105 | No Office |
| 3.27 | 3.42 | 4.02 | s 7.40 | | 4.49 | 5.31 | | | | | 12.12 | 1.45 | 100.4 | WATKINS | | No Office |
| 3.32 | 3.47 | 4.07 | s 7.48 | 2.15 | 4.54 | 5.36 | 10.04 | 10.04 | 10.11 | 11.34 | 12.18 | 1.50 | 105.7 | BLAIRSTOWN | 120 | 8:30 a.m. to 5:30 p.m. |
| 3.37 | 3.52 | 4.12 | s 7.56 | | 4.59 | 5.41 | | | | | 12.24 | 1.55 | 110.8 | LUZERNE | | No Office |
| 3.45 A.M. | 4.00 A.M. | 4.20 A.M. | s 8.08 A.M. | 2.26 P.M. | 5.06 P.M. | s 5.50 P.M. | 10.14 P.M. | 10.14 P.M. | 10.21 P.M. | 11.44 P.M. | s12.33 A.M. | s 2.08 A.M. | 115.9 | BELLE PLAINE | | Continuous |
| DAILY | DAILY | DAILY | DAILY | ★See Note Below | DAILY | DAILY | ★See Note Below | ★See Note Below | DAILY | ★See Note Below | DAILY | DAILY | | | | |

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

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

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

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

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

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

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

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

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

No. 5 will not carry passengers.

# Between Belle Plaine and Clinton—Eastward

| Station Numbers | Capacity Eastward Sidings | Subdivision 1 Time Table 102 June 18, 1940 | Office Open Sundays | FIRST CLASS | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 22 | 28 | 818 | 88 | 112 | 102 | 20 | 104 | 2 | 48 | 12 | 14 | 6 |
| | | | | DAILY | DAILY | DAILY | DAILY | DAILY | ★See Note Below | DAILY | ★See Note Below | ★See Note Below | ★See Note Below | DAILY | DAILY | DAILY |
| | | *CHICAGO* | | A.M. *7.15* | A.M. *8.30* | A.M. *8.42* | A.M. *8.45* | A.M. *8.33* | A.M. *9.30* | A.M. *11.55* | P.M. *12.15* | P.M. *12.15* | P.M. *1.35* | P.M. *7.55* | P.M. *8.45* | A.M. *5.50* |
| 100 | | CLINTON | Continuous | A.M. 3.45 | A.M. 4.30 | A.M. 4.55 | A.M. 5.10 | A.M. 6.10 | A.M. 7.15 | A.M. 9.20 | A.M. 10.00 | A.M. 10.00 | A.M. 10.53 | P.M. 4.15 | P.M. 5.15 | A.M. 2.35 |
| | | 4.5 | | | | | | | | | | | | | | |
| 101 | | WEST CLINTON | No Office | 3.31 | 4.15 | 4.37 | 4.57 | 6.03 | 7.08 | | 9.53 | 9.53 | 10.45 | 3.58 | 4.57 | 2.24 |
| | | 5.0 | | | | | | | | | | | | | | |
| 102 | 38 | LOW MOOR | No Office | 3.26 | 4.08 | 4.31 | 4.51 | | | | | | | 3.52 | 4.51 | 2.19 |
| | | 4.5 | | | | | | | | | | | | | | |
| 103 | | MALONE | No Office | 3.21 | 4.03 | 4.26 | 4.46 | | | | | | | 3.47 | 4.46 | 2.14 |
| | | 5.0 | | | | | | | | | | | | | | |
| 104 | 90 | DEWITT | 12:45 a.m. to 4:45 p.m. | 3.16 | 3.57 | 4.21 | 4.40 | 5.50 | 6.55 | 9.02 | 9.40 | 9.40 | 10.30 | 3.42 | s 4.40 | 2.09 |
| | | 5.8 | | | | | | | | | | | | | | |
| 105 | 42 | GRAND MOUND | No Office | 3.10 | 3.50 | 4.14 | 4.34 | | | | | | | 3.36 | 4.32 | 2.03 |
| | | 5.8 | | | | | | | | | | | | | | |
| 106 | | CALAMUS | No Office | 3.04 | 3.43 | 4.08 | 4.28 | | | | | | | 3.30 | 4.26 | 1.57 |
| | | 4.1 | | | | | | | | | | | | | | |
| 107 | 85 | WHEATLAND | No Office | 3.00 | 3.38 | 4.04 | 4.24 | | | | | | | 3.26 | 4.22 | 1.53 |
| | | 5.0 | | | | | | | | | | | | | | |
| 108 | | LOWDEN | Continuous | 2.55 | 3.33 | 3.59 | 4.19 | 5.33 | 6.38 | 8.43 | 9.23 | 9.23 | 10.08 | 3.21 | 4.17 | 1.48 |
| | | 7.0 | | | | | | | | | | | | | | |
| 110 | | CLARENCE | No Office | 2.48 | 3.25 | 3.51 | 4.12 | | | | | | | 3.13 | 4.10 | 1.41 |
| | | 5.0 | | | | | | | | | | | | | | |
| 111 | 120 | STANWOOD | No Office | 2.43 | 3.19 | 3.45 | 4.07 | 5.23 | 6.28 | 8.32 | 9.13 | 9.13 | 9.56 | 3.06 | 4.05 | 1.36 |
| | | 5.2 | | | | | | | | | | | | | | |
| 114 | 67 | MECHANICSVILLE | No Office | 2.38 | 3.13 | 3.39 | 4.01 | | | | | | | 2.58 | 4.00 | 1.31 |
| | | 6.9 | | | | | | | | | | | | | | |
| 115 | 105 | LISBON | Continuous | 2.31 | 3.05 | 3.31 | 3.54 | | | | | | | 2.50 | 3.53 | 1.24 |
| | | 1.4 | | | | | | | | | | | | | | |
| 116 | 49 | MT. VERNON | No Office | 2.30 | 3.03 | 3.29 | 3.52 | 5.12 | 6.17 | 8.19 | 9.02 | 9.02 | 9.41 | 2.48 | s 3.51 | 1.22 |
| | | 6.8 | | | | | | | | | | | | | | |
| 117 | | BERTRAM | No Office | 2.22 | 2.55 | 3.21 | 3.44 | | | | | | | 2.39 | 3.42 | 1.14 |
| | | 6.0 | | | | | | | | | | | | | | |
| 118 | | OTIS | Continuous | 2.15 | 2.48 | 3.14 | 3.37 | 4.59 | 6.04 | 8.06 | 8.49 | 8.49 | 9.27 | 2.32 | 3.35 | 1.07 |
| | | 3.3 | | | | | | | | | | | | | | |
| 120 | | CEDAR RAPIDS | 12 mn. to 10:45 a.m. 6:45 p.m. to 12 mn. | s 2.08 | s 2.40 | s 3.06 | s 3.30 | s 4.53 | s 5.58 | s 8.00 | s 8.43 | s 8.43 | s 9.21 | s 2.25 | s 3.28 | s 1.00 |
| | | 5.3 | | | | | | | | | | | | | | |
| 109 | | BEVERLY | Continuous | 1.48 | 2.24 | 2.51 | 3.15 | 4.43 | 5.48 | 7.46 | 8.33 | 8.33 | 9.08 | 2.10 | 3.10 | 12.33 |
| | | 3.0 | | | | | | | | | | | | | | |
| 122 | | FAIRFAX | No Office | 1.35 | 2.05 | 2.31 | 2.57 | | | | | | | 1.56 | 2.53 | 12.20 |
| | | 6.7 | | | | | | | | | | | | | | |
| 123 | 55 | NORWAY | No Office | 1.28 | 1.57 | 2.23 | 2.50 | | | | | | | 1.49 | 2.46 | 12.13 |
| | | 4.1 | | | | | | | | | | | | | | |
| 124 | | WATKINS | No Office | 1.24 | 1.52 | 2.18 | 2.46 | | | | | | | 1.45 | 2.42 | 12.09 |
| | | 5.3 | | | | | | | | | | | | | | |
| 125 | 115 | BLAIRSTOWN | No Office | 1.18 | 1.46 | 2.13 | 2.41 | 4.26 | 5.31 | 7.26 | 8.16 | 8.16 | 8.44 | 1.40 | 2.37 | 12.04 |
| | | 5.1 | | | | | | | | | | | | | | |
| 126 | | LUZERNE | No Office | 1.13 | 1.39 | 2.05 | 2.36 | | | | | | | 1.35 | 2.31 | 11.59 |
| | | 5.1 | | | | | | | | | | | | | | |
| 127 | | BELLE PLAINE | Continuous | 1.05 A.M. | 1.32 A.M. | 1.57 A.M. | 2.29 A.M. | 4.16 A.M. | 5.21 A.M. | 7.15 A.M. | 8.06 A.M. | 8.06 A.M. | 8.32 A.M. | 1.27 P.M. | 2.23 P.M. | 11.50 P.M. |
| | | | | DAILY | DAILY | DAILY | DAILY | DAILY | ★See Note Below | DAILY | ★See Note Below | ★See Note Below | ★See Note Below | DAILY | DAILY | DAILY |

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

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

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

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

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

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

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

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

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

No. 6 will not carry passengers.

