CHICAGO & NORTH WESTERN RAILWAY

IOWA DIVISION

EAST and WEST DISTRICTS

TIME TABLE

No. 126

Effective Sunday, July 9, 1950

AT 6:01 O'CLOCK A. M.

CENTRAL TIME

For the Government and information of employes only.

L. B. KENDALL, General Manager
J. J. STEIN, General Superintendent
M. J. WILLIAMS, Superintendent

THINK - PRACTICE - TALK SAFETY

THE GUNTHORP-WARREN PRINTING COMPANY, CHICAGO

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THINK - PRACTICE - TALK SAFETY

5000—7-9-50

Between Clinton and Belle Plaine—Westward

FIRST CLASS												Distance from Clinton	Subdivision 1 Time Table 126 July 9, 1950	Capacity Westward Sidings
		23	15	13	1	111	105	101	103	27	5			
		DAILY	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			
		P.M. *10.00*		A.M. *9.15*	P.M. *12.01*	P.M. *5.00*	P.M. *5.30*	P.M. *7.00*	P.M. *7.15*	P.M. *8.00*	P.M. *9.00*		*CHICAGO*	
		A.M. 1.05	A.M. 3.55	P.M. 12.45	P.M. 2.32	P.M. 7.04	P.M. 7.40	P.M. 9.14	P.M. 9.29	P.M. 10.25	P.M. 11.45		CLINTON	
		1.11	4.03	12.50	2.37	7.08	7.44	9.18	9.33	10.30	11.52	4.5	WEST CLINTON	
		1.16	s 4.15	12.55							11.57	9.5	LOW MOOR	
												14.0	MALONE	
		1.26	s 4.35	s 1.09	2.52	7.20	7.57	9.30	9.45	10.44	12.06	19.0	DEWITT	105
		1.31	s 4.48	1.15							12.11	24.8	GRAND MOUND	
		1.36	s 5.01	1.20							12.16	30.6	CALAMUS	
		1.40	s 5.12	1.24							12.20	34.7	WHEATLAND	
		1.45	s 5.25	1.29	3.11	7.35	8.12	9.45	10.00	11.02	12.25	39.7	LOWDEN	109
		1.52	s 5.38	1.36							12.31	46.7	CLARENCE	
		1.57	s 5.53	1.41	3.22	7.44	8.22	9.54	10.09	11.12	12.36	51.7	STANWOOD	95
		2.02	s 6.05	1.46							12.41	56.9	MECHANICSVILLE	
		2.08	s 6.18	1.53	3.32	7.54	8.32	10.04	10.19	11.23	12.47	63.8	LISBON	125
		2.10	s 6.33	s 1.57							12.49	65.2	MT. VERNON	
												72.0	BERTRAM	
		2.22	6.50	2.12	3.46	8.07	8.45	10.17	10.32	11.37	1.01	78.0	OTIS	
		s 2.30 2.38	s 7.00 7.30	s 2.20 2.35	s 3.57	s 8.15	s 8.55	s10.25	s10.40	s11.46	s 1.07 1.40	81.3	CEDAR RAPIDS	
		2.52	7.45	2.50	4.07	8.24	9.05	10.34	10.49	11.56	1.55	86.6	BEVERLY	
		2.57	s 7.51	2.54							1.59	89.6	FAIRFAX	
		3.04	s 8.02	3.01							2.05	96.3	NORWAY	122
			s 8.10									100.4	WATKINS	
		3.13	s 8.19	3.10	4.27	8.40	9.21	10.50	11.05	12.16	2.14	105.7	BLAIRSTOWN	120
		3.18	s 8.27	3.15							2.19	110.8	LUZERNE	
		s 3.25 A.M.	s 8.40 A.M.	s 3.25 P.M.	4.40 P.M.	8.50 P.M.	9.31 P.M.	11.00 P.M.	11.15 P.M.	12.28 A.M.	s 2.35 A.M.	115.9	BELLE PLAINE	
		DAILY	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	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. Passenger Diesel Units may use these tracks at speed not exceeding 3 miles per hour.

No. 5 will not carry passengers.

No. 23 will stop at De Witt and Mt. Vernon to discharge revenue passengers from Chicago and Geneva, including those holding stock drovers' tickets and will also stop at De Witt to receive revenue passengers for Council Bluffs and beyond when advised at Clinton.

Between Belle Plaine and Clinton—Eastward

Station Numbers	Capacity Eastward Sidings	Subdivision 1 Time Table 126 July 9, 1950	FIRST CLASS 6	24	112	104	102	106	28	2	16	14			
			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	DAILY			
		....CHICAGO.....	A.M. 6.30	A.M. 8.15	A.M. 9.35	A.M. 10.40	A.M. 10.45	A.M. 11.30	P.M. 1.00	P.M. 2.00	P.M. 9.30	P.M. 8.00			
100		.....CLINTON.....	A.M. 3.15	A.M. 4.35	A.M. 7.10	A.M. 8.10	A.M. 8.20	A.M. 9.00	A.M. 10.05	A.M. 11.05	P.M. 5.35	P.M. 5.05			
		4.5													
101		..WEST CLINTON..	2.57	4.13	7.05	8.05	8.15	8.55	9.57	10.50	5.22	5.00			
		5.0													
102		....LOW MOOR....	2.51	4.05							s 5.14				
		4.5													
103		.....MALONE..:....													
		5.0													
104	80	.....DEWITT.....	2.40	3.53	6.52	7.52	8.02	8.42	9.40	10.31	s 5.00 4.45	4.47			
		5.8													
105		..GRAND MOUND..	2.34	3.45							s 4.38				
		5.8													
106		.....CALAMUS.....	2.28	3.38							s 4.30				
		4.1													
107	85	...WHEATLAND...	2.23	3.33							s 4.23				
		5.0													
108		.....LOWDEN.....	2.18	3.27	6.35	7.35	7.45	8.25	9.23	10.12	s 4.15	4.28			
		7.0													
110		.....CLARENCE.....	2.11	3.19							s 4.04				
		5.0													
111	120	....STANWOOD....	2.06	3.13	6.25	7.25	7.35	8.15	9.12	10.01	s 3.56	4.17			
		5.2													
114		MECHANICSVILLE	2.01	3.07							s 3.47				
		6.9													
115	126	.....LISBON.....	1.54	3.00							s 3.37				
		1.4													
116		...MT. VERNON...	1.52	2.58	6.14	7.14	7.24	8.04	8.58	9.46	s 3.33	4.05			
		6.8													
117		.....BERTRAM.....													
		6.0													
118		.....OTIS.....	1.37	2.43	6.01	7.01	7.11	7.51	8.44	9.32	3.16	3.51			
		3.3													
120		..CEDAR RAPIDS..	s 1.30	s 2.35	s 5.55	s 6.55	s 7.05	s 7.45	s 8.38	s 9.25	s 3.10 2.50	s 3.45			
		5.3													
109		.....BEVERLY.....	1.10	2.15	5.44	6.45	6.55	7.33	8.26	9.12	2.40	3.34			
		3.0													
122		....FAIRFAX.....	12.59	2.04							2.25				
		6.7													
123		.....NORWAY.....	12.52	1.58							2.18				
		4.1													
124		.....WATKINS.....													
		5.3													
125	120	...BLAIRSTOWN...	12.43	1.49	5.27	6.28	6.38	7.16	8.07	8.52	2.09	3.16			
		5.1													
126		.....LUZERNE.....													
		5.1													
127		..BELLE PLAINE.:	12.30 A.M.	1.35 A.M.	5.17 A.M.	6.18 A.M.	6.28 A.M.	7.06 A.M.	7.55 A.M.	8.40 A.M.	1.55 P.M.	3.06 P.M.			
			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	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. 6 will not carry passengers.

