DIVISIONAL STAFF

ASSISTANT SUPERINTENDENTS

R. SLIGAR, Clinton
T. L. HICK, Boone
W. J. HENNIGAN, Sioux City
E. TERRILL, Mason City

TRAINMASTERS

T. W. HARVEY, Council Bluffs
O. W. BROOKES, Jr., Omaha
W. A. SANDERSON, Boone
L. H. GALLUP, Clinton

CHIEF TRAIN DISPATCHER

L. T. BREEDLOVE, Boone

NIGHT CHIEF TRAIN DISPATCHER

L. R. McINTOSH

ASSISTANT CHIEF TRAIN DISPATCHER

L. M. SHAW

DISPATCHERS

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

DISTRICT MASTER MECHANIC

O. P. JONES, Clinton

MASTER MECHANIC

C. D. HILL, Council Bluffs

ROAD FOREMAN OF ENGINES and TRAINMASTER

R. P. WALTERS, Eagle Grove,

ROAD FOREMEN OF ENGINES

F. E. McNERTNEY, Clinton
T. W. TAIT, Boone
C. H. DURBIN, Sioux City
H. W. CASE, Council Bluffs

DIVISION ENGINEER

H. L. BARR, Boone

ROADMASTERS

L. J. SIMONS, Cedar Rapids
T. F. FOX, Ames
H. A. HALVERSON, Boone
C. L. MOSS, Council Bluffs

SUPERVISOR COMMUNICATIONS AND SIGNALS

A. A. MEYER, Boone

SUPERVISOR OF BRIDGES AND BUILDINGS

C. L. AURAND, Boone

DISTRICT CLAIM AGENTS

C. J. LYMAN, Clinton
F. R. KRATOSKA, Boone
W. R. BURRELL, Omaha

TRAFFIC REPRESENTATIVES

W. F. Winkrantz...Division Frt. & Psgr. Agent..Cedar Rapids
D. R. Fromknecht...Division Frt. & Psgr. Agent...Des Moines
H. C. Kelberg.....Division Frt. Agent.....Omaha

General Rules governing employes of the Operating Department dated January 1, 1953, are issued in book form. Every employe, whose duties are in any way prescribed by these rules, must always have a copy of them at hand when on duty.

THE GUNTHORP-WARREN PRINTING COMPANY, CHICAGO

CHICAGO & NORTH WESTERN RAILWAY

IOWA DIVISION

EAST and WEST DISTRICTS

TIME TABLE

No. 1

Effective Sunday, April 24, 1955

AT 12:01 A. M.

CENTRAL TIME

For the information and government of employes only.

F. E. HARRISON, General Manager—Transportation
J. C. FULLMER, General Supt.—Transportation
C. C. SHANNON, General Superintendent
R. W. HERON, Superintendent—Transportation
A. T. PEAGAN, Superintendent

THINK - PRACTICE - TALK SAFETY

3950—4-24-55

Between Clinton and Boone—Westward

FIRST CLASS

		5	103	101	105	111	27	13	107	Station Numbers	Facilities	Distance from Clinton	Subdivision 1 Time Table 1 April 24, 1955 STATIONS	Capacity Westward Sidings
		DAILY	DAILY	DAILY	DAILY	DAILY	★See Note	DAILY	DAILY					
		P.M. 11.37	P.M. 9.25	P.M. 9.10	P.M. 7.38	P.M. 7.01	P.M. 3.56	P.M. 1.57	A.M. 11.09				.....EAST CLINTON.....	
													1.6	
		P.M. s11.41 12.06	P.M. s 9.28 9.36	P.M. s 9.13 9.21	P.M. s 7.41 7.49	P.M. s 7.04 7.11	P.M. s 4.00 4.10	P.M. s 2.00 2.15	A.M. s11.12 11.20	100	FWTT		.....CLINTON.....YL	
													4.5	
		12.11	9.40	9.25	7.54	7.15	4.15	2.20	11.25	101		4.5	.....WEST CLINTON..YL	
													5.0	
										102		9.5	.....LOW MOOR.....	
													9.5	
		12.24	9.52	9.37	8.06	7.27	4.29	s 2.36	11.37	104		19.0	.....DEWITT ....YL	101
													5.8	
										105		24.8	....GRAND MOUND .YL	
													5.8	
										106		30.6	.....CALAMUS....YL	
													4.1	
										107		34.7	.....WHEATLAND.....	
													5.0	
		12.41	10.08	9.53	8.20	7.41	4.48	2.54	11.51	108	F	39.7	.....LOWDEN.....YL	150
													7.0	
										110		46.7	.....CLARENCE.....	
													5.0	
		12.51	10.17	10.02	8.30	7.50	4.58	3.05	12.01	111	Y	51.7	.....STANWOOD....YL	92
													5.2	
										114		56.9	...MECHANICSVILLE YL	
													6.9	
		1.02	10.27	10.12	8.42	8.00	5.09	3.16	12.13	115	W	63.8	.....LISBON.....YL	120
													1.4	
		f 1.05						s 3.19		116		65.2	.....MT. VERNON...YL	
													6.8	
										117		72.0	.....BERTRAM.....	
													6.0	
		1.16	10.43	10.28	8.55	8.13	5.23	3.33	12.26	118		78.0	.....OTIS .....YL	
													3.3	
		s 1.22 1.58	s10.53	s10 38	s 9.05	s 8.23	s 5.32	s 3.39 3.54	s12.36	120	TT	81.3	....CEDAR RAPIDS....	
													5.3	
		2.08	11.03	10.48	9.15	8.33	5.42	4.06	12.46	109	FW	86.6	.....BEVERLY.....YL	
													3.0	
										122		89.6	.....FAIRFAX.....	
													6.7	
										123		96.3	.....NORWAY.....YL	116
													4.1	
										124		100.4	.....WATKINS.....	
													5.3	
		2.26	11.19	11.04	9.32	8.49	6.00	4.25	1.03	125		105.7	.....BLAIRSTOWN...YL	138
													5.1	
										126		110.8	.....LUZERNE.....	
													5.1	
		f 2.38	11.30	11.14	9.42	8.59	6.13	s 4.36	1.13	127	FWYTT	115.9	.....BELLE PLAINE..YL	
													6.4	
										128		122.3	.....CHELSEA.....	
													9.9	
		s 3.05	11.42	11.26	s 9.56	9.11	6.28	s 4.58	1.25	131	WTT	132.2	.....TAMA.....YL	156
													7.2	
										133		139.4	.....MONTOUR.....	
													3.2	
										134		142.6	.....LE GRAND.....	
													2.2	
										135		144.8	.....QUARRY.....	
													5.8	
		s 3.45	11.56	11.41	10.11	s 9.28	s 6.48	s 5.30	s 1.44	136	W	150.6	...MARSHALLTOWN YL	
													7.3	
										137		157.9	.....LA MOILLE.....	129
													7.0	
		4.00	12.08	11.53	10.23	9.40	7.03	5.45	1.56	138		164.9	.....STATE CENTER..YL	
													7.8	
										142		172.7	.....COLO.....YL	
													7.0	
		s 4.21	12.19	12.04	10.35	9.51	7.17	s 6.03	2.07	143		179.7	.....NEVADA.....YL	97
													8.4	
		s 5.00	s12.28	s12.13	s10.46	s10.01	s 7.28	s 6.30	s 2.17	145	WY	188.1	.....AMES.....YL	
													4.0	
										147		192.1	.....ONTARIO	
													5.1	
										148		197.2	.....JORDAN.....	
													3.4	
		5.14	12.41	12.26	11.00	10.14	7.43	6.45	2.31			200.6	..BU INTERLOCKING YL	
													1.8	
												202.4	....EIGHTH STREET.... INTERLOCKING	
													0.6	
		s 5.19 A.M.	s12.45 A.M.	s12.30 A.M.	s11.03 P.M.	s10.17 P.M.	s 7.48 P.M.	s 6.50 P.M.	s 2.34 P.M.	150	FWTT	203.0	.....BOONE.....YL	