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

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

# Between Belle Plaine and Boone—Westward

| FIRST CLASS | | | | | | | | | | | | | Distance from Clinton | Subdivision 2 Time Table 102 June 18, 1940 | Capacity Westward Sidings | Office Open Week Days |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11 | 5 | 717 | 27 | 87 | 15 | 49 | 21 | 19 | 1 | 103 | 111 | 101 | | | | |
| DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | ★See Note Below | DAILY | DAILY | ★See Note Below | ★See Note Below | DAILY | ★See Note Below | | | | |
| A.M. 12·33 | A.M. 2·08 | A.M. 3·45 | A.M. 4·00 | A.M. 4·20 | A.M. 8·08 | P.M. 2·26 | P.M. 5·06 | P.M. 5·50 | P.M. 10·14 | P.M. 10·14 | P.M. 10·21 | P.M. 11·44 | 115.9 | BELLE PLAINE | | Continuous |
| 12·41 | 2·15 | 3·51 | 4·06 | 4·27 | s 8·18 | | 5·12 | 5·56 | | | | | 122.3 | 6.4 CHELSEA | | No Office |
| s 1·00 | s 2·38 | 4·01 | 4·16 | 4·38 | s 8·41 | 2·43 | s 5·24 | 6·06 | 10·28 | 10·28 | 10·34 | 11·58 | 132.2 | 9.9 TAMA | 100 | Continuous |
| 1·09 | 2·47 | 4·09 | 4·24 | 4·45 | s 8·52 | | 5·32 | 6·14 | | | | | 139.4 | 7.2 MONTOUR | | No Office |
| 1·12 | 2·50 | 4·12 | 4·27 | 4·48 | s 8·58 | | 5·36 | 6·17 | | | | | 142.6 | 3.2 LE GRAND | 46 | No Office |
| 1·15 | 2·53 | 4·15 | 4·30 | 4·51 | 9·02 | | 5·38 | 6·20 | | | | | 144.8 | 2.2 QUARRY | | No Office |
| s 1·27 | s 3·09 | 4·22 | s 4·40 | s 5·03 | s 9·16 | 3·02 | s 5·49 | 6·27 | 10·43 | 10·43 | s10·50 | 12·13 | 150.6 | 5.8 MARSHALLTOWN | | Continuous |
| 1·35 | 3·18 | 4·30 | 4·49 | 5·12 | s 9·28 | | 5·57 | 6·35 | | | | | 157.9 | 7.3 LA MOILLE | 113 | No Office |
| 1·43 | 3·26 | 4·38 | 4·57 | 5·20 | s 9·41 | 3·22 | 6·04 | 6·42 | 10·56 | 10·56 | 11·03 | 12·26 | 164.9 | 7.0 STATE CENTER | 51 | 12:01 a.m. to 4:00 p.m. |
| 1·51 | 3·34 | 4·46 | 5·05 | 5·28 | s 9·53 | | 6·12 | 6·50 | | | | | 172.7 | 7.8 COLO | | No Office |
| 1·59 | 3·41 | 4·53 | 5·13 | 5·36 | s10·10 | 3·40 | s 6·23 | 6·57 | 11·09 | 11·09 | 11·15 | 12·39 | 179.7 | 7.0 NEVADA | 100 | 8:00 a.m. to 11:59 p.m. |
| s 2·17 | s 4·05 | s 5·10 | s 5·30 | s 5·50 | s10·30 | 3·48 | s 6·42 | 7·07 | 11·16 | 11·16 | s11·22 | 12·46 | 188.1 | 8.4 AMES | | Continuous |
| 2·25 | 4·12 | 5·17 | 5·37 | 5·57 | s10·38 | | 6·49 | 7·14 | | | | | 192.1 | 4.0 ONTARIO | 49 | No Office |
| 2·30 | 4·17 | 5·23 | 5·43 | 6·03 | s10·48 | | 6·54 | 7·20 | | | | | 197.2 | 5.1 JORDAN | | No Office |
| 2·34 | 4·25 | 5·30 | 5·50 | 6·10 | 10·54 | 4·06 | 6·59 | 7·26 | | | | | 201.3 | 4.1 BOONE FRT. YARD | | Continuous |
| 2·40 A.M. | 4·30 A.M. | 5·40 A.M. | 6·00 A.M. | 6·20 A.M. | 11·00 A.M. | 4·10 P.M. | 7·05 P.M. | 7·35 P.M. | 11·31 P.M. | 11·31 P.M. | 11·40 P.M. | 1·01 A.M. | 202.3 | 1.0 BOONE | | Continuous |
| DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | ★See Note Below | DAILY | DAILY | ★See Note Below | ★See Note Below | DAILY | ★See Note Below | | | | |

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

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

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

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

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

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

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

No. 5 will not carry passengers.