No. 14 will stop at Mt. Vernon for revenue passengers for east of Clinton where scheduled to stop.

Class E-4 and Class H Engines cannot use Tracks 1 and 2 in Cedar Rapids passenger station. Passenger Diesel Units may use these tracks at speed not exceeding 3 miles per hour.

Between Belle Plaine and Boone—Westward

FIRST CLASS

		27	5	23	15	13	1	111	105	101	103	Distance from Clinton	Subdivision 2 Time Table 126 July 9, 1950	Capacity Westward Sidings
		DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			
		A.M. 12.28	A.M. 2.35	A.M. 3.25	A.M. 8.40	P.M. 3.25	P.M. 4.40	P.M. 8.50	P.M. 9.31	P.M. 11.00	P.M. 11.15	115.9	..BELLE PLAINE..	
			2.41	3.31	s 8.50	3.31						122.3	6.4 .....CHELSEA.....	
		12.42	s 3.00	3.40	s 9.10	s 3.43	4.55	9.02	s 9.45	11.12	11.27	132.2	9.9 .....TAMA.....	93
			3.07	3.46	s 9.20	3.50						139.4	7.2 .....MONTOUR.....	
			3.10	3.49	s 9.26	3.53						142.6	3.2 .....LE GRAND.....	
												144.8	2.2 .....QUARRY.....	
		1.00	s 3.40	s 4.00	s 9.45	s 4.10	s 5.15	s 9.18	10.02	11.28	11.43	150.6	5.8 .MARSHALLTOWN.	
			3.48	4.09	s 9.56	4.17						157.9	7.3 ....LA MOILLE....	130
		1.14	3.56	4.18	s10.09	4.24	5.30	9.30	10.14	11.40	11.55	164.9	7.0 ..STATE CENTER..	
			4.03	4.26	s10.20	4.31						172.7	7.8 .....COLO.....	
		1.27	s 4.15	4.34	s10.40	s 4.42	5.44	9.41	10.26	11.51	12.06	179.7	7.0 .....NEVADA.....	100
		1.35	s 4.25 4.55	s 4.47	s11.05	s 5.00	s 5.55	s 9.51	s10.35	11.58	12.13	188.1	8.4 .....AMES.....	
			5.02	4.53	s11.13	5.06						192.1	4.0 .....ONTARIO.....	
					s11.23							197.2	5.1 .....JORDAN.....	
		1.53	5.15	5.05	11.29	5.20	6.10	10.02	10.51	12.11	12.26	201.3	4.1 BOONE FRT. YARD	
		1.55 A.M.	5.20 A.M.	5.10 A.M.	11.35 A.M.	5.30 P.M.	6.15 P.M.	10.05 P.M.	10.56 P.M.	12.15 A.M.	12.30 A.M.	202.3	1.0 .....BOONE.....	
		DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			

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.

No. 27 will stop at Marshalltown and Ames to receive revenue passengers for Wall Lake and beyond.

No. 23 will stop at Tama to discharge or receive revenue passengers.

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

SPEED TABLE

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

Between Boone and Belle Plaine—Eastward

Station Numbers	Capacity Eastward Sidings	Subdivision 2 Time Table 126 July 9, 1950	FIRST CLASS											
			112	104	102	106	28	2	16	14	6	24		
			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY	DAILY		
127		..BELLE PLAINE..	A.M. 5.17	A.M. 6.18	A.M. 6.28	A.M. 7.06	A.M. 7.55	A.M. 8.40	s P.M. 1.55	s P.M. 3.06	s A.M. 12.30	A.M. 1.35		
		6.4												
128		.....CHELSEA.....							1.44		12.15	1.28		
		9.9												
131	140	.....TAMA.....	5.05	6.06	6.16	s 6.53	7.41	8.26	s 1.35	s 2.49	s 12.05	s 1.19		
		7.2												
133		.....MONTOUR.....							1.24		11.54	1.11		
		3.2												
134		.....LE GRAND.....							1.21		11.51	1.08		
		2.2												
135		.....QUARRY.....												
		5.8												
136		.MARSHALLTOWN.	s 4.49	5.50	6.00	s 6.35	7.22	8.07	s 1.10	s 2.29	s 11.40	s 12.58		
		7.3												
137	120	....LA MOILLE....							12.58		11.24	12.46		
		7.0												
138		..STATE CENTER..	4.36	5.38	5.48	6.19	7.08	7.53	12.51	2.13	11.17	12.39		
		7.8												
142		.....COLO.....							12.43		11.09	12.31		
		7.0												
143	120	.....NEVADA.....	4.24	5.27	5.37	6.06	6.54	7.39	s 12.35	s 1.59	s 11.00	12.24		
		8.4												
145		.....AMES.....	s 4.17	5.20	5.30	s 5.58	6.46	7.31	s 12.20	s 1.46	s 10.45	s 12.15		
		4.0												
147		.....ONTARIO.....							12.06		10.07	12.02		
		5.1												
148		.....JORDAN.....												
		4.1												
		BOONE FRT. YARD	4.03	5.08	5.18	5.41	6.31	7.16	11.56	1.33	9.57	11.52		
		1.0												
150		.....BOONE.....	4.02 A.M.	5.07 A.M.	5.17 A.M.	5.40 A.M.	6.30 A.M.	7.15 A.M.	11.55 A.M.	1.32 P.M.	9.55 P.M.	11.50 P.M.		
			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	DAILY	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. 6 will not carry passengers.

No. 24 will stop at Belle Plaine to receive or discharge revenue passengers destined to regular or conditional stops.

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

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

No. 24 will stop at Nevada to receive passengers for Chicago.