Yard Limit signs shown at Clinton and at West Clinton apply in connection with all area between these signs.

Yard Limit signs shown at Mount Vernon and at Lisbon apply in connection with all area between these signs.

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

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

No. 107 will stop at Tama to receive revenue passengers for Council Bluffs and beyond and to discharge revenue passengers from Chicago.

★No. 27 will operate on Saturdays only from Saturday, June 18, 1955 to Saturday, Aug. 27, 1955, inclusive.

No. 27 will stop at Tama to receive or discharge revenue passengers.

No. 101 will stop at Marshalltown to receive revenue passengers for Ogden, Utah or beyond.

Passenger Diesel engines must not exceed 3 miles per hour on tracks 1 and 2 in Cedar Rapids passenger station.

Between Boone and Clinton—Eastward

Subdivision 1

Time Table 1
April 24, 1955

STATIONS

FIRST CLASS

Capacity Eastward Sidings	STATIONS	108 DAILY	112 DAILY	104 DAILY	102 DAILY	106 DAILY	14 DAILY	6 DAILY
	EAST CLINTON	A.M. *5.22*	A.M. *6.12*	A.M. *8.10*	A.M. *8.37*	A.M. *9.02*	P.M. *3.44*	A.M. *4.29*
	1.6							
	CLINTON YL	A.M. 5.19 s 5.12	A.M. 6.09 s 6.02	A.M. 8.07 s 8.00	A.M. 8.34 s 8.27	A.M. 8.58 s 8.51	P.M. 3.40 s 3.33	A.M. 4.25 s 4.05
	4.5							
	WEST CLINTON YL	5.03	5.53	7.51	8.18	8.42	3.24	3.55
	5.0							
	LOW MOOR							
	9.5							
91	DEWITT YL	4.49	5.39	7.37	8.04	8.30	s 3.10	3.42
	5.8							
	GRAND MOUND YL							
	5.8							
	CALAMUS YL							
	4.1							
80	WHEATLAND							
	5.0							
	LOWDEN YL	4.35	5.26	7.23	7.50	8.15	2.53	3.25
	7.0							
	CLARENCE							
	5.0							
118	STANWOOD YL	4.26	5.17	7.14	7.39	8.06	2.42	3.15
	5.2							
	MECHANICSVILLE YL							
	6.9							
120	LISBON YL	4.16	5.08	7.05	7.32	7.56	2.32	3.05
	1.4							
	MT. VERNON YL						s 2.30	
	6.8							
	BERTRAM							
	6.0							
	OTIS YL	4.03	4.55	6.51	7.18	7.42	2.16	2.51
	3.3							
	CEDAR RAPIDS	s 3.53	s 4.45	s 6.41	s 7.08	s 7.32	s 2.10	s 2.45
	5.3							
	BEVERLY YL	3.43	4.35	6.31	6.58	7.22	1.54	2.04
	3.0							
	FAIRFAX							
	6.7							
	NORWAY YL							
	4.1							
	WATKINS							
	5.3							
111	BLAIRSTOWN YL	3.29	4.20	6.16	6.43	7.05	1.35	1.42
	5.1							
	LUZERNE							
	5.1							
	BELLE PLAINE YL	3.19	4.12	6.07	6.34	6.55	s 1.24	f 1.31
	6.4							
	CHELSEA							
	9.9							
146	TAMA YL	3.07	4.00	5.55	6.22	s 6.41	s 1.07	s 1.14
	7.2							
	MONTOUR							
	3.2							
	LE GRAND							
	2.2							
	QUARRY							
	5.8							
	MARSHALLTOWN YL	2.51	s 3.44	5.39	6.06	s 6.23	s12.45	s12.51
	7.3							
119	LA MOILLE							
	7.0							
	STATE CENTER YL	2.39	3.31	5.26	5.52	6.10	12.29	12.23
	7.8							
	COLO YL							
	7.0							
116	NEVADA YL	2.27	3.19	5.14	5.40	5.59	s12.15	f12.09
	8.4							
	AMES YL	s 2.19	s 3.12	5.05	5.32	s 5.51	s12.03	s11.59
	4.0							
	ONTARIO							
	5.1							
	JORDAN							
	3.4							
	BU INTERLOCKING YL	2.07	3.00	4.55	5.20	5.38	11.48	11.24
	1.8							
	EIGHTH STREET INTERLOCKING							
	0.6							
	BOONE YL	s 2.04 A.M.	s 2.57 A.M.	s 4.52 A.M.	s 5.17 A.M.	s 5.35 A.M.	s11.45 A.M.	s11.21 P.M.

Yard Limit signs shown at Clinton and at West Clinton apply in connection with all area between these signs.

Yard Limit signs shown at Mount Vernon and at Lisbon apply in connection with all area between these signs.

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

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

No. 108 will stop at Marshalltown to discharge revenue passengers from Ogden, Utah and beyond.

No. 102 and No. 104 will stop at Ames to discharge revenue passengers from Ogden, Utah and beyond.

No. 102 will stop at Marshalltown to discharge revenue passengers from Ogden, Utah and beyond.

Passenger diesel engines must not exceed 3 miles per hour on tracks 1 and 2 in Cedar Rapids passenger station.