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

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

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

**SPEED TABLE**

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

# Between Boone and Belle Plaine—Eastward

| Station Numbers | Capacity Eastward Sidings | Subdivision 2 Time Table 102 June 18, 1940 | Office Open Sundays | FIRST CLASS | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 818 | 88 | 112 | 102 | 20 | 104 | 2 | 48 | 12 | 14 | 6 | 22 | 28 |
| | | | | DAILY | DAILY | DAILY | ★See Note Below | DAILY | ★See Note Below | ★See Note Below | ★See Note Below | DAILY | DAILY | DAILY | DAILY | DAILY |
| 127 | | ...BELLE PLAINE... | Continuous | A.M. 1·57 | s A.M. 2·29 | A.M. 4·16 | A.M. 5·21 | A.M. 7·15 | A.M. 8·06 | A.M. 8·06 | A.M. 8·32 | P.M. 1·27 | s P.M. 2·23 | s P.M. 11·50 | s A.M. 1·05 | A.M. 1·32 |
| | | 6.4 | | | | | | | | | | | | | | |
| 128 | 55 | .....CHELSEA..... | No Office | 1·48 | 2·17 | | | | | | | 1·20 | 2·12 | 11·36 | 12·55 | 1·23 |
| | | 9.9 | | | | | | | | | | | | | | |
| 131 | 69 | .....TAMA..... | Continuous | 1·37 | s 2·07 | 4·02 | 5·07 | 6·59 | 7·52 | 7·52 | 8·16 | s 1·09 | s 2·00 | s 11·25 | 12·45 | 1·11 |
| | | 7.2 | | | | | | | | | | | | | | |
| 133 | | .....MONTOUR..... | No Office | 1·28 | 1·57 | | | | | | | 12·59 | 1·50 | 11·14 | 12·37 | 1·02 |
| | | 3.2 | | | | | | | | | | | | | | |
| 134 | 78 | .....LE GRAND..... | No Office | 1·24 | 1·54 | | | | | | | 12·56 | 1·47 | 11·11 | 12·34 | 12·58 |
| | | 2.2 | | | | | | | | | | | | | | |
| 135 | | .....QUARRY..... | No Office | 1·21 | 1·52 | | | | | | | 12·54 | 1·44 | 11·08 | 12·31 | 12·55 |
| | | 5.8 | | | | | | | | | | | | | | |
| 136 | | ..MARSHALLTOWN.. | Continuous | 1·14 | s 1·45 | s 3·46 | 4·51 | 6·40 | 7·36 | 7·36 | 7·56 | s 12·47 | s 1·35 | s 11·00 | s 12·23 | 12·48 |
| | | 7.3 | | | | | | | | | | | | | | |
| 137 | 120 | .....LA MOILLE.... | No Office | 1·05 | 1·27 | | | | | | | 12·34 | 1·23 | 10·46 | 12·11 | 12·38 |
| | | 7.0 | | | | | | | | | | | | | | |
| 138 | | ...STATE CENTER... | 12 mn. to 8:00 a.m. | 12·57 | 1·20 | 3·33 | 4·38 | 6·27 | 7·23 | 7·23 | 7·38 | 12·27 | 1·16 | 10·39 | 12·04 | 12·30 |
| | | 7.8 | | | | | | | | | | | | | | |
| 142 | | .....COLO..... | No Office | 12·47 | 1·12 | | | | | | | 12·19 | 1·07 | 10·30 | 11·56 | 12·21 |
| | | 7.0 | | | | | | | | | | | | | | |
| 143 | 120 | .....NEVADA..... | 8 a.m. to 4:00 p.m. 5:30 p.m. to 7:30 p.m. | 12·38 | 1·04 | 3·20 | 4·25 | 6·13 | 7·10 | 7·10 | 7·20 | 12·12 | s 12·57 | s 10·20 | 11·49 | 12·12 |
| | | 8.4 | | | | | | | | | | | | | | |
| 145 | | .....AMES..... | Continuous | 12·26 | s 12·52 | s 3·13 | 4·18 | 6·05 | 7·03 | 7·03 | 7·11 | s 12·02 | s 12·43 | s 10·05 | s 11·38 | 12·02 |
| | | 4.0 | | | | | | | | | | | | | | |
| 147 | 77 | .....ONTARIO..... | No Office | 12·20 | 12·39 | | | | | | | 11·53 | 12·32 | 9·53 | 11·22 | 11·55 |
| | | 5.1 | | | | | | | | | | | | | | |
| 148 | | .....JORDAN..... | No Office | 12·13 | 12·33 | | | | | | | 11·48 | 12·28 | 9·48 | 11·17 | 11·48 |
| | | 4.1 | | | | | | | | | | | | | | |
| | | .BOONE FRT. YARD. | Continuous | 12·08 | 12·28 | | | | | | 6·58 | 11·43 | 12·23 | 9·43 | 11·13 | 11·43 |
| | | 1.0 | | | | | | | | | | | | | | |
| 150 | | .....BOONE..... | Continuous | 12·05 A.M. | 12·25 A.M. | 3·00 A.M. | 4·05 A.M. | 5·50 A.M. | 6·50 A.M. | 6·50 A.M. | 6·55 A.M. | 11·40 A.M. | 12·20 P.M. | 9·40 P.M. | 11·10 P.M. | 11·40 P.M. |
| | | | | DAILY | DAILY | DAILY | ★See Note Below | DAILY | ★See Note Below | ★See Note Below | ★See Note Below | DAILY | DAILY | DAILY | DAILY | DAILY |

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

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

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

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

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

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

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

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

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

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

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

No. 6 will not carry passengers.

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

# Between Boone and Council Bluffs—Westward

FIRST CLASS

| 101 | 11 | 211 | 201 | 5 | 717 | 27 | 87 | 15 | 49 | 203 | 21 | Subdivision 3 Time Table 102 June 18, 1940 | Office Open Week Days |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ★See Note Below | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | ★See Note Below | DAILY | DAILY | | |
| A.M. 1.01 | A.M. 2.50 | | | A.M. 4.40 | A.M. 5.50 | A.M. 6.10 | A.M. 6.30 | A.M. 11.05 | P.M. 4.15 | | P.M. 7.15 | BOONE | Continuous |
| | 3.03 | | | 4.53 | 6.03 | 6.25 | 6.43 | s11.22 | | | 7.27 | 8.3 OGDEN | No Office |
| | 3.09 | | | 4.59 | 6.09 | 6.32 | 6.49 | s11.31 | | | 7.33 | 6.2 BEAVER | No Office |
| 1.18 | 3.14 | | | 5.04 | 6.15 | 6.38 | 6.55 | s11.42 | 4.38 | | 7.37 | 4.9 GRAND JUNCTION | Continuous |
| | 3.21 | | | s 5.11 | 6.23 | 6.46 | 7.03 | s11.54 | | | s 7.46 | 6.8 JEFFERSON | No Office |
| 1.33 | 3.31 | | | 5.21 | 6.35 | 6.58 | 7.15 | s12.09 | 4.56 | | 7.56 | 9.0 SCRANTON | 8:00 a.m. to 4:00 p.m. |
| | 3.36 | | | 5.26 | 6.41 | 7.04 | 7.21 | s12.17 | | | 8.01 | 5.2 RALSTON | No Office |
| | 3.41 | | | 5.32 | 6.47 | 7.10 | 7.27 | s12.26 | | | 8.05 | 4.7 GLIDDEN | 8:30 a.m. to 4:30 p.m. |
| 1.48 | s 3.55 4.15 | A.M. 4.10 | | s 5.50 | s 7.05 | 7.20 | s 7.40 | s12.50 | 5.20 | | s 8.25 | 7.2 CARROLL | Continuous |
| | 4.27 | 4.21 A.M. | | 5.58 | 7.13 | 7.33 | 7.50 | s 1.00 | 5.26 | | 8.32 | 4.2 MAPLE RIVER | 4:00 a.m. to 11:59 a.m. 5:00 p.m. to 1.00 a.m. |
| | 4.36 | | | 6.05 | 7.21 | 7.43 | 7.58 | s 1.10 | | | 8.39 | 5.9 ARCADIA | No Office |
| 2.00 | 4.41 | | | 6.08 | 7.26 | 7.47 | 8.02 | s 1.16 | 5.36 | | 8.42 | 3.2 WEST SIDE | No Office |
| | 4.50 | | | 6.13 | 7.34 | 7.54 | 8.08 | s 1.26 | | | 8.48 | 6.0 VAIL | No Office |
| 2.13 | s 5.04 | | | s 6.22 | 7.46 | 8.04 | 8.18 | s 1.42 | 5.51 | | s 9.03 | 8.7 DENISON | Continuous |
| | 5.14 | | | 6.28 | 7.56 | 8.13 | 8.26 | s 1.56 | | | 9.10 | 7.4 ARION | Continuous |
| | 5.17 | | | 6.30 | 7.59 | 8.16 | 8.29 | s 2.00 | | | 9.12 | 2.0 DOW CITY | No Office |
| 2.27 | s 5.28 | | | 6.39 | 8.10 | 8.26 | 8.37 | s 2.13 | 6.08 | | 9.19 | 7.9 DUNLAP | 8:00 a.m. to 5:00 p.m. |
| | s 5.43 | | | 6.45 | 8.24 | 8.37 | 8.47 | s 2.28 | | | 9.28 | 9.7 WOODBINE | No Office |
| 2.41 | s 5.56 | | A.M. | 6.52 | 8.35 | 8.48 | 8.56 | s 2.40 | 6.26 | P.M. | 9.36 | 8.0 LOGAN | No Office |
| 2.48 | s 6.15 | | 6.10 | s 7.15 | 8.47 | 9.00 | s 9.10 | s 2.55 | 6.35 | 8.38 | s 9.54 | 8.4 MISSOURI VALLEY | Continuous |
| | 6.25 | | 6.21 | 7.23 | 8.54 | 9.07 | 9.16 | 3.03 | | 8.49 | 10.00 | 4.1 LOVELAND | No Office |
| 2.56 | 6.32 | | 6.27 | 7.29 | 9.01 | 9.14 | 9.23 | 3.11 | 6.45 | 8.54 | 10.07 | 5.1 HONEY CREEK | No Office |
| | 6.38 | | 6.33 | 7.36 | 9.08 | 9.20 | 9.30 | 3.18 | | 9.01 | 10.13 | 5.3 CRESCENT | No Office |
| 3.08 | 6.48 | | 6.40 | 7.44 | 9.18 | 9.30 | 9.40 | 3.27 | 7.01 | 9.09 | 10.20 | 6.2 FREIGHT YARD | No Office |
| 3.10 A.M. | s 6.55 A.M. | | s 6.48 A.M. | s 7.50 A.M. | s 9.30 A.M. | s 9.40 A.M. | s 9.50 A.M. | s 3.40 P.M. | 7.04 P.M. | s 9.14 P.M. | s10.27 P.M. | 0.7 COUNCIL BLUFFS | Continuous |
| *3.12* | s *7.05* | | s *7.00* | s *7.58* | *9.40* | *9.48* | *9.58* | s *3.50* | *7.07* | s *9.20* | *10.32* | *COUNCIL BLUFFS TRANSFER* | |
| *3.20* A.M. | *7.20* A.M. | | *7.15* A.M. | *8.13* A.M. | *9.55* A.M. | *10.00* A.M. | *10.10* A.M. | *4.05* P.M. | *7.20* P.M. | *9.35* P.M. | *10.47* P.M. | 2.9 *OMAHA* | |
| ★See Note Below | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | ★See Note Below | DAILY | DAILY | | |