DIVISIONAL STAFF

ASSISTANT SUPERINTENDENT
A. L. ECKLES
SIOUX CITY

TRAINMASTERS
E. F. WOCKENFUSS, CLINTON
E. H. BROBST, COUNCIL BLUFFS
W. J. HENNIGAN, SIOUX CITY
R. SLIGAR, BOONE

ASSISTANT TRAINMASTERS
N. H. JORGENSON, CLINTON
R. A. FRYREAR, CEDAR RAPIDS

CHIEF TRAIN DISPATCHER
W. A. SANDERSON
BOONE

NIGHT CHIEF TRAIN DISPATCHER
L. R. McINTOSH

ASSISTANT CHIEF TRAIN DISPATCHER
L. T. BREEDLOVE

DISPATCHERS
C. H. JENNINGS
L. F. WIER
G. G. RADCLIFFE
H. D. CRUMBAUGH
C. F. LARSON
J. H. CANNON
R. D. SUBLETT
C. F. TOENINGS
B. L. ROGERS
S. M. LAGER
W. T. ERICSON
L. O. OBERHOLSER

MASTER MECHANIC
H. P. COX
CLINTON

ASSISTANT MASTER MECHANIC
C. D. HILL
COUNCIL BLUFFS

ROAD FOREMEN OF ENGINES
C. A. KNIGHTS, CLINTON
F. D. LEMONS, BOONE
C. H. DURBIN, SIOUX CITY
H. W. CASE, COUNCIL BLUFFS

ASSISTANT ROAD FOREMAN OF ENGINES
A. O. BEST, CLINTON
T. W. TAIT, BOONE

DIVISION ENGINEER
H. L. BARR
BOONE

ROADMASTERS
L. J. SIMONS, CEDAR RAPIDS
R. E. MEYER, AMES
H. A. HALVERSON, BOONE
C. L. MOSS, COUNCIL BLUFFS

DISTRICT CLAIM AGENTS
C. J. LYMAN, CLINTON
F. R. KRATOSKA, BOONE
W. R. BURRELL, OMAHA

Between Boone and Council Bluffs—Westward

FIRST CLASS

101	103	27	215	201	23	5	15	203	13	1	111	105	Subdivision 3 Time Table 126 July 9, 1950	Distance from Bonne	Capacity of Westward Sidings
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY			
A.M. 12.20	A.M. 12.35	A.M. 2.05			A.M. 5.20	A.M. 5.35	A.M. 11.55		P.M. 5.40	P.M. 6.25	P.M. 10.10	P.M. 11.01	BOONE		
					5.32	5.45	s12.10		5.52				8.3 OGDEN	8.3	75
							s12.18						6.2 BEAVER	14.5	
12.37	12.52	2.25			5.44	5.55	s12.28		6.02	6.42	10.27	11.18	4.9 GRAND JUNCTION	19.4	
					s 5.54	s 6.05	s12.40		s 6.12				6.8 JEFFERSON	26.2	
12.49	1.04	2.38			6.03	6.14	s12.53		6.20	6.55	10.39	11.30	9.0 SCRANTON	35.2	
							s 1.01						5.2 RALSTON	40.4	
			A.M.		6.13	6.23	s 1.10		6.29				4.7 GLIDDEN	45.1	125
1.02	1.17	s 3.00	3.15		s 6.29	s 6.35	s 1.33		s 6.45	7.10	10.52	s11.45	7.2 CARROLL	52.3	105
			3.25 A.M.		6.36	6.43	1.43		6.50				4.2 MAPLE RIVER	56.5	
							s 1.54						5.9 ARCADIA	62.4	50
1.15	1.30	3.20			6.48	6.53	s 2.00		7.01	7.24	11.05	11.59	3.2 WEST SIDE	65.5	125
					6.54	6.58	s 2.10		7.07				6.0 VAIL	71.6	
1.28	1.43	3.36			s 7.05	s 7.10	s 2.27		s 7.20	7.37	11.17	12.13	8.7 DENISON	80.3	140
					7.13	7.18	s 2.41		7.27				7.4 ARION	87.7	
							s 2.45						2.8 DOW CITY	89.7	
1.41	1.56	3.56			7.22	7.28	s 2.58		7.42 7.54	**7.52**	11.30	12.27	7.9 DUNLAP	97.6	100
					7.32	7.36	s 3.13		8.03				9.7 WOODBINE	107.3	
1.55	2.10	4.17			7.40	7.44	s 3.25		8.12	8.07	11.44	12.43	8.0 LOGAN	115.3	
2.03	2.18	4.30			7.50	s 8.00	s 3.40		s 8.40	8.15	11.51	12.51	8.4 MISSOURI VALLEY	123.7	
				A.M.				P.M.					0.6		
2.04	2.19	4.32		6.35	7.52	8.01	3.41	7.42	8.41	8.16	11.52	12.52	WEST WYE SWITCH	124.3	
							s 3.48						3.5 LOVELAND	127.8	
2.12	2.27	4.42		6.44	8.04	8.09	s 3.56	7.50	8.50	8.25	11.59	1.01	5.1 HONEY CREEK	132.9	
				6.52	8.11	8.16	s 4.03	7.57	8.57				5.3 CRESCENT	138.2	
2.26	2.41	5.00		7.02	8.18	8.24	4.10	8.05	9.06	8.40	12.12	1.16	6.2 FREIGHT YARD	144.4	
2.33 A.M.	2.48 A.M.	s 5.10 A.M.		s 7.10 A.M.	s 8.30 A.M.	s 8.33 A.M.	s 4.20 P.M.	s 8.13 P.M.	s 9.10 P.M.	8.45 P.M.	s12.17 A.M.	s 1.25 A.M.	0.7 COUNCIL BLUFFS	145.1	
2.35	*2.50*	*5.15*		s *7.28*	*8.38*	s *8.55*	s *4.30*	s *8.25*	s *9.20*	*8.50*	s *12.21*	*1.30*	1.0 *COUNCIL BLUFFS TRANSFER*	146.1	
2.45 A.M.	*3.00* A.M.	*5.30* A.M.		*7.45* A.M.	*9.00* A.M.	*9.10* A.M.	*4.50* P.M.	*8.40* P.M.	*9.30* P.M.	*9.00* P.M.	*12.30* A.M.	*1.40* A.M.	2.9 *OMAHA*	149.0	
DAILY	DAILY	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 30 MILES PER HOUR, EXPECTING TO FIND TRAINS MOVING FROM WYE TO WESTWARD MAIN TRACK.

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

No. 5 will not carry passengers.

No. 23 will stop at Missouri Valley to discharge revenue passengers from Chicago.

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

See page 15 for passenger train back-overs between Coach Yard and Broadway Station, Council Bluffs.