Between Boone and Council Bluffs—Westward

FIRST CLASS

105	111	27	13	203	107	5	201	103	101	Station Numbers	Facilities	Distance from Boone	Subdivision 2 Time Table 1 April 24, 1955 STATIONS	Capacity of Westward Sidings
DAILY	DAILY	★See Note	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY					
P.M. s11.10	P.M. s10.24	P.M. s 7.58	P.M. s 7.02		P.M. s 2.41	A.M. s 5.39		A.M. s12.53	A.M. s12.38	150	FWTT	.....	BOONE YL	.....
										152		8.3	OGDEN YL	75
										153		6.2	BEAVER YL	.....
11.28	10.41	8.17	7.22		2.59	5.59		1.09	12.54	154	W	4.9 19.4	GRAND JUNCTION YL	.....
			s 7.34			s 6.15				155		6.8 26.2	JEFFERSON YL	.....
11.41	10.54	8.31	7.42		3.12	6.23		1.21	1.06	157		9.0 35.2	SCRANTON YL	.....
										158		5.2 40.4	RALSTON	.....
										160		4.7 45.1	GLIDDEN YL	120
s11.54	11.05	8.46	s 8.16		s 3.25	s 6.55		1.36	1.21	162	WTT	7.2 52.3	CARROLL YL	104
										163		4.2 56.5	MAPLE RIVER	.....
										164		5.9 62.4	ARCADIA	50
12.08	11.19	9.00	8.30		3.39	7.09		1.47	1.32	165		3.2 65.5	WEST SIDE	120
										166		6.0 71.6	VAIL	.....
12.19	11.30	9.13	s 8.50		3.50	s 7.30		1.58	1.43	168	Y	8.7 80.3	DENISON YL	135
12.25	11.36	9.20	8.57		3.56	7.38		2.04	1.49	169		7.4 87.7	ARION	.....
										171		2.0 89.7	DOW CITY	.....
12.32	11.43	9.28	f 9.12		4.02	7.46		2.11	1.56	173		7.9 97.6	DUNLAP YL	150
										175		9.7 107.3	WOODBINE	.....
										176		8.0 115.3	LOGAN	.....
12.53	12.03	9.55	s 9.45	P.M. 7.54	4.23	s 8.32	A.M. 8.10	2.32	2.17	178	FWTTY	8.4 123.7	MISSOURI VALLEY YL	.....
12.55	12.05	9.57	9.47		4.25	8.34		2.34	2.19	.....		0.6 124.3	WEST WYE SWITCH YL	.....
										180		3.5 127.8	LOVELAND	.....
										181		5.1 132.9	HONEY CREEK	.....
										182		5.3 138.2	CRESCENT	.....
1.10	12.20	10.15	10.06	8.15	4.40	8.52	8.32	2.48	2.33	.....		6.2 144.4	FREIGHT YARD YL	.....
s 1.17 A.M.	s12.27 A.M.	s10.20 P.M.	s10.11 P.M.	s 8.20 P.M.	s 4.47 P.M.	s 8.56 A.M.	s 8.36 A.M.	s 2.55 A.M.	s 2.40 A.M.	183	FWTTY	0.7 145.1	COUNCIL BLUFFS YL 1.0	.....

ALL TRAINS AND ENGINES MOVING BETWEEN COUNCIL BLUFFS AND OMAHA OPERATE OVER THE TRACKS OF THE UNION PACIFIC RAILROAD. TIMETABLE AND SPECIAL RULES OF THE NEBRASKA DIVISION—BRIDGE SUBDIVISION, U. P. R. R. AND OPERATING RULES OF THE UNION PACIFIC RAILROAD GOVERN SUCH MOVEMENTS.

1.21	*12.31*	*10.26*	*s 10.21*	*s 8.30*	*4.51*	*s 9.18*	*s 8.50*	*2.59*	*2.44*	184		146.1	*COUNCIL BLUFFS TRANSFER*	.....
1.30 A.M.	12.40 A.M.	10.35 P.M.	10.30 P.M.	8.40 P.M.	5.00 P.M.	9.30 A.M.	9.05 A.M.	3.10 A.M.	2.55 A.M.	185		2.9 149.0	*OMAHA*	.....

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. 101 must not exceed 15 miles per hour through Denison, daily except Sundays, to permit dispatching of U. S. Mail.

No. 5 must not exceed 30 miles per hour through Glidden, Vail and Logan to permit catching and dispatching of U. S. Mail.

★No. 27 will operate Saturdays only from Saturday, June 18th, 1955 to Saturday, Aug. 27th, 1955, inclusive.

No. 27 will stop at Carroll to receive or discharge revenue passengers.

See page 12 for passenger train back-overs between Coach Yard and Broadway, Council Bluffs.

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

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

Between Council Bluffs and Boone—Eastward

Subdivision 2

Time Table 1
April 24, 1955

STATIONS

STATIONS	Capacity of Eastward Sidings	FIRST CLASS														
		112	104	102	106	14	204	6	202	108						
		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY						
BOONE...YL	...	A. M. s 2.50	A. M. s 4.45	A. M. s 5.10	A. M. s 5.28	A. M. s11.34		P. M. s11.11		A. M. s 1.57						
8.3																
OGDEN...YL	....	2.41	4.36	5.00	5.18	11.23		10.59		1.48						
6.2																
BEAVER...YL	....															
4.9																
GRAND JUNCTION..YL	56	2.32	4.27	4.50	5.08	11.11		10.48		1.39						
6.8																
JEFFERSON...YL	....					s11.03		s10.40								
9.0																
SCRANTON...YL	....	2.21	4.16	4.39	4.56	10.52		10.30		1.27						
5.2																
RALSTON...	....															
4.7																
GLIDDEN...YL	....															
7.2																
CARROLL...YL	93	2.11	4.06	4.27	s 4.44	s10.36		s10.15		1.16						
4.2																
MAPLE RIVER...	....	2.07	4.03	4.23	4.38	10.25		9.57		1.11						
5.9																
ARCADIA...	...															
3.2																
WEST SIDE...	...	2.00	3.55	4.17	4.32	10.17		9.49		1.05						
6.0																
VAIL...	....															
8.7																
DENISON...YL	122	1.48	3.43	4.05	4.20	s10.04		s 9.36		12.53						
7.4																
ARION...	....	1.42	3.37	3.58	4.13	9.52		9.24		12.47						
2.0																
DOW CITY...	..															
7.9																
DUNLAP...YL	98	1.35	3.30	3.51	4.06	s 9.43		9.15		12.41						
9.7																
WOODBINE...	....					s 9.30										
8.0																
LOGAN...	...					s 9.19										
8.4																
MISSOURI VALLEY..YL	....	1.15	3.10	3.30	3.45	s 9.06		8.52		12.20						
0.6							A. M.		P. M.							
WEST WYE SWITCH..YL	....	1.13	3.08	3.28	3.43	9.00	10.02	8.50	10.20	12.18						
3.5																
LOVELAND...	....															
5.1																
HONEY CREEK...	....															
5.3																
CRESCENT...	....															
6.2																
FREIGHT YARD...YL	....	12.56	2.51	3.11	3.26	8.41	9.41	8.29	9.54	12.01						
0.7																
COUNCIL BLUFFS...YL	....	s12.52 A. M.	s 2.47 A. M.	s 3.07 A. M.	s 3.22 A. M.	s 8.33 A. M.	s 9.38 A. M.	s 8.25 P. M.	s 9.50 P. M.	s11.57 P. M.						
1.0																

ALL TRAINS AND ENGINES MOVING BETWEEN COUNCIL BLUFFS AND OMAHA OPERATE OVER THE TRACKS OF THE UNION PACIFIC RAILROAD. TIMETABLE AND SPECIAL RULES OF THE NEBRASKA DIVISION—BRIDGE SUBDIVISION, U. P. R. R. AND OPERATING RULES OF THE UNION PACIFIC RAILROAD GOVERN SUCH MOVEMENTS.