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

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

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

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

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

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

No. 5 will not carry passengers.

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

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

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

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

## Westward—BETWEEN BOONE AND COUNCIL BLUFFS

| FIRST CLASS | | | | Subdivision 3 | Distance from Boon | Capacity of Westward Sidings |
|---|---|---|---|---|---|---|
| 19 | 1 | 103 | 111 | Time Table 102 | | |
| DAILY | ★See Note Below | ★See Note Below | DAILY | June 18, 1940 | | |
| P.M. 7.40 | P.M. 11.31 | P.M. 11.31 | P.M. 11.40 | **BOONE** | | |
| | | | | 8.3 | | |
| 7.55 | | | | **OGDEN** | 8.3 | 103 |
| | | | | 6.2 | | |
| 8.01 | | | | **BEAVER** | 14.5 | |
| | | | | 4.9 | | |
| 8.06 | 11.48 | 11.48 | 11.57 | **GRAND JUNCTION** | 19.4 | |
| | | | | 6.8 | | |
| 8.13 | | | | **JEFFERSON** | 26.2 | |
| | | | | 9.0 | | |
| 8.22 | 12.03 | 12.03 | 12.10 | **SCRANTON** | 35.2 | 62 |
| | | | | 5.2 | | |
| 8.27 | | | | **RALSTON** | 40.4 | |
| | | | | 4.7 | | |
| 8.32 | | | | **GLIDDEN** | 45.1 | 125 |
| | | | | 7.2 | | |
| 8.45 | 12.18 | 12.18 | 12.23 | **CARROLL** | 52.3 | 105 |
| | | | | 4.2 | | |
| 8.52 | | | | **MAPLE RIVER** | 56.5 | 54 |
| | | | | 5.9 | | |
| 8.59 | | | | **ARCADIA** | 62.4 | 54 |
| | | | | 3.2 | | |
| 9.02 | 12.30 | 12.30 | 12.35 | **WEST SIDE** | 65.6 | 125 |
| | | | | 6.0 | | |
| 9.08 | | | | **VAIL** | 71.6 | 57 |
| | | | | 8.7 | | |
| 9.18 | 12.43 | 12.43 | 12.47 | **DENISON** | 80.3 | 115 |
| | | | | 7.4 | | |
| 9.25 | | | | **ARION** | 87.7 | |
| | | | | 2.0 | | |
| 9.27 | | | | **DOW CITY** | 89.7 | |
| | | | | 7.9 | | |
| 9.35 | 12.57 | 12.57 | 1.01 | **DUNLAP** | 97.6 | 105 |
| | | | | 9.7 | | |
| 9.45 | | | | **WOODBINE** | 107.3 | |
| | | | | 8.0 | | |
| 9.53 | 1.11 | 1.11 | 1.15 | **LOGAN** | 115.3 | |
| | | | | 8.4 | | |
| 10.03 | 1.19 | 1.19 | 1.23 | **MISSOURI VALLEY** | 123.7 | |
| | | | | 4.1 | | |
| 10.08 | | | | **LOVELAND** | 127.8 | |
| | | | | 5.1 | | |
| 10.14 | 1.27 | 1.27 | 1.31 | **HONEY CREEK** | 132.9 | 64 |
| | | | | 5.3 | | |
| 10.20 | | | | **CRESCENT** | 138.2 | |
| | | | | 6.2 | | |
| 10.27 | 1.39 | 1.39 | 1.44 | **FREIGHT YARD** | 144.4 | |
| | | | | 0.7 | | |
| s10.32 P.M. | 1.41 A.M. | 1.41 A.M. | s 1.46 A.M. | **COUNCIL BLUFFS** | 145.1 | |
| | | | | 1.0 | | |
| *10.40* | *1.43* | *1.43* | s *1.49* | *COUNCIL BLUFFS TRANSFER* | 146.1 | |
| | | | | 2.9 | | |
| *10.55* P.M. | *1.51* A.M. | *1.51* A.M. | *2.01* A.M. | *OMAHA* | 149.0 | |
| DAILY | ★See Note Below | ★See Note Below | DAILY | | | |

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

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

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

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

## Westward—BETWEEN CARROLL AND AUDUBON—Eastward

| SECOND CLASS | | Capacity of Sidings | Distance from Carroll | Subdivision 3a | THIRD CLASS | |
|---|---|---|---|---|---|---|
| 417 | 515 | | | Time Table 102 | 514 | 416 |
| Mixed | Mixed | | | June 18, 1940 | Mixed | Mixed |
| Tuesday Thursday Saturday | Monday Wednesday Friday | | | | Monday Wednesday Friday | Tuesday Thursday Saturday |
| A.M. 10.30 | A.M. 11.15 | | | **CARROLL** | P.M. 7.00 | P.M. 5.00 |
| | | | | 8.6 | | |
| s11.15 | s11.59 | 28 | 8.6 | **HALBUR** | s 6.15 | s 4.15 |
| | | | | 8.7 | | |
| s12.15 | s12.25 P.M. | 63 | 17.3 | **MANNING** | 5.45 P.M. | s 3.45 |
| | | | | 7.5 | | |
| s12.40 | | 44 | 24.8 | **GRAY** | | s 3.00 |
| | | | | 5.6 | | |
| s 1.00 | | 24 | 30.4 | **ROSS** | | s 2.35 |
| | | | | 4.2 | | |
| 1.15 P.M. | | 55 | 34.6 | **AUDUBON** | | 2.15 P.M. |
| Tuesday Thursday Saturday | Monday Wednesday Friday | | | | Monday Wednesday Friday | Tuesday Thursday Saturday |