Between Council Bluffs and Boone—Eastward

Station Numbers	Distance from Boone	Capacity of Eastward Sidings	Subdivision 3 Time Table 126 July 9, 1950	FIRST CLASS 112 DAILY	104 DAILY	102 DAILY	106 DAILY	28 DAILY	2 DAILY	16 Daily except Sunday	204 Daily except Sunday	206 Sunday only	14 DAILY	6 DAILY	216 DAILY	24 DAILY	202 DAILY
150	.....	....	.....BOONE.....	A.M. 3.57	A.M. 5.02	A.M. 5.12	A.M. 5.35	A.M. 6.20	A.M. 7.05	A.M. 11.45			P.M. 1.25	P.M. 9.45		P.M. 11.40	
			8.3														
152	8.3	....	.....OGDEN.....	3.48	4.53	5.03	5.21	6.06	6.50	11.29			1.15	9.22		11.26	
			5.2														
153	14.5	....	.....BEAVER.....														
			4.9														
154	19.4	60	....GRAND JUNCTION....	3.39	4.44	4.54	5.11	5.55	6.39	11.18			1.06	9.10		11.15	
			6.8														
155	26.2	....	.....JEFFERSON.....							s11.11			s12.59	9.03		s11.08	
			9.0														
157	35.2	....	.....SCRANTON.....	3.27	4.32	4.42	4.59	5.42	6.26	11.02			12.51	8.54		10.58	
			5.2														
158	40.4	....	.....RALSTON.....														
			4.7														
160	45.1	....	.....GLIDDEN.....							10.53				8.44		10.48	
			7.2												P.M.		
162	52.3	95	.....CARROLL.....	3.14	4.19	4.29	s 4.46	5.27	6.11	s10.45			s12.35	s 8.35	10.20	s10.40	
			4.2														
163	56.5	....	.....MAPLE RIVER.....	3.09	4.14	4.24	4.39	5.22	6.06	10.31			12.29	8.20	10.10 P.M.	10.23	
			5.9														
164	62.4	....	.....ARCADIA.....														
			3.2														
165	65.6	....	.....WEST SIDE.....	3.02	4.07	4.17	4.32	5.14	5.58	10.23			12.21	8.11		10.13	
			6.0														
166	71.6	....	.....VAIL.....							10.17				8.05		10.07	
			6.7														
168	80.3	125	.....DENISON.....	2.50	3.55	4.05	4.20	5.00	5.45	s10.08			s12.09	s 7.56		s 9.58	
			7.4														
169	87.7	....	.....ARION.....							9.56				7.45		9.48	
			2.0														
171	89.7	....	.....DOW CITY														
			7.9														
173	97.6	105	.....DUNLAP.....	2.37	3.42	3.52	4.07	4.45	5.30	s 9.47			11.55	7.35		9.39	
			9.7														
175	107.3	....	.....WOODBINE.....							s 9.37				7.25		9.30	
			8.0														
176	115.3	....	.....LOGAN.....							s 9.27				s 7.15		9.22	
			8.4														
178	123.7	....	....MISSOURI VALLEY....	2.16	3.21	3.31	3.46	4.23	5.08	s 9.17			11.35	s 7.05		9.13	
			0.6								A.M.	A.M.					P.M.
.....	124.3	....	... WEST WYE SWITCH ...	2.15	3.20	3.30	3.45	4.22	5.07	9.13	10.00	10.10	11.34	7.00		9.10	11.13
			3.5														
180	127.8	....	.....LOVELAND.....														
			5.1														
181	132.9	....	.....HONEY CREEK.....	2.07	3.12	3.22	3.37	4.12	4.57	9.03	9.48	10.02	11.26	6.50		9.01	11.04
			5.3														
182	138.2	....	.....CRESCENT.....							8.57	9.44	9.57		6.44		8.55	10.57
			6.2														
.....	144.4	....	.....FREIGHT YARD.....	1.56	3.01	3.11	3.26	3.56	4.41	8.47	9.39	9.49	11.14	6.37		8.47	10.47
			0.7														
183	145.1	....	....COUNCIL BLUFFS....	s 1.55 A.M.	3.00 A.M.	3.10 A.M.	s 3.25 A.M.	s 3.55 A.M.	s 4.40 A.M.	s 8.39 A.M.	s 9.38 A.M.	s 9.45 A.M.	s11.13 A.M.	s 6.35 P.M.		s 8.45 P.M.	s10.45 P.M.
			1.0														
184	146.1	....	*COUNCIL BLUFFS TRANS.*	*1.53*	*2.58*	*3.08*	*3.23*	*3.50*	*4.38*	s *8.35*	s *9.33*	*9.35*	*11.08*	s *6.30*		*8.40*	s *10.35*
			2.9														
185	149.0	....	.....*OMAHA*	*1.45* A.M.	*2.50* A.M.	*3.00* A.M.	*3.15* A.M.	*3.40* A.M.	*4.30* A.M.	*8.15* A.M.	*9.25* A.M.	*9.25* A.M.	*11.00* A.M.	*6.15* P.M.		*8.30* P.M.	*10.25* P.M.
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	Daily except Sunday	Sunday only	DAILY	DAILY	DAILY	DAILY	DAILY

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

No. 14 will stop at Missouri Valley for revenue passengers for Ames or beyond.

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

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.

See page 15 for passenger train back-overs between Coach Yard and Broadway Station, Council Bluffs.

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

COMMUNICATING OFFICE HOURS

Clinton	Continuous
De Witt	12:45 a. m. to 4:45 p.m. daily
Lowden	Continuous
Stanwood	8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday
Lisbon	Continuous except Saturday and Sunday
	Saturday and Sunday 12:01 a.m. to 8:00 a.m.; 4:00 p.m. to 12:00 Mn.
Otis	Continuous
Cedar Rapids	12:01 a.m. to 10:45 a.m. 6:45 p.m. to 12:00 Mn. daily
Beverly	Continuous
Blairstown	7:30 a.m. to 4:30 p.m. daily except Sunday and Monday
Belle Plaine	Continuous
Tama	Continuous
Marshalltown	Continuous
State Center	12:01 a.m. to 8:00 a.m. daily 8:00 a.m. to 4:00 p.m. except Saturday and Sunday
Nevada	8:00 a.m. to 11:59 p.m. daily
Ames	Continuous
Boone Freight Yard	Continuous
Boone	Continuous
Grand Junction	Continuous
Scranton	8:30 a.m. to 5:30 p.m. daily except Saturday and Sunday
Glidden	8:30 a.m. to 5:30 p.m. daily except Saturday and Sunday
Carroll	Continuous
Denison	Continuous
Arion	Continuous
Dunlap	8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday
Missouri Valley	Continuous
Council Bluffs	Continuous
Des Moines	Continuous
Ankeny	8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday
Slater	8:00 a.m. to 4:00 p.m.— 6:00 p.m. to 2:00 a.m. daily except Saturday, Sunday, Monday Saturday 12:01 a.m. to 2:00 a.m. Sunday closed Monday 8:00 a.m. to 4:00 p.m.— 6:00 p.m. to 12:00 Mn.
Story City	7:00 a.m. to 4:00 p.m. daily except Saturday and Sunday
Jewell	Continuous except Sunday and Monday Sunday 12:01 a.m. to 6:45 a.m. Monday 6:45 a.m. to 12:00 Mn.
Manning	8:45 a.m. to 5:45 p.m. daily except Sunday and Monday
Audubon	8:45 a.m. to 5:45 p.m. daily except Sunday and Monday