COUNCIL BLUFFS TRANS...	....	*12.48*	*2.43*	*3.03*	*3.18*	s *8.28*	s *9.33*	s *8.20*	s *9.40*	*11.53*						
2.9																
OMAHA...	....	*12.40* A. M.	*2.35* A. M.	*2.55* A. M.	*3.10* A. M.	*8.00* A. M.	*9.25* A. M.	*8.00* P. M.	*9.30* P. M.	*11.45* P. M.						

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. 108 will stop at Carroll to discharge revenue passengers from Ogden, Utah and beyond.

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

No. 6 will stop at Missouri Valley to pick up passengers for Denison or beyond where scheduled to stop.

See page 12 for passenger train back-overs between Coach Yard and Broadway Station, Council Bluffs.

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

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

Westward—Between Jewell and Des Moines—Eastward

SECOND CLASS 63 Daily except Monday	SECOND CLASS 123 DAILY	Station Numbers	Facilities	Distance from Des Moines	Subdivision 1b Time Table 1 April 24, 1955 STATIONS	Capacity of Sidings	SECOND CLASS 124 DAILY	SECOND CLASS 64 Daily except Sunday
A. M. 2.25		211	WY	56.7	JEWELL YL	.....		A. M. 4.45
				5.7				
2.40		366	.....	51.0	RANDALL	.....		4.30
				3.5				
2.55		365	.....	47.5	STORY CITY	11		4.15
				6.0				
3.12	—P. M.—	363	.....	41.5	GILBERT	.....	—P. M.—	4.00
				7.6				
3.35 5.15	1.15	145	WY	33.9	AMES YL	.....	7.15	3.40 12.36
				5.4				
5.30	1.30	359	.....	28.5	KELLEY	50	6.52	12.25
				4.6				
5.40	1.40	360	.....	23.9	SLATER	39	6.39	12.15
				1.4				
5.44	1.44	358	.....	22.5	SHELDAHL	..	6.35	12.11
				4.3				
5.54	1.54			18.2	POLK CITY JCT.		6.25	12.01
				2.4				
					POLK CITY			
				2.4				
5.54	1.54			18.2	POLK CITY JCT.		6.25	12.01
				7.2				
6.10	2.10	354	.....	11.0	ANKENY	47	6.10	11.45
				4.5				
6.20	2.20	352	.....	6.5	SAYLOR	43	5.50	11.25
				4.5				
6.30	2.30		.....	2.0	DES MOINES FREIGHT YARD YL	.....	5.40	11.15
				2.0				
6.55 A. M.	3.00 P. M.	350	WTT		DES MOINES YL		5.30 P. M.	11.05 P. M.

No. 123 is superior to No. 124.

Yard limit signs shown at Des Moines and Des Moines Freight Yard apply in connection with all area between these signs.

Westward—Between Stanwood and Tipton—Eastward

Station Numbers	Facilities	Distance from Stanwood	Subdivision 1a Time Table 1 April 24, 1955 STATIONS
111	.....		STANWOOD
		4.0	
112		4.0	WALD
		4.5	
113	W	8 5	TIPTON

Between Carroll and Harlan

CARROLL

40.4

HARLAN

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

Westward—Time Freight Trains—Eastward

IOWA DIVISION—EAST and WEST DISTRICTS **TIME TABLE No. 1** **EFFECTIVE APRIL 24, 1955**

SECOND CLASS 253 DAILY	123 DAILY	223 Daily except Monday	249 DAILY	251 DAILY	STATIONS	SECOND CLASS 252 DAILY	258 DAILY	126 Daily except Monday	254 DAILY	124 DAILY	256 Daily except Monday
A. M. 4.30	A. M. 5.00	A. M. 5.30	P. M. 3.00	P. M. 4.30	CLINTON	P. M. 3.30	P. M. 6.00	P. M. 5.00	P. M. 11.00	A. M. 5.45	A. M. 5.30
		11.00 —A. M.—			BELLE PLAINE			12.45 —P. M.—			
	12.15 —P. M.—				AMES					8.15 —P. M.—	
12.01 1.00			9.15 11.00	11.50 12.55	BOONE	8.00 7.30	12.45 11.35		4.00 3.00		12.30 11.15
6.30			2.50	4.20	MISSOURI VALLEY	4.15	8.20		11.15		7.45
8.00			3.20 —A. M.—	5.20 —A. M.—	COUNCIL BLUFFS	3.30	7.30		10.00 —A. M.—		6.30 —P. M.—
10.00 P. M.					COUNCIL BLUFFS TFR.	2.30 A. M.	6.30 A. M.				

COMMUNICATING OFFICE HOURS

Clinton.....Continuous
De Witt.....8:45 a.m. to 4:45 p.m. daily except Saturday and Sunday
Lowden.....Continuous except Saturday; Saturday 12:01 a.m. to 8:01 a.m., 4:01 p.m. to 12:00 midnight
*Stanwood..... 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday
Lisbon..... 8:00 a.m. to 4:00 p.m. daily except Saturday and Sunday
Otis.....Continuous
Cedar Rapids...12:01 a.m. to 10:45 a.m. daily; 6:45 p.m. to 12:00 midnight 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 4:00 p.m. daily except Saturday and Sunday; 12:01 a.m. to 8:00 a.m. Saturday and Sunday
Nevada.....8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday
Ames.....Continuous
Eighth St. Interlocking...Continuous
Boone.....Continuous
Grand Jct.....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 except Sunday; Sunday 12:01 a.m. to 7:00 a.m., 10:00 a.m. to 12 noon, 3:00 p.m. to 12:00 midnight
Denison.....6:45 a.m. to 2:45 p.m. daily except Saturday and Sunday; Saturday 6:45 a.m. to 9:25 a.m.
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..... 5:45 a.m. to 9:45 p.m. daily except Saturday and Sunday
*Ankeny..... 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday
Slater..... 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday
*Story City..... 7:00 a.m. to 4:00 p.m. daily except Saturday and Sunday
Jewell.....8:30 a.m. to 4:30 p.m. daily except Sunday; 11:45 p.m. to 7:45 a.m. daily except Sunday; Sunday 12:01 a.m. to 7:45 a.m.

Stations marked (*) closed on New Year's Day, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

DIESEL LOCOMOTIVE CLASSIFICATION

Class FT.—No. 4051-AB to 4054-AB, incl.

Class F-3.—No. 4051-C to 4054-C, incl., and 4055-ABC to 4066-ABC, incl. (No. 4064-B vacant).

