

# CHICAGO & NORTH WESTERN RAILWAY

**SMOKE**  
is fuel wasted



**SAVE**  
**COAL**

## IOWA DIVISION

WEST OF BOONE

### No. 95

## TIME TABLE

### No. 95

### Takes Effect Sunday, June 6th, 1937

At 12:01 o'clock A. M.

**Central Time**

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

**FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.**

**B. E. TERPNING,**  
GENERAL SUPERINTENDENT.

**F. J. BYINGTON,**  
ASS'T GEN'L SUPERINTENDENT.

**H. A. PARISH,**  
SUPERINTENDENT.



CHICAGO AND NORTH WESTERN RAILWAY COMPANY  
Office of Superintendent  
IOWA DIVISION

Boone, Iowa, June 17, 1937  
520.311

BULLETIN NO. 270:

ALL TRAIN & ENGINEMEN:

Effective Monday, June 21st, 1937, and thereafter,  
Mo. Valley, Iowa, will be a conditional stop for train No. 27  
to let off revenue passengers from Clinton and beyond destined  
to Onawa and beyond.

H. A. PARISH,  
Superintendent.

cc  
CMD JRC MJW ET HAW DDB GEH WPP  
CHH WSW OJP HW CAJ ARE ATH CAK  
CAL GLB REW BET-6 GLH-6 DRH-6  
MJG-6 GAR-6 JLB-6 CHW JPD WFM  
GEL NJL EJZ BOB JHW MIC WHC  
AHS WWW JHM ELG OJP JHD FES

WESTWA

FIRST CL

	11	211	20
	Corn King Limited	Corn King Limited S. C. D. 11	Th Night S. C.
	DAILY	DAILY	DAI
	PM 6.25		
	AM 2.45		
	2.58		
	3.04		
	3.09		
	3.16		
	3.26		
	3.31		
	3.36		
	4.00	AM 4.05	
	4.10	4.17 AM	
	4.20		
	4.25		
	4.35		
	4.50		
	5.01		
	5.08		
	5.19		
	5.35		
	5.50		
	6.05		AI 6.
	6.18		6.
	6.23		6.
	6.34		6.
	6.47	7.00	7.46 9.20
	6.55 AM	7.05 AM	7.50 AM 9.30 AM
	7.05	7.15	7.58 9.40
	7.20 AM	7.31 AM	8.13 AM 9.55 AM
	DAILY	DAILY	DAILY
	11	211	201
			5 17
			217 717
			27

WESTWARD

SECOND CLASS

101	103	111	251	117	253
The Stream-liner City of San Francisco	The Stream-liner City of Los Angeles	The Stream-liner City of Denver	Roundup	Akcarben	Dispatch
★ See Note Below	★ See Note Below	DAILY	DAILY	Daily except Monday	DAILY
PM 6.15	PM 6.15	PM 6.20	AM 9.30	PM 8.30	PM 8.00
PM 11.31	PM 11.31	PM 11.37	AM 1.30	PM 12.30	PM 1.30
11.48	11.48	11.54			
12.03	12.03	12.09			
12.18	12.18	12.24			
12.30	12.30	12.36			
12.43	12.43	12.49			
12.57	12.57	1.03			
1.11	1.11	1.17			
1.19	1.19	1.25		4.30	
1.27	1.27	1.33			
8.27	8.33	10.09	1.39	1.39	1.46
3.40 PM	7.00 PM	8.40 PM	10.13 PM	1.41 AM	1.41 AM
3.50	7.02	8.50	10.18	1.43	1.43
4.05 PM	7.10 PM	9.05 PM	10.30 PM	1.51 AM	1.51 AM
DAILY	★ See Note Below	DAILY	DAILY	★ See Note Below	★ See Note Below
15	49	203	21	1	101
					103
					111
					251
					117
					253

★No. 49 will run only on the following dates:  
Due to leave Boone on the 2nd, 8th, 14th, 20th and 26th of each month.  
★No. 1 will run only on the following dates:  
Due to leave Boone on the 4th, 10th, 16th, 22nd and 28th of each month.  
★No. 101 will run only on the following dates:  
Due to leave Boone on the 5th, 11th, 17th, 23rd and 29th of each month.  
★No. 103 will run only on the following dates:  
Due to leave Boone on the 6th, 12th, 18th, 24th and last day of each month.

No. 49 will not run until July 14, 1937.  
First class trains must clear the time of Nos. 1, 49, 101, 103 and 111 not less than ten minutes; all other trains must clear the time of Nos. 1, 49, 101, 103 and 111 not less than fifteen minutes.