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

SECOND CLASS 417	SECOND CLASS 515	Capacity of Sidings	Distance from Carroll	Station Numbers	Subdivision 3a	THIRD CLASS 514	THIRD CLASS 416
Mixed	Mixed				Time Table 126	Mixed	Mixed
Tuesday Thursday Saturday	Monday Wednesday Friday				July 9, 1950	Monday Wednesday Friday	Tuesday Thursday Saturday
A.M. *10.30*	A.M. *11.15*	.....	.....	162	..... CARROLL	P.M. *7.00*	P.M. *5.00*
s12.15	s12.25 P.M.	63	17.3	453	..... MANNING 7 5	5.45 P.M.	s 3.45
s12.40		44	24.8	455	..... GRAY 5 6		s 3.00
s 1.00		24	30.4	457	..... ROSS 4 2		s 2.35
1.15 P.M.		55	34.6	460	..... AUDUBON		2.15 P.M.
Tuesday Thursday Saturday	Monday Wednesday Friday					Monday Wednesday Friday	Tuesday Thursday Saturday

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

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.
Lisbon—East end, westward siding.
Cedar Rapids.—Freight house.
Beverly.—Yard office.
West end of yard.
Blairstown.—East end, eastward siding.
West end, westward siding.
Belle Plaine.—Yard office, stairway passenger depot.
Tama.—Passenger station and coal chute tool house.
Quarry.—Section tool house.
Nevada.—East end, eastward siding.
Ames.—Passenger station.
Ontario.—East side section tool house.
Jordan.—Building on westward platform.
Ogden—Box in freight room.
Jefferson—Box in freight room.
Scranton.—Freight Room.
Glidden.—West end, westward siding.
Carroll.—At coal shed.
West end, westward siding.
West Side.—West end, westward siding.
Dunlap.—Waiting room.
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	Manning	W
Cedar Rapids	TT	Grand Jct.	W	Jewell	FWY
Beverly	FW	Scranton	W	Des Moines	FWTT
Belle Plaine	FWTTY	Carroll	FWTT		
Tama	FWTT	Denison	WY		

Westward—Between Jewell and Des Moines—Eastward

SECOND CLASS			FIRST CLASS			Distance from Des Moines	Capacity of Sidings	Subdivision 2a Time Table 126 July 9, 1950	Station Numbers	FIRST CLASS			SECOND CLASS		
	63	123			59					50			64	124	
	Daily except Monday	DAILY			Daily except Sunday					Daily except Sunday			Daily except Monday	DAILY	
	A.M. 12·30				P.M. 9·10	56.7	.....	JEWELL	211	A.M. 7.00			A.M. 1·30		
								5.7							
	12·45				f 9·21	51.0	.....	RANDALL	366	f 6.43			1·15		
								3.5							
	1·00				s 9·27	47.5	22	STORY CITY	365	s 6.35			1·00		
								6.0							
	1·15	— P.M. —			f 9·37	41.5	19	GILBERT	363	s 6.17			12·35	— P.M. —	
								7.0							
	1·30 4·00	2.00			9·55 11·45	34.5	.....	AMES	145	6.05 2.40			12·15 11·25	6.35	
								6.0							
	4·15	2·15			f11·58	28.5	54	KELLEY	359	f 2.27			11·04	6·12	
								4.6							
	4·25	2·25			s12·04	23.9	43	SLATER	360	f 2.19			10·54	5·59	
								1.4							
	4·29	2·29			s12·06	22.5	.....	SHELDAHL	358	f 2.17			10·50	5·55	
								4.3							
	4·39	2·39			s12·12	18.2	.....	P. C. JUNCTION	.....	2.11			10·40	5·45	
								7.2							
	4·55	2·55			f12·23	11.0	50	ANKENY	354	f 2.01			10·25	5·30	
								4.5							
	5·05	3·05			12·29	6.5	47	SAYLOR	352	f 1.54			10·15	5·20	
								4.5							
	5·15	3·15			12·37	2.0	.....	DES MOINES FRT. YD.	.....	1.45					
								2.0							
	5.45 A.M.	3.45 P.M.			12.45 A.M.	.....	.....	DES MOINES	350	1.40 A.M.			9.55 P.M.	5.00 P.M.	
	Daily except Monday	DAILY			Daily except Monday					Daily except Sunday			Daily except Sunday	DAILY	

No. 123 is superior to No. 124.
No. 59 is superior to No. 50.

Westward—Between Stanwood and Tipton—Eastward

Distance from Stanwood	Capacity of Sidings	Subdivision 1b Time Table 126 July 9, 1950	Station Numbers
.....	.....	STANWOOD	111
		4.0	
4.0	16	WALD	112
		4.5	
8.5	14	TIPTON	113

BETWEEN AMES AND DES MOINES DISPATCHERS' TELEPHONES ARE LOCATED AS FOLLOWS

KELLEY
South side of section tool house in box with switch lock.

SLATER
Depot—freight house end—switch lock.

SHELDAHL
Waiting Room—locked with switch lock.

POLK CITY JCT.
In box on signal pole opposite switch.

ANKENY
Depot—freight house end—switch lock.

SAYLOR
Opposite south end switch in box on pole.

NEW YARD
South end switch in box on pole.

Westward—Time Freight Trains—Eastward

IOWA DIVISION—EAST and WEST DISTRICTS **TIME TABLE No. 126** **EFFECTIVE JULY 9, 1950**

SECOND CLASS						SECOND CLASS								
117	253	123	223	251	STATIONS	252	258	126	254	124	256			
DAILY EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EXCEPT MONDAY			
A.M. 2.45	A.M. 4.30	A.M. 5.00	A.M. 5.30	P.M. 4.30	.....CLINTON.....	P.M. 3.30	P.M. 6.00	P.M. 6.15	A.M. 12.30	A.M. 1.30	A.M. 5.30			
			11.00 — A.M. —		.....BELLE PLAINE.....			1.15 — P.M. —						
					.....TAMA.....									
		1.30 — P.M. —			.....AMES.....					7.00 — P.M. —				
11.00 12.01	12.01 1.00			11.00 11.45	.....BOONE.....	8.00 7.30	11.00 9.40		5.30 4.30		12.30 11.15			
5.30	6.30			4.00	....MISSOURI VALLEY....	4.15	5.30				7.45			
7.30	8.00			7.00	.....COUNCIL BLUFFS.....	3.30	4.30 — A.M. —		11.30 — A.M. —		6.30 — P.M. —			
9.30 — P.M. —	10.00 — P.M. —			10.00 — A.M. —	..COUNCIL BLUFFS TFR...	2.30 — A.M. —								
DAILY EXCEPT MONDAY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EXCEPT SUNDAY			