Class F-7.—No. 4067-ABC to 4084-ABC,incl., 4085-AC to 4102-AC, incl., 4103-AB and 4104-AB.

*TONNAGE RATINGS

DISTRICTS	3000 Horsepower Diesel F3	3000 Horsepower Diesel F7	1500 Horsepower G. P7 Diesel	1500 Horsepower 6W6M Diesel	1000 H.P. Diesel	CLASS OF ENGINE JS	CLASS OF ENGINE R-1
Clinton to Tama	4500	5000	2500	.....	.....	3330	1585
Tama to Boone	4500	5000	2500	.....	.....	3175	1515
Boone to Carroll	4500	5000	2500	.....	.....	3780	1800
Carroll to Arcadia	4500	5000	2500	.....	.....	3215	1530
Arcadia to Council Bluffs	6000	6800	3400	.....	.....	4425	2110
Council Bluffs to Boone	6250	6800	3400	.....	.....	4230	2015
Boone to Clinton	4850	5450	2725	.....	.....	3780	1800
Des Moines to Saylor	2800	3350	1675	1900	1300	1680	800
Saylor to Ames	4100	4500	2400	2700	2000	2730	1300
Ames to Jewell	.....	.....	2200	2400	1500	.....	885
Jewell to Ames	.....	.....	3000	3400	2100	.....	1450
Ames to Kelley	3450	3850	2100	2300	1625	2100	1000
Kelley to Des Moines	4600	5000	2500	2875	2000	2730	1300

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

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

SPEED RESTRICTIONS

LOCATION	Restrictions Miles 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 Class JA, JS and Z locomotives must 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 Diverging main route, C. B. & Q. Trains	45 15	45 15	35 15
MP 137.6 to 137.7—Over drawbridge, Clinton	30	30	30
MP 1.2 to 2.4—In Clinton yard: All Eastward trains MP 9.5 to 24.8—Eastward	30	30	30 40
MP 68.9 to 70.2—Around two curves 3.7 miles and 4.5 miles west of Mt. Vernon	80	.....	.....
MP 71.5 to 77.8—Between east end of curve 6.0 miles west of Mt. Vernon and interlocking, Otis	75	70	50
Between home signals interlocking, Otis: L. C. Ry. route Cedar Rapids route	35 35	35 35	35 25
MP 77.8 to 80.0—Between interlocking, Otis and Bridge 199, 2.0 miles west of Otis, via Cedar Rapids	60	50	50
MP 80.0 to 83.0—Between Bridge 199, 2.0 miles west of Otis, and 1.75 miles west of Cedar Rapids	20	20	12
MP 83.0 to 85.9—Between 1.75 miles west of Cedar Rapids and interlocking, Beverly	60	50	35
Over Beverly interlocking	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 89.9 to 90.1—Around curve at Fairfax	80	.....	.....
MP 101.4 to 103.7—Between east end of curve 0.5 mile west of Watkins and west end of curve 2.75 miles west of Watkins	75	70	50
MP 109.3 to 109.7—Around curve 3.0 miles west of Blairstown	75	70	50
MP 112.1 to 112.3—Around curve 0.75 mile west of Luzerne	70	60	40
MP 112.3 to 113.9—Between curve 0.75 mile west of Luzerne and east end of curve 2.5 miles west of Luzerne	75	70	50
MP 113.9 to 117.3—Between east end of curve 2.5 miles west of Luzerne and west interlocking Belle Plaine	50	50	35
MP 136.0 to 137.1—Around curve 3.0 miles and 4.0 miles west of Tama, respectively	75	70	50
MP 142.3 to MP 142.7—Around curve 0.6 mile east of Le Grand	80	.....	.....
MP 147.4 to 147.6—Around curve 2.0 miles west of Quarry	75	70	50
MP 149.3 to 149.7—Around curve 4.0 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 3.0 miles west of Marshalltown—Eastward	70	60	40
MP 153.9 to 154.6—Around curve 3.0 miles west of Marshalltown—Westward	70	60	50
MP 155.9 to 156.3—Around curve 5.0 miles west of Marshalltown	75	70	50
MP 159.5 to 164.0—Between 1.0 mile west of Lamoille and 1.5 miles east of State Center eastward	.....	.....	45
MP 163.3 to 163.8—Around curve 2.0 miles east of State Center	80	.....	.....
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 Eighth Street Interlocking and Greene Street, Boone	50	40	30
MP 207.4 to 207.9—Over Bridge B-615,—5.0 miles west of Boone	50	35	35
MP 207.9 to 210.4—Between west end of Bridge B-615,—5.0 miles west of Boone and west end of curve 1.0 mile east of Ogden, Eastward	60	60	40
MP 248.4 to 248.7—Around curve 2.4 miles east of Glidden	80	.....	.....
MP 257.6 to 259.0—Between highway crossing 0.75 mile east of Carroll and coal chute 0.5 mile west of Carroll	40	30	15
Over interlocking, Maple River: Straight route Diverging main route	70	60 15	50 15
MP 270.4 to 271.0—Around curve 2.0 miles west of Arcadia	75	70	50
MP 273.4 to 274.3—Around curve 2.3 miles west of West Side	80	.....	.....
MP 279.6 to 280.0—Around curve 2.5 miles west of Vail	75	70	50
MP 284.0 to 286.6—Between east end of curve, 2.5 miles east of Denison and bridge 869, 0.25 mile west of Denison	70	60	50
MP 294.7 to 294.9—Around curve 0.6 mile east of Dow City	80	.....	.....
MP 315.6 to 317.5—Around curves 2.8 miles and 4.2 miles west of Woodbine	80	.....	.....

LOCATION	Restrictions Miles Per Hour		
	Streamliner Diesel Operated	Other Pass. Trains	Freight Trains
MP 320.9 to 321.4—Around curve at Logan	70	60	40
MP 322.0 to 322.3—Around curve 1.0 mile west of Logan	80	.....	.....
MP 324.1 to 324.3—Around curve 3.0 miles west of Logan	80	.....	.....
MP 328.5 to 329.1—Around curve 0.5 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
MP 333.0 to 333.4—Around curve 1.0 mile east of Loveland	75	70	50
MP 340.5 to 340.8—Around curve 2.0 miles west of Honey Creek	75	70	50
MP 343.6 to 346.4—Between Bridge No. 1012 and east yard limit, Council Bluffs	70	60	50
MP 346.4 to 350.4—Between east yard limit Council Bluffs and crossovers Avenue C—Westward	50	40	25
MP 350.4 to 351.0—Between crossovers Avenue C to U. P. connection west of Third Ave	10	10	10