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

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

### STATION OFFICE HOURS

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

# Between Council Bluffs and Boone—Eastward

| Subdivision 3<br>Time Table 102<br>June 18, 1940 | FIRST CLASS | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 112 | 102 | 20 | 48 | 104 | 2 | 12 | 204 | 14 | 216 | 6 | 22 | | |
| | DAILY | ★See Note Below | DAILY | ★See Note Below | ★See Note Below | ★See Note Below | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | | |
| BOONE | A.M. 3.00 | A.M. 4.05 | A.M. 5.50 | A.M. 6.50 | A.M. 6.50 | A.M. 6.50 | A.M. 11.30 | | P.M. 12.10 | | P.M. 9.30 | P.M. 11.00 | | |
| 8.3 | | | | | | | | | | | | | | |
| OGDEN | 2.50 | 3.54 | 5.34 | | 6.39 | 6.39 | 11.15 | | 11.52 | | 9.09 | 10.47 | | |
| 6.2 | | | | | | | | | | | | | | |
| BEAVER | | | | | | | 11.09 | | 11.46 | | 9.03 | 10.41 | | |
| 4.9 | | | | | | | | | | | | | | |
| GRAND JUNCTION | 2.41 | 3.44 | 5.23 | **6.23** | **6.29** | 6.29 | 11.04 | | 11.41 | | s 8.58 | 10.36 | | |
| 6.8 | | | | | | | | | | | | | | |
| JEFFERSON | | | | | | | 10.57 | | s11.32 | | 8.50 | s10.28 | | |
| 9.0 | | | | | | | | | | | | | | |
| SCRANTON | 2.27 | 3.29 | 5.08 | 6.05 | 6.14 | 6.14 | 10.48 | | 11.21 | | 8.40 | 10.17 | | |
| 5.2 | | | | | | | | | | | | | | |
| RALSTON | | | | | | | 10.43 | | 11.15 | | 8.34 | 10.12 | | |
| 4.7 | | | | | | | | | | | | | | |
| GLIDDEN | | | | | | | 10.38 | | 11.10 | | 8.29 | 10.07 | | |
| 7.2 | | | | | | | | | | P.M. | | | | |
| CARROLL | 2.14 | 3.16 | 4.53 | 5.48 | 6.01 | 6.01 | s10.30 | | s11.02 | 6.55 | s 8.20 | s10.00 | | |
| 4.2 | | | | | | | | | | | | | | |
| MAPLE RIVER | 2.10 | 3.12 | 4.49 | 5.37 | 5.57 | 5.57 | 10.15 | | 10.53 | 6.42 P.M. | 8.00 | 9.49 | | |
| 5.9 | | | | | | | | | | | | | | |
| ARCADIA | | | | | | | 10.09 | | 10.47 | | 7.54 | 9.43 | | |
| 3.2 | | | | | | | | | | | | | | |
| WEST SIDE | 2.02 | 3.04 | 4.40 | 5.27 | 5.49 | 5.49 | 10.06 | | 10.44 | | 7.50 | 9.40 | | |
| 6.0 | | | | | | | | | | | | | | |
| VAIL | | | | | | | 10.00 | | 10.38 | | 7.43 | 9.34 | | |
| 8.7 | | | | | | | | | | | | | | |
| DENISON | 1.49 | 2.51 | 4.26 | 5.10 | 5.36 | 5.36 | s 9.50 | | s10.28 | | s 7.34 | s 9.25 | | |
| 7.4 | | | | | | | | | | | | | | |
| ARION | | | | | | | 9.41 | | 10.17 | | 7.26 | 9.18 | | |
| 2.0 | | | | | | | | | | | | | | |
| DOW CITY | | | | | | | 9.39 | | 10.15 | | 7.23 | 9.16 | | |
| 7.9 | | | | | | | | | | | | | | |
| DUNLAP | 1.36 | 2.38 | 4.12 | 4.52 | 5.23 | 5.23 | 9.31 | | 10.07 | | 7.15 | 9.09 | | |
| 9.7 | | | | | | | | | | | | | | |
| WOODBINE | | | | | | | 9.21 | | 9.57 | | s 7.05 | 9.01 | | |
| 8.0 | | | | | | | | | | | | | | |
| LOGAN | | | | 4.33 | | | 9.13 | | 9.49 | | s 6.57 | 8.54 | | |
| 8.4 | | | | | | | | A.M. | | | | | | |
| MISSOURI VALLEY | 1.15 | 2.16 | 3.49 | 4.25 | 5.01 | 5.01 | s 9.04 | 9.35 | s 9.40 | | s 6.48 | s 8.45 | | |
| 4.1 | | | | | | | | | | | | | | |
| LOVELAND | 1.11 | 2.12 | 3.45 | 4.20 | 4.57 | 4.57 | 8.55 | 9.24 | 9.32 | | 6.42 | 8.35 | | |
| 5.1 | | | | | | | | | | | | | | |
| HONEY CREEK | | | | | | | 8.50 | 9.17 | 9.27 | | 6.36 | 8.30 | | |
| 5.3 | | | | | | | | | | | | | | |
| CRESCENT | | | | | | | 8.45 | 9.10 | 9.22 | | 6.30 | 8.24 | | |
| 6.2 | | | | | | | | | | | | | | |
| FREIGHT YARD | | | | | | | 8.38 | 9.03 | 9.16 | | 6.23 | 8.17 | | |
| 0.7 | | | | | | | | | | | | | | |
| COUNCIL BLUFFS | s12.55 A.M. | 1.55 A.M. | s 3.28 A.M. | 4.00 A.M. | 4.40 A.M. | 4.40 A.M. | s 8.35 A.M. | s 9.00 A.M. | s 9.13 A.M. | | s 6.20 P.M. | s 8.15 P.M. | | |
| 1.0 | | | | | | | | | | | | | | |
| *COUNCIL BLUFFS TRANSFER* | *12.53* | *1.53* | *3.26* | *3.58* | *4.38* | *4.38* | *8.31* | s *8.50* | s *9.08* | | s *6.15* | *8.10* | | |
| 2.9 | | | | | | | | | | | | | | |
| *OMAHA* | *12.45* A.M. | *1.45* A.M. | *3.18* A.M. | *3.50* A.M. | *4.30* A.M. | *4.30* A.M. | *8.20* A.M. | *8.35* A.M. | *8.55* A.M. | | *6.00* P.M. | *8.00* P.M. | | |
| | DAILY | ★See Note Below | DAILY | ★See Note Below | ★See Note Below | ★See Note Below | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | | |

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

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

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

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

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

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

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

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

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

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

# Between Council Bluffs and Boone—Eastward

| Distance from Boone | Capacity of Eastward Sidings | Subdivision 3 Time Table 102 June 18, 1940 | Office Open Sundays | FIRST CLASS 28 DAILY | 818 DAILY | 88 DAILY | 202 DAILY |
|---|---|---|---|---|---|---|---|
| | | | | P.M. | P.M. | A.M. | |
| ..... | .... | .....BOONE..... | Continuous | 11·30 | 11·55 | 12·15 | |
| | | 8.3 | | | | | |
| 8.3 | .... | .....OGDEN..... | No Office | 11·09 | 11·37 | 11·56 | |
| | | 6.2 | | | | | |
| 14.5 | .... | .....BEAVER..... | No Office | 11·02 | 11·30 | 11·49 | |
| | | 4.9 | | | | | |
| 19.4 | 62 | ....GRAND JUNCTION.... | Continuous | 10·57 | 11·25 | 11·44 | |
| | | 6.8 | | | | | |
| 26.2 | .... | .....JEFFERSON..... | No Office | 10·48 | 11·17 | 11·36 | |
| | | 9.0 | | | | | |
| 35.2 | 55 | .....SCRANTON..... | No Office | 10·38 | 11·07 | 11·24 | |
| | | 5.2 | | | | | |
| 40.4 | .... | .....RALSTON..... | No Office | 10·32 | 11·01 | 11·18 | |
| | | 4.7 | | | | | |
| 45.1 | 64 | .....GLIDDEN..... | No Office | 10·27 | 10·56 | 11·13 | |
| | | 7.2 | | | | | |
| 52.3 | 95 | .....CARROLL..... | Continuous | 10·18 | s10·48 | s11·05 | |
| | | 4.2 | | | | | |
| 56.5 | .... | .....MAPLE RIVER..... | 4:00 a.m. to noon 6:00 p.m. to 8:00 p.m. | 10·08 | 10·38 | 10·55 | |
| | | 5.9 | | | | | |
| 62.4 | 54 | .....ARCADIA..... | No Office | 10·02 | 10·32 | 10·48 | |
| | | 3.2 | | | | | |
| 65.6 | 56 | .....WEST SIDE..... | No Office | 9·58 | 10·28 | 10·44 | |
| | | 6.0 | | | | | |
| 71.6 | .... | .....VAIL..... | No Office | 9·51 | 10·22 | 10·37 | |
| | | 8.7 | | | | | |
| 80.3 | 125 | .....DENISON..... | Continuous | 9·41 | 10·13 | s10·27 | |
| | | 7.4 | | | | | |
| 87.7 | .... | .....ARION..... | Continuous | 9·32 | 10·04 | 10·17 | |
| | | 2.0 | | | | | |
| 89.7 | .... | .....DOW CITY ..... | No Office | 9·29 | 10·01 | 10·14 | |
| | | 7.9 | | | | | |
| 97.6 | 105 | .....DUNLAP..... | No Office | 9·21 | 9·53 | 10·05 | |
| | | 9.7 | | | | | |
| 107.3 | 46 | .....WOODBINE..... | No Office | 9·10 | 9·43 | 9·54 | |
| | | 8.0 | | | | | |
| 115.3 | 57 | .....LOGAN..... | No Office | 9·02 | 9·35 | 9·45 | — P.M. — |
| | | 8.4 | | | | | |
| 123.7 | 125 | ....MISSOURI VALLEY.... | Continuous | 8·52 | 9·25 | s 9·35 | 10·15 |
| | | 4.1 | | | | | |
| 127.8 | .... | .....LOVELAND..... | No Office | 8·46 | 9·16 | 9·25 | 9·57 |
| | | 5.1 | | | | | |
| 132.9 | .... | .....HONEY CREEK..... | No Office | 8·41 | 9·11 | 9·20 | 9·51 |
| | | 5.3 | | | | | |
| 138.2 | .... | .....CRESCENT..... | No Office | 8·35 | 9·05 | 9·13 | 9·45 |
| | | 6.2 | | | | | |
| 144.4 | .... | .....FREIGHT YARD..... | No Office | 8·28 | 8·58 | 9·05 | 9·38 |
| | | 0.7 | | | | | |
| 145.1 | .... | ....COUNCIL BLUFFS.... | Continuous | s 8.25 P.M. | s 8.55 P.M. | s 9.00 P.M. | s 9.35 P.M. |
| | | 1.0 | | | | | |
| 146.1 | .... | *COUNCIL BLUFFS TRANS.* | | *8.22* | *8.50* | *8.55* | s *9.28* |
| | | 2.9 | | | | | |
| 149.0 | .... | .....*OMAHA* ..... | | *8.10* P.M. | *8.35* P.M. | *8.40* P.M. | *9.15* P.M. |
| | | | | DAILY | DAILY | DAILY | DAILY |