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

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

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

TONNAGE RATINGS

DISTRICTS	Two Unit Diesel F3	Two Unit Diesel F7	1000 H.P. Diesel	CLASS OF ENGINE H	JS	Z	R-1
Clinton to Tama	4500	5000	.....	4400	3330	2730	1585
Tama to Boone	4500	5000	.....	4200	3175	2605	1515
Boone to Carroll	4500	5000	.....	4920	3780	3100	1800
Carroll to Arcadia	4500	5000	.....	4210	3215	2635	1530
Arcadia to Council Bluffs	4500	5000	.....	5850	4425	3630	2110
Council Bluffs to Boone	6250	6800	.....	5600	4230	3470	2015
Boone to Clinton	4850	5450	.....	5000	3780	3100	1800
Des Moines to Saylor	.....	.....	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
Carroll to Audubon	.....	.....	.....	.....	.....	.....	1000
Audubon to Carroll	.....	.....	.....	.....	.....	.....	1000

Under the above ratings type F-T diesel locomotives are considered the same as type F-3 diesel units.

NOTE: Add 5% to rating of "JS" locomotive to obtain rating for "JA" locomotive.

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

FREIGHT TRAIN INSPECTION

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

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

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

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

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

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 Clinton, Lowden, Beverly, Belle Plaine, Tama, Ames, Grand Jct., Carroll, Manning and Dunlap.

SPEED RESTRICTIONS

LOCATION	Restrictions Speed Per Hour: Streamliner Diesel Operated	Other Pass. Trains	Freight Trains
BETWEEN EAST CLINTON AND COUNCIL BLUFFS			
Maximum speed, miles per hour:			
Streamliner Trains, Diesel operated....90			
Streamliner Trains, Steam operated....80			
Other Passenger Trains.....80			
Freight Trains.....60			
Streamliner Trains, Diesel operated, must not exceed 80 miles per hour on any curve between points where the maximum speed of 90 miles is authorized.			
Streamliner Trains, steam operated, and all other passenger trains must not exceed 70 miles per hour on any curve between points where maximum speed of 80 miles is authorized.			
Class JA, JS and Z locomotives will not exceed 50 miles per hour.			
MP 137.0 to 137.2—Over interlocking and around curve at west end of plant, East Clinton:			
Straight route	45	45	35
Diverging main route, C. B. & Q. Trains	15	15	15
MP 137.6 to 137.7—Over drawbridge, Clinton	30	30	30
MP 0.1 to 0.6—Over Second Street interlocking, Clinton, and to Fifth Street:			
Straight route	20	20	20
Turnouts	10	10	10
MP 1.2 to 2.4—In Clinton yard:			
All Eastward trains	30	30	30
MP 71.5 to 77.8—Between east end of curve 6 miles west of Mt. Vernon and interlocking, Otis	75	70	50
Between home signals interlocking, Otis:			
L. C. Ry. route	35	35	35
Cedar Rapids route	35	35	25
MP 77.8 to 80.0—Between interlocking, Otis and Bridge 199, two miles west of Otis, via Cedar Rapids	60	50	50
MP 80.0 to 83.0—Between Bridge 199, two miles west of Otis, and 1 3/4 mile west of Cedar Rapids	20	20	12
MP 83.0 to 85.9—Between 1 3/4 mile west of Cedar Rapids and interlocking, Beverly	60	50	35
Over Beverly interlocking			
Straight routes	40	40	35
MP 77.8 to 82.2—Between interlockings at Otis and Beverly, via Linn County Ry.	50	50	35
MP 78.6 to 78.9—Westward on Linn County Ry., Gauntlet track over Bridge 228 Cedar River	15	15	15
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	70	50
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	70	50
MP 112.1 to 112.3—Around curve 3/4 mile west of Luzerne	70	60	40

LOCATION	Restrictions Speed Per Hour: Streamliner Diesel Operated	Other Pass. Trains	Freight Trains
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	70	50
MP 113.9 to 117.3—Between east end of curve 2 1/2 miles west of Luzerne and west interlocking Belle Plaine	50	50	35
MP 136.0 to 137.1—Around curve 3 and 4 miles west of Tama, respectively	75	70	50
MP 147.4 to 147.6—Around curve 2 miles west of Quarry	75	70	50
MP 149.3 to 149.7—Around curve 4 miles west of Quarry	75	70	50
MP 150.6 to 152.2—Between east end of Marshalltown yard and west end of interlocking	50	50	25
MP 153.9 to 154.6—Around curve 3 miles west of Marshalltown — Eastward	70	60	40
MP 153.9 to 154.6—Around curve 3 miles west of Marshalltown — Westward	70	60	50
MP 155.9 to 156.3—Around curve 5 miles west of Marshalltown	75	70	50
MP 159.5 to 164—Between 1 mile west of Lamoille and 1 1/2 miles east of State Center eastward	.....	.....	45
MP 188.3 to 189.3—Between east end of Ames yard and west end of interlocking	50	40	30
MP 202.4 to 203.0—Between 8th Street tower and Greene Street, Boone	50	40	30
MP 207.4 to 207.9—Over Bridge B-615, 5 miles west of Boone	50	35	35
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	60	40
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	30	15
Over interlocking, Maple River:			
Straight route	70	60	50
Diverging main route	.....	15	15
MP 270.4 to 271.0—Around curve 2 miles west of Arcadia	75	70	50
MP 279.6 to 280.0—Around curve 2 1/2 miles west of Vail	75	70	50
MP 284 to 286.6—Between east end of curve, 2 1/2 miles east of Denison and bridge 869, 1/4 mile west of Denison	70	60	50
MP 320.9 to 321.4—Around curve at Logan	70	60	40
MP 328.5 to 329.1—Around curve 1/2 mile east of Missouri Valley	75	70	50
MP 329.1 to 330.0—Between East crossover, Missouri Valley and West Wye Switch	35	35	20
MP 330.0—Over crossover switches at West Wye Switch	30	30	30