LOCATION	Restrictions Miles Per Hour All Trains
BETWEEN DES MOINES AND JEWELL Maximum Speed, Miles Per Hour: All Trains....40	
MP 0.0 to 1.7—Between Des Moines passenger station and E. 14th Street crossing, 1.7 miles east of station, Des Moines	10
MP 1.7 to 6.0 Between East 14th Street crossing, Des Moines and Saylor: Westward	25
Eastward	35
MP 6.0 to 13.4—Between Saylor and 2.5 miles east of Ankeny	35
MP 13.4 to 13.6—Around curve 3.0 miles east of Ankeny	30
MP 16.7 to 17.9—Between 1.25 miles west of Polk City Jct. and Polk City Jct.	30
Between Polk City Jct. and Polk City	10
MP 21.7 to 23.3—Between curve west of Sheldahl and eastward home signal at Interlocking Slater	30

LOCATION	Restrictions Miles Per Hour All Trains
MP 23.3 to 23.6—Over Interlocking Slater	20
MP 29.8 to 33.5—Around curve 2.0 miles east of Kelley to 5.7 miles east of Kelley	35
MP 33.7 to 33.8—Over Lincoln Highway crossing Ames	15
MP 33.9 to 34.0—Over Ames Interlocking	10
MP 34.4 to 34.5—Around curve 0.5 mile east of Ames	20
MP 37.1 to 37.3—Around curve 3.25 miles east of Ames	30
MP 42.4 to 42.6—Around curve 2.5 miles east of Gilbert	35
MP 44.4—Over Highway 1.9 miles west of Story City	30
MP 45.8 to 46.2—Around curve at Story City	35
MP 51.7 to 55.0—Between 2.25 miles east of Randall and Junction switch at Jewell	35

LOCATION	Restrictions Miles Per Hour All Trains
BETWEEN STANWOOD AND TIPTON Maximum Speed, Miles Per Hour: All trains....20.	
Lincoln Highway just west of Stanwood	Stop
Around sharp curve 1.0 mile east of Wald	15
Over highway crossing at Wald	5

ADDITIONAL SPEED RESTRICTIONS

1. Trains of ordinary passenger equipment handled by Diesel power or trains of streamliner equipment handled by steam power or trains with a mixed consist of conventional type or streamliner type equipment whether just one or more cars of either type and handled by Diesel or steam power must observe speed restrictions which govern "Other Passenger Trains."

2. Streamliner type trains and gas or diesel electric motor trains and engines must not run over inundated tracks if water is more than 3 inches above top of rail, and all trains, when operating through water must not exceed 5 miles per hour, and will be governed by rules 101, 101a and 713.

3. The maximum speed for diesel power operating light will be as indicated in speed restrictions for freight trains.

4. The speed of a train or engine moving through a crossover, turnout to or from main track, or to diverging route at a junction, must not exceed 10 miles per hour, unless otherwise provided.

5. A train moving against the current of traffic in two track district must not exceed 20 miles per hour at any point, and must not exceed 10 miles per hour through trunouts and over dangerous highway crossings, including crossings equipped with automatic signal protection or within limits of any city and will not exceed 10 miles per hour approaching the terminals between which the reverse movement is being made.

6. Eastward passenger trains must not exceed 40 miles per hour and eastward freight trains 20 miles per hour over Fourth Street crossing, Ogden to permit crossing flagman to make running inspection of train.

ADDITIONAL SPEED RESTRICTIONS (Continued)

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

8. Trains handling U. S. Government scale test cars, C. & N. W. scale test cars or scale test cars of other railroads must not exceed 30 miles per hour on subdivisions 1 and 2 nor 20 miles per hour on subdivisions 1a and 1b. Such cars to be handled only upon specific instructions from chief train dispatcher; placed next ahead of caboose and in accordance with Rule 1078.

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

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

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

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

13. Cedar Rapids switch engines may be operated at not to exceed 20 miles per hour between Beverly and Otis via Cedar Rapids.

14. Class E, JS and JA engines operated between Ames and Jewell must not exceed 20 miles per hour from Gilbert to 5 miles east of Gilbert and 30 miles per hour at all other points.

15. The speed of Circus trains and Carnival trains entirely of steel construction or steel under frame cars must not exceed 35 miles per hour at any point on straight track nor 25 miles per hour on curves on subdivisions 1 and 2, and 25 miles per hour at any point on straight track nor 20 miles per hour on curves on Subdivisions 1a and 1b. Where lower speed is prescribed it will govern.

16. (a) When any locomotive crane or derrick is moved on it own wheels in any train, the boom must be detached.

(b) When any pile driver is moved on its own wheels in any train, except when in actual use, the leads must be folded back and secured.

(c) The cotter key or nut at the bottom of the center pin in the trailing truck of the machines mentioned in (a) and (b) must be removed, when truck is so equipped; such machines must be hauled next ahead of caboose and trains handling them must not exceed 25 miles per hour.

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

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

BULLETIN BOARDS

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

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

SPECIAL RULES

1. CLOSE CLEARANCES

On the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies, mail cranes, 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.

2. STANDARD TIME—RULE 3

Clocks showing Central Standard time are located at:

Clinton—Fifth Street; Passenger Station; Enginehouse.
Cedar Rapids—Telegraph office; Yard office.
Belle Plaine—Yard office; Enginehouse.
Des Moines—Freight House; Enginehouse.
Jewell—Telegraph office.
Boone—Train Dispatchers Office; Eighth Street Interlocking; Enginehouse.
Carroll—Telegraph Office.
Missouri Valley—Yard Office.
Council Bluffs—Passenger Station; Yard Office; Enginehouse.

3. SUPERIOR DIRECTION RULE S-72

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

4. REGISTER STATIONS
(Rules S-83 and S-83a)

Clinton—Passenger trains and Express Extras.
Jewell—All trains.
Ames—All trains on Subdivision 1b.
Des Moines—All trains.
Boone Train Dispatchers Office—Passenger trains and Express Extras.
Missouri Valley and Carroll; all trains terminating or originating at these points.
Yard offices at Fifth Street, Clinton; at Boone and at Freight Yard, for freight trains only.
For trains running via Linn Co. Railway, a clear signal displayed at Otis or Beverly will indicate that all overdue first class trains have left.

5. CLEARANCE FORM A—RULE 83c

All trains starting from or entering two or more track districts at any point between Clinton and Council Bluffs must 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.
Rule 83c will not apply at non-communicating stations or when communicating stations are closed.

6. TRAIN ORDERS RULE 97

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

7. CLINTON

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

8. CEDAR RAPIDS

All trains and switch engines will approach the crossovers at east end and west end of Cedar Rapids passenger station at restricted speed. 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. trains will accept signals to proceed only when given with a white flag by day and a white light by night. C. R. I. & P. trains will be signalled with a yellow flag by day and a yellow light by night.
Switchtenders will be held responsible for the proper position of all switches between 1st Avenue and 7th Avenue 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. Switchtender 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.
C. & N. W. switch tender on duty 8:00 p.m. to 4:00 a.m. daily.
Trains must approach and pass through Cedar Rapids passenger station at restricted speed.