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

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

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

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

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

# DIVISIONAL STAFF

## TRAINMASTERS

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

## ASSISTANT TRAINMASTER

D. D. BRYANT, COUNCIL BLUFFS

## CHIEF TRAIN DISPATCHER

C. H. HUMPHRYES, BOONE

## NIGHT CHIEF TRAIN DISPATCHER

C. H. JENNINGS

## ASSISTANT CHIEF TRAIN DISPATCHER

L. T. BREEDLOVE

## DISPATCHERS

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

## MASTER MECHANIC

W. S. WHITFORD, BOONE

## ASST. MASTER MECHANIC

W. H. SCHULTZ, BOONE

## ROAD FOREMEN OF ENGINES

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

## DIVISION ENGINEER

C. H. WELLS

## ROADMASTERS

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

## DISTRICT CLAIM AGENTS

W. R. BURRELL, OMAHA
A. L. McKINNEY, BOONE

# Westward—Between Jewell and Des Moines—Eastward

| SECOND CLASS | | | FIRST CLASS | | | Distance from Des Moines | Capacity of Sidings | Subdivision 2a<br>Time Table 102<br>June 18, 1940 | Station Numbers | FIRST CLASS | | | SECOND CLASS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 123 | 63 | 65 | 59 | 57 | 53 | | | | | 50 | 52 | 56 | 124 | 66 | 64 |
| DAILY | Daily except Monday | DAILY | DAILY | Motor Daily except Sunday | DAILY | | | | | DAILY | Motor Daily except Sunday | DAILY | DAILY | DAILY | Daily except Monday |
| | A.M. 12·30 | | | P.M. 8·50 | | 56.7 | | JEWELL | 211 | | A.M. 6·00 | | | | A.M. 1·30 |
| | 12·45 | | | f 9·00 | | 51.0 | | 5.7 RANDALL | 366 | | f 5·45 | | | | 1·15 |
| | **1·00** | | | s 9·08 | | 47.5 | 22 | 3.5 STORY CITY | 365 | | s 5·39 | | | | **1·00** |
| — P.M. — | 1·15 | — A.M. — | — P.M. — | f 9·17 | — A.M. — | 41.5 | 19 | 6.0 GILBERT | 363 | — A.M. — | s 5·26 | — P.M. — | — P.M. — | — P.M. — | 12·35 |
| 12·05 | s **1·30**<br>**3·00** | 12·30 | **11·55** | 9·35 P.M. | 5·40 | 34.5 | | 7.0 AMES | 145 | **3·00** | 5·15 A.M. | 11·10 | 12·45 | 9·35 | **12·15**<br>s**11·25** |
| **12·25** | 3·20 | 12·50 | f12·08 | | s 5·54 | 28.5 | 54 | 6.0 KELLEY | 359 | f 2·47 | | s10·55 | **12·25** | 9·15 | 11·04 |
| 12·45 | 3·32 | 1·05 | f12·14 | | s 6·02 | 23.9 | 43 | 4.6 SLATER | 360 | f 2·39 | | **10·48** | 12·12 | 9·02 | **10·53**<br>**10·38** |
| 1·00 | 3·35 | 1·10 | f12·16 | | s 6·05 | 22.5 | 25 | 1.4 SHELDAHL | 358 | f 2·37 | | s10·45 | 12·07 | 8·57 | 10·33 |
| 1·10 | 3·47 | 1·25 | 12·22 | | s 6·13 | 18.2 | | 4.3 P. C. JUNCTION | | 2·31 | | s10·37 | 11·56 | 8·46 | 10·21 |
| 1·35 | 4·05 | 1·45 | f12·33 | | s 6·25 | 11.0 | 50 | 7.2 ANKENY | 354 | f 2·21 | | 10·26 | 11·40 | 8·30 | 10·03 |
| 1·50 | 4·15 | **2·14** | 12·39 | | 6·33 | 6.5 | 57 | 4.5 SAYLOR | 352 | f **2·14** | | 10·19 | 11·30 | 8·20 | 9·50 |
| 2·05 | 4·30 | 2·30 | 12·45 | | 6·38 | 2.0 | | 4.5 DES MOINES FRT. YD. | | 2·05 | | 10·10 | | | |
| 2·30 P.M. | 4·45 A.M. | 2·45 A.M. | 12·55 A.M. | | 6·50 A.M. | | | 2.0 DES MOINES | 350 | 2·00 A.M. | | 10·05 P.M. | 11·00 A.M. | 8·00 P.M. | 9·30 P.M. |
| DAILY | Daily except Monday | DAILY | DAILY | Daily except Sunday | DAILY | | | | | DAILY | Daily except Sunday | DAILY | DAILY | DAILY | Daily except Sunday |

Eastward freight trains will take siding when meeting westward trains at Story City.

No. 56 will stop on signal at Ankeny to receive revenue passengers for Marshalltown and beyond.