SPEED RESTRICTIONS

LOCATION	Restrictions Speed Per Hour		
	Streamliner Diesel Operated	Other Pass. Trains	Freight Trains
MP 333.0 to 333.4—Around curve 1 mile east of Loveland	75	70	50
MP 340.5 to 340.8—Around curve 2 miles west of Honey Creek	75	70	50
MP 343.5 to 348.6—Between Bridge No. 1012 and east yard limit, Council Bluffs	70	60	50
MP 348.6 to 350.4—Between East Yard Limit Council Bluffs and Avenue C—Westward	50	40	25
MP 350.4 to 350.6—Over cross-overs Avenue C, Council Bluffs	10	10	10
MP 350.6 to 350.9—Between Avenue C and Council Bluffs Station	15	15	15
BETWEEN MANNING AND AUDUBON Maxumum Speed, Miles per hour: Freight Trains 20.			
MP 18.6 to 18.9—Around eleven degree curve west end of yard, Manning	.....	.....	10
MP 18.3 to 23.6—Between Manning and crossing 1 1/2 miles west of Gray	.....	.....	20
MP 23.6 to 23.7—Over crossing 1 1/2 miles west of Gray	.....	.....	10
MP 23.7 to 34.5—Between crossing 1 1/2 miles west of Gray and Audubon	.....	.....	20
BETWEEN DES MOINES AND JEWELL Maximum Speed, Miles Per Hour: Passenger Trains 55, Freight Trains 40.			
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 1.7 to 6.0—Between East 14th Street crossing, Des Moines and Saylor	.....	35	25
MP 6.0 to 13.4—Between Saylor and 2 1/2 miles east of Ankeny	.....	45	35
MP 13.4 to 13.6—Around curve 3 miles east of Ankeny	.....	40	30
MP 16.7 to 17.9—Between 1 1/4 miles west of Polk City Jct. and Polk City Jct.	.....	40	30
Between Polk City Jct. and Polk City	.....	15	10
MP 21.7 to 23.6—Between curve west of Sheldahl and westward home signal at interlocking plant, Slater	.....	40	30
MP 23.6 to 23.9—Over interlocking Slater	.....	20	20
MP 28.1 to 28.4—Over interlocking Kelley	.....	30	30
MP 29.8 to 33.5—Around curve 2 miles east of Kelley to 5.7 miles east of Kelley	.....	45	35

LOCATION	Restrictions Speed Per Hour	
	Pass. Trains	Freight Trains
MP 33.7 to 34.0—Over Lincoln Highway crossing and interlocking, Ames	10	10
MP 34.4 to 34.5—around curve one-half mile east of Ames	30	20
MP 37.1 to 37.3—Around curve 3 1/4 miles east of Ames	40	30
MP 42.4 to 42.6—Around curve 2 1/2 miles east of Gilbert	50	35
MP 44.4—Over Highway 1.9 miles west of Story City	30	30
MP 45.8 to 46.2—Around curve at Story City	45	35
MP 51.7 to 55.0—Between 2 1/4 miles east of Randall and Junction switch at Jewell	50	35
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.		
BETWEEN STANWOOD AND TIPTON Maximum Speed, Miles Per Hour: Freight trains 20.		
Lincoln Highway just west of Stanwood	.....	Stop
Around sharp curve 1 mile east of Wald	.....	15
Over highway crossing at Wald	.....	5

ADDITIONAL SPEED RESTRICTIONS

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.

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 run over inundated tracks if water is more than three inches above top of rail, and all trains, including streamliner trains, will be governed by Rules 101 and 708, and when operating through water must not exceed a speed of five 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.

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 between Ames and Jewell — Class E and J engines operated between Ames and Jewell will restrict speed to 20 miles per hour from Gilbert to 5 miles East of Gilbert and to 30 miles per hour at all other points.

Instructions governing movement of dead engines in trains as follows:

Steam switch engines with side rods 20 M.P.H. *without side rods 15 miles per hour.
Steam road engines with side rods 30 M.P.H. *without side rods 15 miles per hour.
44 ton Diesel Switchers 25 M.P.H.
Diesel switchers larger than 44 tons 35 M.P.H.
Road Freight Diesels Time card speed for Freight Trains
Road Passenger Diesels Time Card Speed for Passenger Trains.

*Except by orders of the Superintendent, engines must not be hauled without side rods."

When locomotives are hauled dead-in-train, they shall be headed in the direction in which the train is moving, (Diesel locomotives may be headed in either direction), and at least 5 cars, other than empty flat cars, placed between them. Steam locomotives of Class Z or larger, should be placed at the head end of train and smaller than Class Z, at the rear of train. Diesel locomotives of switcher type should be hauled at rear of train and road type at head end.

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

Circus and Carnival Trains — Main Line 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 Employes 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
Lisbon	Westward	" 10	" 20
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
Carroll	Westward	" 10	" 25
Denison	Westward	" 10	" 25
Denison	Eastward	" 10	" 25
Dunlap	Eastward	" 10	" 15
Dunlap	Westward	" 10	" 15
Missouri Valley	Westward	" 10	" 15
Co. Bluffs Lake Lead	Eastward	" 10	" 25

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
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 10 miles per hour passing the home signal.

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

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

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

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

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

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

In addition to observing Rules 601A to 672-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.

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 enginman 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

SPECIAL RULES

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

Superior Direction Rule S-72 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 and Carroll; all trains terminating or originating at these points.
For trains running via Linn Co. Railway, a clear signal displayed at Otis or Beverly will indicate that all overdue first class trains have departed.

Clearance Form A 4. All trains starting from or entering two or more track districts at any point between Clinton and Council Bluffs will obtain Clearance Form A at such stations except when same is non-communicating point or office is closed. The above will permit operators to accept train orders for such trains without display of train order signal.
All trains between Des Moines and Jewell must obtain Clearance Form A at Ames.

Train Orders Rule 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. During the hours that switchtenders are on duty they are located at First Avenue west of station and at Seventh Avenue east of station. C. & N. W. Ry. trains will accept signals to proceed only when given with a white flag by day and a white lantern by night. C. R. I. & P. trains will be signalled with a yellow flag by day and a yellow lantern at night.
Switch Tenders will be held responsible for the proper position of all switches between 1st and 7th Avenues leading to and from the Passenger Station during their hours of duty. They will use the proper hand signals and shall not use verbal instructions in lieu of hand signals except in case of an emergency. Switch Tenders shall not start the movement of a train or engine until all switches in the route are properly lined. Enginemen and Trainmen must understand that the targets and lights show green for the straight crossing movements and red for the turnout movements.
Trains must approach and pass through Cedar Rapids passenger station at restricted speed.

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

At Missouri Valley 9. Sioux City District passenger trains stopping at Missouri Valley will come to the platform on Sioux City District side.
Crews of freight trains and yard engines will be held responsible for keeping clear of passenger trains 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 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.

SPECIAL RULES—Concluded

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.

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

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.

Locomotives having Mars emergency red oscillating signal light equipped with an automatic air pressure switch will automatically turn the red light on and the standard white light off when the trainline air pressure is reduced below 40 pounds for any reason.