9. AT MAPLE RIVER AND MISSOURI VALLEY

Subdivision 2 trains using Sioux City District tracks at Maple River and Missouri Valley must do so under flag protection.

10. AT MISSOURI VALLEY

Sioux City District passenger trains which stop at Missouri Valley will come to the platform on Sioux City District side.
Crews of freight trains and yard engines will be held responsible for keeping clear of passenger trains which operate between I.D. Wye and West Wye Switch at Missouri Valley. This will not relieve crews on such passenger trains from properly protecting their trains.

11. AT COUNCIL BLUFFS

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

12. BETWEEN COUNCIL BLUFFS AND OMAHA

When operating over the Union Pacific trackage in Council Bluffs, Omaha and South Omaha yards, each member of train and engine crews must have a copy of and be governed by Union Pacific Rules, Bridge Subdivision Special Rules, and Bridge Subdivision time table.

13. PROTECTION ON BRANCH LINES

On subdivision 1a and 1b, second and third class trains, extra trains and engines may occupy the main track at stations between station mileboards protecting against scheduled trains only, and extra trains must approach all stations prepared to stop expecting to find the main track occupied between the station mileboards. When possible, trains will be notified of following extra trains by train order in the following form:
"After .....M, protect against extra .....(East or West)."
Trains receiving this order, will, after the specified time, protect as prescribed in Rule 99. Where Yard Limit signs are indicated, Rule 93 will govern.

14. RED REAR OSCILLATING LIGHT

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

15. WHISTLING ORDINANCES

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

16. BLOCKING

(a) AUTOMATIC BLOCK-WAYSIDE SIGNALS

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

(b) TIME SPACING-RULE 91

Between Stanwood and Tipton; between Jewell and Ames; Rules 380 to 382 govern and trains will be spaced 15 minutes apart.

17. AUTOMATIC TRAIN SPEED CONTROL

The main tracks between the east end of the Mississippi River bridge at East Clinton and Broadway Station, Council Bluffs, via both Cedar Rapids and Linn County Ry., are equipped for continuous Automatic Train Speed Control (Rules 520-529(h) govern).

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

(a) Movements made with engines not equipped with train control must be protected by a positive manual block in advance of such movements, and crew in charge must obtain train order authorizing the movement and Clearance Form A indicating block clear to the next communicating station before entering train control territory designated above. The speed of such movements must not exceed 20 miles per hour at any point enroute.

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

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

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

MAIN LINE TRAIN CONTROL TEST SECTIONS ARE LOCATED AS FOLLOWS:

WESTWARD	MP 32.5, 2 miles west of Calamus. MP 227.0, 2 miles west of Grand Jct. MP 342.3, 4 miles west of Honey Creek.
EASTWARD	MP 333.0, 0.8 mile east of Loveland. MP 195.7, 2 miles east of Jordan. MP 91.5, 6 miles east of Norway.

18. CROSSINGS, JUNCTIONS, AND DRAW-BRIDGES AT WHICH RULES 601A TO 672 GOVERN

(a)

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.	BU Interlocking
C. & N. W.	Eighth St., Interlocking
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 Rules 601A to 672, the following rules and special instructions will be in effect at the locations shown below:

(b) Trains and engines will approach the signal protected crossovers indicated below at restricted speed and will be governed by time-table speed restrictions between MP 350.4 and 350.9 (Avenue C to Council Bluffs station):

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

(c) Rule 509b will also apply at the automatic interlocking at:

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

Time release box marked C. & N. W. is located on an iron post in the southeast quadrant at the crossing. Train dispatcher's telephones are located at eastward signal 512 and westward signal 511.

(d) Rule 509b will also apply at the interlocking at:

C. M. St. P. & P. ..... Slater.

During the hours that communicating office is open, the interlocking will be manually operated by the operator, at other times interlocking will be operated automatically. (See page 6 for communicating office hours).

Time release box as referred to in Rule 672 is located in box on corner of interlocking station.

(e) Rules 401 to 408 will govern if hand operation is required of dual control switches at the locations shown below:

(1) C. & N. W. ..... BU Interlocking,

Telephones for communication with operator at Eighth Street Interlocking is located on leg of eastward signal bridge and at westward signal.

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(2) C. & N. W. ..... Maple River.

Telephones for communication with operator at Carroll is located at westward home signal and the eastward home signal of Sioux City District subdivision 3.

19. CROSSINGS, JUNCTIONS AND DRAW-BRIDGES, AT WHICH RULE 98 GOVERNS

C. G. W.	Packing House Track, Marshalltown.
Ft. D. D. M. & S.	Des Moines.
Des Moines Union	Des Moines.
C. R. I. & P.	Des Moines.
U. P., C. G. W., I. C., C. R. I. & P., C. M. St. P. & P., and Wab	12th Street, Council Bluffs.

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

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

21. FREIGHT TRAIN INSPECTION

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

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

22. SPRINKLING HOGS RULE 731a

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

23. OVERHEAD OBSTRUCTIONS

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

BETWEEN	Height Above Top of Rail						LOCATION
	9′0″ wide		10′0″ wide		11′6″ 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	5	17	5	17	5	O. H. 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 Boone	16	9	16	4	15	7	Tank at Tama. O. H. Br. 429, West of Le Grand.
Boone and Beaver	20	1	19	11	19	1	O. H. Br. 710½ West of Ogden.
Beaver and Grand Jct.	17	0	16	6	15	8	Tank at Grand Jct. adjacent to siding.
Grand Jct. and Carroll	20	1	19	11	19	1	Coal Chute at Carroll.
Carroll and Co. Bluffs	19	11	19	3	18	3	O. H. Bridge 937¼ West of Woodbine and Bridge 978 West of Missouri Valley.

NO LOAD MUST EXCEED 11′ 6″ IN WIDTH NOR 21′ 6″ IN 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.

24. Passenger train backovers between Coach Yard and Broadway Station, Council Bluffs, will operate as follows:

Train No.	Coach Yard	Broadway
104	1:30 a.m.	1:35 a.m.
102	1:30 a.m.	1:35 a.m.
14	7:05 a.m.	7:10 a.m.
204	8:30 a.m.	8:35 a.m.
202	8:35 p.m.	8:40 p.m.
13 Nebraska Div.	10:30 p.m.	10:35 p.m.
108	10:50 p.m.	10:55 p.m.

All freight trains, engines and switch trains must give backover trains an absolute clear track.