## STATION OFFICE HOURS

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

## Westward—Between Stanwood and Tipton—Eastward

| Distance from Stanwood | Capacity of Sidings | Subdivision 1b<br>Time Table 102<br>June 18, 1940 | 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<br>Time Table 102<br>June 18, 1940 | 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 5·45 |
| s 8·45 | 10.4 | 19 | | 7.8 ALMONT | 402 | s 5·20 |
| s 8·55 | 12.8 | 13 | | 2.4 ANDOVER | 403 | s 5·05 |
| s 9·25 | 17.2 | 33 | | 4.4 BRYANT | 404 | s 4·50 |
| s 9·40 | 19.8 | 15 | | 2.6 GOOSE LAKE | 405 | s 4·35 |
| s10·05 | 24.6 | | | 4.8 CHARLOTTE | 406 | s 4·20 |
| s10·25 | 28.7 | 28 | | 4.1 PETERSVILLE | 407 | s 4·05 |
| s11·00 | 32.7 | 22 | | 4.0 DELMAR | 408 | s 3·50 |
| s11·35 | 38.1 | 64 | W | 5.4 MAQUOKETA | 410 | s 3·30 |
| s11·55 | 44.3 | 19 | | 6.2 NASHVILLE | 411 | s 2·55 |
| s12·05 | 47.0 | 26 | | 2.7 BALDWIN | 412 | s 2·40 |
| s12·20 | 49.6 | | | 2.6 MONMOUTH | 413 | s 2·25 |
| s12·50 | 56.8 | 33 | | 7.2 ONSLOW | 415 | s 2·00 |
| s 1·05 | 60.8 | 25 | | 4.0 CENTER JUNCTION | 417 | s 1·35 |
| s 1·20 | 65.8 | 13 | | 5.0 AMBER | 418 | s 1·15 |
| 1·45 P.M. | 71.4 | 40 | FWTT | 5.6 ANAMOSA | 420 | 1·00 P.M. |
| Tuesday Thursday Saturday | | | | | | Monday Wednesday Friday |

# Time Freight Trains—Westward

**IOWA DIVISION** — **TIME TABLE No. 102** — **EFFECTIVE JUNE 18th, 1940**

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

# Time Freight Trains—Eastward

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

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

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

### SIGNS AND LETTERS

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

s—Regular Stop.

f—Flag stop to receive or discharge passengers or freight.

The following signs when placed elsewhere indicate:

F—Fuel. TT—Turntable.

W—Water. Y—Wye.

### FACILITIES AS INDICATED ARE LOCATED AS FOLLOWS:

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

### ACTUAL TONNAGE RATINGS

| Districts | Class of Engine | | | | |
|---|---|---|---|---|---|
| | H | JA | J | Z | R1 |
| Clinton to Tama | 4200 | 3300 | 3000 | 2490 | 1450 |
| Tama to Boone | 3315 | 3000 | 2800 | 2325 | 1250 |
| Boone to Carroll | 4815 | 3900 | 3700 | 3060 | 1650 |
| Carroll to Arcadia | 3780 | 3300 | 3100 | 2550 | 1300 |
| Arcadia to Council Bluffs | 5850 | 5000 | 4800 | 4000 | 2500 |
| Council Bluffs to Boone | 5000 | 3750 | 3500 | 2900 | 1600 |
| Boone to Clinton | 4800 | 3500 | 3350 | 2400 | 1450 |

| | JA | J | Z | R1 |
|---|---|---|---|---|
| Des Moines to Saylor | 1900 | 1600 | 1400 | 800 |
| Saylor to Ames | 2800 | 2600 | 2000 | 1200 |
| Ames to Jewell | .... | .... | 1525 | 950 |
| Jewell to Ames | .... | .... | 2500 | 1850 |
| Ames to Des Moines | 2200 | 1900 | 1575 | 850 |
| Clinton to Anamosa | .... | .... | .... | 1200 |
| Anamosa to Clinton | .... | .... | .... | 1200 |
| Carroll to Audubon | .... | .... | .... | 1000 |
| Audubon to Carroll | .... | .... | .... | 1000 |

# SPEED RESTRICTIONS

| LOCATION | Restrictions Speed Per Hour: Streamliner Diesel Operated | Other Pass. Trains | Freight Trains |
|---|---|---|---|
| **BETWEEN EAST CLINTON AND BOONE**<br>Maximum speed, miles per hour:<br>Streamliner trains, Diesel operated 90,<br>Other passenger trains 70,<br>Freight trains 50.<br>Trains must not exceed 80 miles per hour on any curve between points where a maximum speed of 90 miles is authorized. | | | |
| Over interlocking plant and around curve at west end of plant, East Clinton:<br>Straight route | 45 | 45 | 35 |
| Diverging Main Route, C. B. & Q. Trains | | 15 | 15 |
| Over drawbridge, Clinton | 30 | 30 | 30 |
| Over Second Street interlocking plant, Clinton and to Fifth Street. Straight Route | 20 | 20 | 20 |
| Through Turnouts | 10 | 10 | 10 |
| Between east end of curve MP 71.8, six miles west of Mt. Vernon and west end of curve one mile west of Bertram | 75 | ..... | ..... |
| Between west end of curve 1 mile west of Bertram and interlocking plant, Otis | 80 | ..... | ..... |
| Between home signals interlocking plant, Otis. When routed via L. C. Ry | 35 | 35 | 35 |
| When routed via Cedar Rapids | 35 | 35 | 25 |
| Between interlocking plant, Otis and Bridge 199, two miles west of Otis | 60 | 50 | 50 |
| Between Bridge 199, two miles west of Otis and MP 83 located 1 3/4 miles west of Cedar Rapids | 20 | 20 | 12 |
| Between MP 83, located 1 3/4 miles west of Cedar Rapids and interlocking plant, Beverly | 60 | 50 | 35 |
| Between home signals, interlocking plant, Beverly, Straight Routes | 40 | 40 | 35 |
| Between interlocking plant Otis, and interlocking plant Beverly, via Linn County Ry. | 50 | 50 | 35 |
| Westward on Linn County Ry. turnout east and west end Bridge 228 over Cedar River | 15 | 15 | 15 |
| Between east end of curve 1/2 mile west of Watkins and west end of curve 2 1/2 miles west of Watkins | 75 | ..... | ..... |
| Between east end of curve 3 miles west of Blairstown and east end of Buckeye curve 2 1/2 miles west of Luzerne | 75 | ..... | ..... |
| Between east end of Buckeye curve 2 1/2 miles west of Luzerne and west interlocking plant Belle Plaine | 50 | 50 | 35 |
| Around curve, MP 120.5, 3 miles east of Chelsea | 75 | ..... | ..... |
| Around curve, MP 127, 4 miles west of Chelsea | 75 | ..... | ..... |

| LOCATION | Restrictions Speed Per Hour: Streamliner Diesel Operated | Other Pass. Trains | Freight Trains |
|---|---|---|---|
| **BETWEEN EAST CLINTON AND BOONE**—Continued<br>Around curves at MP 136 and 137, located 3 and 4 miles west of Tama, respectively | 75 | ..... | ..... |
| Around curves MP 147.5 and MP 149.5 located 3 and 5 miles west of Quarry, respectively | 75 | ..... | ..... |
| Between east end of Marshalltown yard and west end of M. & St. L. interlocking plant | 50 | 50 | 25 |
| Around curve 3 miles west of Marshalltown | 70 | 60 | 40 |
| Around curve MP 156, 3 miles east of La Moille | 75 | ..... | ..... |
| Between east end of Ames yard and west end of interlocking plant | 50 | 30 | 30 |
| Ames—trains or engines using Des Moines line over Lincoln Highway | ..... | 10 | 10 |
| Between 8th Street tower and Greene Street, Boone | 50 | 40 | 20 |
| **BETWEEN BOONE AND COUNCIL BLUFFS**<br>Maximum speed, miles per hour:<br>Streamliner trains, Diesel operated 90,<br>Other passenger trains 70,<br>Freight trains 50.<br>Trains must not exceed 80 miles per hour on any curve between points where a maximum speed of 90 miles is authorized. | | | |
| Between 8th Street tower and Greene Street, Boone | 50 | 40 | 20 |
| Over Des Moines River Bridge, 5 miles west of Boone | 50 | 35 | 35 |
| Between west end Des Moines river bridge, 5 miles west of Boone and west end of curve 1 mile east of Ogden, Eastward | 60 | 60 | 40 |
| Around curve MP 248.5, 3 miles east of Glidden | 85 | ..... | ..... |
| Between highway crossing 3/4 mile east of Carroll and coal shed 1/2 mile west of Carroll | 40 | 30 | 15 |
| Between home signals interlocking plant, Maple River. Straight route | 70 | 60 | ..... |
| Diverging main route | ..... | 15 | 15 |
| Around curve 2 miles west of Arcadia | 75 | ..... | ..... |
| Around curve 2 1/2 miles west of Vail | 75 | ..... | ..... |
| Around curve 6 1/2 miles west of Vail, MP 283.5 | 75 | ..... | ..... |
| Between west end of curve 6 1/2 miles west of Vail and Bridge 869, 1/4 mile west of Denison | 70 | 60 | 40 |
| Around curves, MP 316 and MP 317, 3 miles and 4 miles west of Woodbine, respectively | 85 | ..... | ..... |