Whenever the red light is automatically turned on, due to a reduction of trainline pressure, and it is definitely known the track or tracks are not obstructed or that approaching trains have been stopped, enginemen may release train brakes in the usual manner, after which it will be necessary to pull the reset button on air pressure switch before the red light can be extinguished and the standard white headlight again used.

This automatic feature in no way interferes with the manual operation of the red headlight.

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.

Red Rear Oscillating Light 14. The red rear oscillating light is an emergency light and is not to be displayed while train is moving under normal speed and circumstances.

When any train which is equipped with a red rear warning light comes to a stop, or is moving under circumstances in which it may be overtaken by another train, the rear warning light shall be turned on.

The light is connected with the rear train line hose. It is equipped with a three position switch, the points of which are marked "On Manual", "Off", and "On Auto". The "On Manual" switch should be used only when the "On Auto", or automatic switch fails to function properly.

The light will automatically start operating when a reduction of 15 pounds or more is made in brake pipe pressure. When a train is brought to a stop with less than a 15-pound reduction in train line pressure, the engineman will then promptly make further reduction to attain necessary 15 pound reduction.

If for any reason the light does not operate automatically the rear trainman will turn switch to "On Manual".

When switch is set "On Auto" the light can be turned off—when normal brake pressure has been restored—by pushing the small button on the right side of the light. When switch is set "On Manual" the light can be turned off by setting switch at "Off". The light should not be turned off until the train has again attained normal speed after slow-down or stop.

When the red warning light is displayed on any train, enginemen on approaching train or trains will immediately reduce speed and be prepared to stop.

The operation and use of this device 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, Council Bluffs or Des Moines, except for the purpose of train inter-communication or to prevent injury to persons.

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

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

Automatic Train Speed Control 18. The main tracks between the east end of the Mississippi River bridge at East Clinton and Broadway Station, Council Bluffs, via both Cedar Rapids and Linn County Ry., are equipped for continuous Automatic Train Speed Control.

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

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: 9 ft. wide Ft.	9 ft. wide In.	10 ft. wide Ft.	10 ft. wide In.	11'6" wide Ft.	11'6" wide In.	LOCATION
Clinton and Clinton Ice House	18	9	17	11	17	1	Icing Platform
Clinton and Belle Plaine (via Linn Co. Railway)	17	5	17	5	17	5	O. R. Br. 229, Linn County Ry.
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.
	20	1	19	11	19	1	O. H. Bridge 710½ W. of Ogden and Coal Chute at Carroll.
Carroll and Co. Bluffs	19	11	19	3	18	3	Br. 886 W. of Arion, O. R. Bridge 937½ W. of Woodbine, and Bridge 978 West of Mo. Valley
Stanwood and Tipton	.....		.....		.....		No obstruction below 21 ft. 6 inches.
Ames and Des Moines	.....		.....		.....		
Ames and Jewell	.....		.....		.....		
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. K. Stack, M. D., Medical Director. A. Nygood M. D., Chief Medical Examiner		
CLINTON	J. R. Jowett, M. D., District Surgeon	153	520
	J. E. O'Donnell, M. D., Local Surgeon	5555	4008
	E. T. Carey, M. D., Eye, Ear, Nose, Throat	537	4508R
	E. P. Weih, M. D., Oculist-Aurist	627	1210
	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
LISBON	J. R. Gardner, M. D., Local Surgeon.	2-91	3-91
MT. VERNON	Gordon E. Rahn, M. D., Local Surgeon	3311	3142
CEDAR RAPIDS	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
	Elliott A. Cobb, M. D., Local Surgeon	5221	37138
	Carl A. Noe, M. D., Ear, Eye and Nose Specialist	20721	29178
BLAIRSTOWN	R. A. Seiler, M. D., Local Surgeon	38	37
BELLE PLAINE	G. W. Yavorsky, M.D., Dist. Surgeon	24-Black	24-Blue
	N. B. Williams, M. D., Loc. Surgeon	65	200
TAMA	A. J. Wentzien, M.D., Dist. Surgeon	671	670
MARSHALLTOWN	R. E. Keyser, M. D., Dist. Surgeon	3373	7145
	Earl Keyser, M. D., Local Surgeon.	3373	8576
STATE CENTER	A. D. Woods, M. D., Local Surgeon.	33	52
COLO	S. B. Goddenow, M. D., Local Surgeon	32	73
NEVADA	B. Houston, M. D., Local Surgeon	61	66
	R. H. Mordaunt, M. D. Associate Local Surgeon	61	2
AMES	E. B. Bush, M. D., District Surgeon.	321	322
	K. C. Piercy, M. D., Local Surgeon.	321	2791
BOONE	W. H. Longworth, M. D., District Surgeon	134	637
	R. L. Wicks, Local Surgeon	134	2315
	C. L. Updegraff, M. D., Opthalmogist	588	27
JEFFERSON	A. J. Jongewaard, M.D., Loc. Surgeon	172	744
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.	37504	8114
	M. Hanchett, M.D., Local Surgeon.	7751	4433
	Lee R. Martin, M. D., Local Surgeon.	6677	6567

COMPANY SURGEONS—Concluded

		Office Phone	Residence Phone
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
	Harold Gifford, M. D., Consulting Surgeon, Eye, Ear, Nose, Throat	Atl 5410	Atl-7644
	J. D. Bisgard, M. D., Local Surgeon.	Atl 2432	Gle 3692
	J. C. Kennedy, M.D., Local Surgeon.	Atl 6140	Wal 8347
	H. R. Elston, M. D., Local Surgeon	Atl-6140 MKt 0142	Wal 8232
	S. E. Potter, M. D., Local Surgeon	Har4722	Ken 8452.
	W. A. Cassidy, M. D., Nose and Throat Specialist	Atl 2327	Gle 2326
JEWELL	C. A. Heise, M. D., Assoc. Local Surgeon	199	199
	F. C. Vernon, M. D., Local Surgeon.	51	51
DES MOINES	D. W. Coughlan, M. D., Local Surgeon	4-5161	2-1911
	E. J. Harnagel, M. D., Consulting Surgeon	4-3911	6-0733
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 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. Wentzien may be called to any place between Chelsea and Montour.

Dr. Keyser may be called to any place between Montour and Colo.

Dr. Bush may be called any place between Colo. and Ontario, Kelley and Jewell.

Dr. Longworth may be called to any place between Ontario and Jefferson

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

Dr. Heise 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
28	2:45 a.m.	2:50 a.m.
2	3:35 a.m.	3:40 a.m.
16	7:20 a.m.	7:25 a.m.
204	8:20 a.m.	8:25 a.m.
206	8:20 a.m.	8:25 a.m
L.W. 21	8:10 a.m.	8:15 a.m.
14	10:05 a.m.	10:10 a.m.
6	5:30 p.m.	5:35 p.m.
24	7:35 p.m.	7:40 p.m.
L.W. 13	10:30 p.m.	10:35 p.m.

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