25. TRAIN DISPATCHERS TELEPHONES

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

CLINTON	Yard office, west yard. Mill Creek, west yard.
DE WITT	Freight house.
STANWOOD	East end, eastward siding.
LISBON	East end, westward siding.
CEDAR RAPIDS	Freight house.
BEVERLY	Yard office. West end of yard.
BLAIRSTOWN	East end, eastward siding. West end, westward siding.
BELLE PLAINE	Yard office, stairway passenger depot.
TAMA	Passenger station and coal chute tool house.
QUARRY	Section tool house.
NEVADA	East end, eastward siding.
AMES	Passenger station.
ONTARIO	East side section tool house.
JORDAN	Building on westward platform.
BRIDGE B-615	In cabins at east end and west end of bridge.
OGDEN	Box in freight room.
JEFFERSON	Box in freight room.
SCRANTON	Freight room.
GLIDDEN	West end, westward siding.
CARROLL	At coal shed. West end, westward siding.
WEST SIDE	West end, westward siding.
DUNLAP	Waiting room.
WOODBINE	Waiting room.
MISSOURI VALLEY	East end of yard and west wye switch.
CRESCENT	Section tool house.
HONEY CREEK	Section tool house.
LOVELAND	Telephone booth, 600 feet east of crossover.
COUNCIL BLUFFS	East end of yard.
OMAHA	Yardmaster's office.
JEWELL-RANDALL	Ticket office.
STORY CITY	Ticket office and freight house.
GILBERT	Tool house wall at south switch.
AMES	On pole at North 13th St.
KELLY	South side tool house in box locked with switch lock.
SLATER	Freight house end of depot.
SHELDAHL	Waiting room locked with switch lock.
POLK CITY JCT.	In box on signal pole opposite switch.
ANKENY	Pole on Deere Plant lead.
SAYLOR AND NEW YARD	South end switch in box on pole.

26. SPRING SWITCHES

(Rules 104e, 104f, 510a, 512a and 512b govern)

Spring switches from siding to main track are located at the points indicated below. Movements through these switches must not exceed the prescribed speed shown.

	Direction	Station	Miles per Hour Engine	Miles per Hour Train
(a)		**CLINTON**		
		Roundhouse	5	5
		4th Street	10	15
(b)		**WEST CLINTON**		
	Westward		10	15
(c)		**DEWITT**		
	Westward		10	15
	Eastward		10	15
(d)		**LOWDEN**		
	Westward		10	15
(e)		**STANWOOD**		
	Eastward		10	15
(f)		**LISBON**		
	Eastward		10	25
	Westward		10	20
(g)		**BLAIRSTOWN**		
	Eastward		10	25
	Westward		10	15
(h)		**LAMOILLE**		
	Eastward		10	25
	Westward		10	15
(i)		**NEVADA**		
	Eastward		10	25
(j)		**AMES**		
	South Y		10	15
(k)		**GLIDDEN**		
	Westward		10	25
(m)		**CARROLL**		
	Westward		10	25
(n)		**DENISON**		
	Eastward		10	25
	Westward		10	25
(o)		**DUNLAP**		
	Eastward		10	15
	Westward		10	15
(p)		**MISSOURI VALLEY**		
	Westward		10	15
(q)		**COUNCIL BLUFFS LAKE LEAD**		
	Eastward		10	25

SPEED TABLE

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

COMPANY SURGEONS

		Office Phone	Residence Phone
CHICAGO	J. K. Stack, M. D., Medical Director	DE 2-2121	
	A. Nygood, M. D., Chief Medical Examiner.	Ext. 394	
CLINTON	J. R. Jowett*, M. D., District Surgeon	153	520
	J. E. O'Donnell, M. D.	5555	4008
	E. T. Carey, M. D., Eye, Ear, Nose, Throat	537	2810
	E. P. Welh, M. D., Oculist-Aurist	627	1210
	G. M. Ellison, M. D.	115	1875
	*May be called to any place between Clinton and Lowden.		
DE WITT			
WHEATLAND	E. V. Riedesel, M. D.	29	29
LOWDEN	Fred Montz, M. D.	2821	2826
LISBON	J. R. Gardner, M. D.	3451	3456
MT. VERNON	Gordon E. Rahn, M. D.	3311	3131
CEDAR RAPIDS	D. E. Beardsley*, M. D., District Surgeon	4–0284	2–3582
	Elliott A. Cobb, M. D.	4–0284	3–7138
	Carl A. Noe, M. D., Ear, Eye and Nose Specialist	2–0721	2–9178
	*May be called to any place between Stanwood and Tipton, and between Clarence and Blairstown.		
BLAIRSTOWN	R. A. Seiler, M. D.	38F-1	37F-1
BELLE PLAINE	N. B. Williams, M. D.	65	200
TAMA	A. J. Wentzien*, M. D., Dist. Surgeon	671	670
	*May be called to any place between Chelsea and Montour.		
MARSHALLTOWN	R. E. Keyser*, M. D., Dist. Surgeon	3373	7145
	Earl Keyser, M. D.	3373	8576
	*May be called to any place between Montour and Colo.		
STATE CENTER			
NEVADA	R. H. Mordaunt, M. D.	81	2
COLO	S. B. Goodenow, M. D.	32	71
AMES	K. C. Piercy, M. D.	321	2791

		Office Phone	Residence Phone
BOONE	W. H. Longworth*, M. D., District Surgeon	134	637
	R. L. Wicks, M. D.	134	2315
	C. L. Updegraff, M. D., Oculist	588	295
	*May be called to any place between Ontario and Jefferson.		
JEFFERSON	A. J. Jongewaard, M. D.	172	744
SCRANTON			
GLIDDEN	J. R. Morrison, M. D.	183	183-W
CARROLL	R. B. Morrison*, M. D., District Surgeon	3543	3630
	*May be called to any place between Carroll and Harlan and between Jefferson and Arion.		
DENISON	A. H. Grau, M. D.	10	303
MISSOURI VALLEY	F. X. Tamisiea*, M. D., District Surgeon	2–2142	2–2414
	*May be called to any place between Arion and Council Bluffs.		
COUNCIL BLUFFS	J. P. Cogley, M. D., District Surgeon	6677	3–0733
	A. C. Brown, M. D.	3–7504	8114
	Lee R. Martin, M. D.	3–7127 3–7504	6567
OMAHA	E. K. Connors, M. D., Dist. Surgeon	At 6140	HA 5175
	R. R. Best, M. D.	Ha 4722	GI 2122
	E. E. Simmons, M. D.	Ha 1141	GI 2617
	Harold Gifford, M. D., Eye, Ear, Nose, Throat	At 5410	Re 7514
	J. D. Bisgard, M. D.	At 3825	GI 6610
	J. C. Kennedy, M. D.	At 5558	Wa 8347
	H. R. Elston, M. D.	Ma 0142	Wa 8232
	S. E. Potter M. D.	Ha 4722	GI 7007
	W. A. Cassidy, M. D., Nose and Throat Specialist	At 2327	GI 2326
JEWELL	C. A. Heise, M. D.	199	199
	F. G. Vernon, M. D.	51	61
DES MOINES	D. W. Coughlan, M. D.	4–5161	2–1911 4–0325
	E. J. Harnagel, M. D., Consulting Surgeon	4–3911	5–0733
MANNING	A. W. Carlile, M. D.	131	131
AUDUBON	L. E. Jensen, M. D.	40	275
FORT DODGE	E. F. Beeh M. D.	Wal 1774	Wal 1337