# SPEED RESTRICTIONS

| LOCATION | Restrictions Speed Per Hour | | |
|---|---|---|---|
| | Streamliner Diesel Operated | Other Pass. Trains | Freight Trains |
| **BETWEEN BOONE AND COUNCIL BLUFFS —Continued** | | | |
| Around curve at Logan | 70 | 60 | 40 |
| Around curve, MP 329, 1/2 mile east of Missouri Valley | 75 | ..... | ..... |
| Between Ninth Street, Missouri Valley and west end of curve at west wye switch 1/2 mile west of Missouri Valley | 50 | 40 | 35 |
| Around curve 1 mile east of Loveland | 75 | ..... | ..... |
| Around curve MP 340.5, 2 miles west of Honey Creek | 75 | ..... | ..... |
| Between Bridge No. 1012, MP 343.5 and east yard limit, Council Bluffs | 75 | ..... | ..... |
| Over cross-overs Avenue C, Council Bluffs | 10 | 10 | 10 |
| Between Avenue C and Council Bluffs | 15 | 15 | 15 |
| **BETWEEN CARROLL AND AUDUBON** Maximum Speed, Miles Per Hour: Passenger trains 30, Freight trains 25. | | | |
| Around six degree curve at MP 4 | ..... | 20 | 15 |
| Around eleven degree curve west end yard, Manning | ..... | 10 | 10 |
| Between Manning and Shaw's crossing 1 1/2 miles west of Gray | ..... | 20 | 20 |
| Over Shaw's crossing 1 1/2 miles west of Gray | ..... | 10 | 10 |
| Between Shaw's crossing and Audubon | ..... | 20 | 20 |
| **BETWEEN DES MOINES AND JEWELL** Maximum Speed, Miles Per Hour: Passenger trains 45, Freight trains 30. | | | |
| Des Moines yard south of passenger station D. M. & W., C. R. I. & P. and K. D. M. crossings | ..... | ..... | Stop |
| Between passenger station and 14th St. highway crossing Des Moines | ..... | 10 | 10 |
| Between 14th St. Des Moines and MP 2 | ..... | 40 | 25 |
| Around curve between MP 2 and 3 | ..... | 25 | 20 |
| Between MP 3 and MP 5 | ..... | 40 | 25 |
| Between MP 5 and MP 6 | ..... | 25 | 15 |
| Between MP 13 and MP 14 | ..... | 30 | 20 |
| Between MP 17 and MP 18 | ..... | 40 | 25 |

| LOCATION | Restrictions Speed Per Hour | |
|---|---|---|
| | Pass. Trains | Freight Trains |
| **BETWEEN DES MOINES AND JEWELL—Continued** | | |
| Between Polk City Jct. and Polk City | 15 | 10 |
| Between home signals C. M. St. P. & P. interlocking plant, Slater | 30 | 30 |
| Between home signals F. D. D. M. & S. interlocking plant, Kelley | 30 | 30 |
| Over Lincoln Highway crossing just east of west switch, Ames | 10 | 10 |
| Between interlocking plant Ames and MP 46, one mile west of Story City | 40 | 25 |
| Between MP 46 and MP 47, Story City | 30 | 20 |
| Between MP 47 and Jewell | 40 | 25 |
| Jewell—Iowa Division trains stop before entering tracks used jointly by Northern Iowa, Sioux City and Iowa divisions and know that they are clear before proceeding, protecting movement by flag when necessary. | | |
| **BETWEEN CLINTON AND ANAMOSA** Maximum Speed, Miles Per Hour: Passenger trains 30, Freight trains 20. | | |
| Between passenger station and C. M. St. P. & P. crossing, Clinton | 10 | 10 |
| C. M. St. P. & P. crossing, Clinton | Stop | Stop |
| Between C. M. St. P. & P. crossing, Clinton and Lyons | 20 | 20 |
| Between Lyons and C. M. St. P. & P. crossing, 1 mile west of Lyons | 10 | 10 |
| C. M. St. P. & P. crossing one mile west of Lyons | Stop | Stop |
| Between MP 23 and MP 24 | 25 | 15 |
| Over C. M. St. P. & P. crossing, Delmar | 20 | 20 |
| Over highway crossing, 1 1/4 miles east of Maquoketa | 10 | 10 |
| Between MP 50 and MP 54 | 25 | 15 |
| C. M. St. P. & P. crossing, Anamosa | Stop | Stop |
| **BETWEEN STANWOOD AND TIPTON** Maximum Speed, Miles Per Hour: Passenger trains 30, Freight trains 20. | | |
| Lincoln Highway just west of Stanwood | Stop | Stop |
| 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."

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

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

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

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

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

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

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

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

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

## COMMUNICATING STATIONS

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

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

## SPRING SWITCHES

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

| Location | Direction | Miles per Hour | | | |
|---|---|---|---|---|---|
| | | Engine | 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 | Westward | " | 10 | " | 25 |
| Lisbon | Eastward | " | 10 | " | 25 |
| Blairstown | Eastward | " | 10 | " | 25 |
| Blairstown | Westward | " | 10 | " | 15 |
| LaMoille | Eastward | " | 10 | " | 25 |
| LaMoille | Westward | " | 10 | " | 15 |
| Nevada | Eastward | " | 10 | " | 25 |
| Ames | South Y Southward | " | 10 | " | 15 |
| BU Boone | East Lead | " | 10 | " | 15 |
| Glidden | Westward | " | 10 | " | 15 |
| Carroll | Westward | " | 10 | " | 25 |
| West Side | Westward | " | 10 | " | 25 |
| Denison | Westward | " | 10 | " | 25 |
| Denison | Eastward | " | 10 | " | 25 |
| Dunlap | Eastward | " | 10 | " | 15 |
| Dunlap | Westward | " | 10 | " | 15 |

On the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies, mailcranes, dividing or between line fences which are located between tracks, bridge girders, and other obstructions which, owing to local conditions or requirements, do not give clearance to men on top of or side of cars or engines. 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.

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

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

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

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

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

C. & N. W. . . . . BU, East End Boone Yard.

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

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

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

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

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

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

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

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

## SPECIAL RULES

**Standard Time** 1. Clocks showing Central Standard time are located at:
Clinton—Fifth Street; Passenger Station; Round House.
Cedar Rapids—Telegraph office.
Belle Plaine—Telegraph office, depot; Yard Office; Round House.
Des Moines—Telegraph office; Round House.
Jewell—Telegraph office.
Boone—Train Dispatchers Office; Yard Office; and Round House.
Carroll—Telegraph Office.
Missouri Valley—Yard Office.
Council Bluffs—Passenger Station; Yard Office, Round House.

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

**Registering Stations** 3. Clinton—All first class trains.
Jewell—All trains.
Ames—All Des Moines and Jewell line trains, and all trains which start or terminate at Ames on subdivision 2.
Des Moines—All trains.
Boone Train Dispatchers Office—All first class trains.
Missouri Valley, Maple River and Carroll; all trains terminating or originating at these points.

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

**Between Council Bluffs and Omaha** 11. When operating over the Union Pacific in Council Bluffs, Omaha and 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 Motor Cars** 12. Rail motor cars, gas or oil-electric, when operated without a trailer car attached must come to a full stop at the home signal of an automatic interlocked railroad crossing regardless of whether the signal is clear or not. If the signal indicates proceed the car may proceed after stop is made, otherwise the release apparatus of the crossing must be operated in accordance with the second paragraph of Rule 672-Amended.

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

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

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

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

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

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

## SPECIAL RULES—Continued

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

## BLOCKING

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

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

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

EXCEPTIONS.—as authorized by Rule 513-Amended.

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

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

## OVERHEAD OBSTRUCTIONS

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

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

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

## COMPANY SURGEONS

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

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

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

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

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

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

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

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

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

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