No. 5 will not carry passengers.  
No. 27 will stop at Jefferson and Denison to discharge revenue passengers from Chicago and beyond including passengers holding stock drovers tickets. Will stop at Carroll on signal to receive revenue passengers for Ogden, Utah or beyond and at Denison on signal to receive revenue passengers for Council Bluffs and beyond.





# BETWEEN CARROLL AND AUDUBON.

WESTWARD.		Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Carroll	Subdivision 3a		Communicating Stations	Station Number	EASTWARD.	
SECOND CLASS					STATIONS				THIRD CLASS	
417	515				Time Table 95				514	416
Mixed	Mixed				June 6th, 1937				Mixed	Mixed
Tuesday Thursday Saturday	Monday Wednesday Friday								Monday Wednesday Friday	Tuesday Thursday Saturday
AM 10.30	AM 11.15	.....	FWTT	.....	.....	CARROLL	CS	162	PM 7.00	PM 5.00
s 11.15	s 11.59	28	.....	8.6	.....	HALBUR	.....	451	s 6.15	s 4.15
s 12.15	s 12.25 PM	63	W	17.3	.....	MANNING	CS	453	5.45 PM	s 3.45
s 12.40	.....	44	.....	24.8	.....	GRAY	.....	455	.....	s 3.00
s 1.00	.....	24	.....	30.4	.....	ROSS	.....	457	.....	s 2.35
1.15 PM	.....	55	WTT	34.0	.....	AUDUBON	CS	460	.....	2.15 PM
Tuesday Thursday Saturday	Monday Wednesday Friday								Monday Wednesday Friday	Tuesday Thursday Saturday
417	515								514	416

Trains operating between Manning and Harlan operate over the tracks of the Chicago Great Western Railroad and are governed by the rules and time table of that railroad. When using C. & N. W. tracks at Botna, Irwin, Kirkman and Harlan, trains will be governed by Rule 93—Amended.

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

Train No.	Coach Yard	Broadway
204.....	7:30 a. m.	7:35 a. m.
12.....	6:35 a. m.	6:40 a. m.
121.....	7:30 a. m.	7:35 a. m.
14.....	7:55 a. m.	8:00 a. m.
36.....	3:35 p. m.	3:40 p. m.
115.....	3:40 p. m.	3:45 p. m.
6.....	5:05 p. m.	5:15 p. m.
22.....	6:10 p. m.	6:15 p. m.
28.....	7:05 p. m.	7:10 p. m.
18.....	7:35 p. m.	7:40 p. m.
818.....	7:40 p. m.	7:45 p. m.
202.....	8:00 p. m.	8:05 p. m.

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

General Rules governing employees of the Operating Department, dated December 1st, 1929, are issued in book form. Every employee whose duties are in any way prescribed by these rules, must always have a copy of them at hand when on duty.

## SIGNS AND LETTERS.

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

- s—Regular stop.
- f—Flag stop to receive or discharge passengers or freight.

When placed before the figures of the schedules the following will indicate:

- M—Meals
- N—Luncheon.

Other letters will indicate conditional stops as specified by time table.

The following signs when placed elsewhere indicate:

- F—Fuel.
- W—Water.
- TT—Turntable.
- Y—Wye.
- CS—Communicating station.

During fogs or bad storms in Chicago Terminals and other congested districts, freight and switch engine movements should be kept off the main lines entirely so far as practicable. When movements are absolutely necessary, full protection must be given by flagman using fuseses and other signals.

Under the conditions above mentioned delays are expected, and it should be understood by all that "Safety" is the first consideration.

Enginemen, trainmen and other employees are warned that on the road, at stations, in yards and on industrial tracks, there are bridge girders, fences, buildings, structures and obstructions which, owing to local conditions or requirements, do not give clearance to men on top of or on side of car.

They must familiarize themselves by personal observation with these conditions existing in the district in which they are employed, and must not extend any part of their bodies out from the engine or cars of any train, or attempt to alight therefrom while passing these obstructions. New employees must exercise great care in this respect.

Mail cranes are located at various stations for the purpose of hanging mail to be picked up by passing trains and the clearance of the arm of the crane when mail sack is hung, varies in distance according to the size of locomotive. Enginemen and Trainmen are warned that in passing through station grounds they must be careful not to extend any part of their bodies out of the cab window while passing these mail cranes.

## SPECIAL RULES.

**Standard Time** 1. Clocks showing Central Standard time are located at: Boone—Train Dispatchers Office; Yard Office, and Round House. Carroll—Telegraph office.

Missouri Valley—Yard Office. Council Bluffs—Passenger station, Yard Office, Round House.

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

**Registering Stations** 3. Boone Train Dispatchers' Office; all first class trains. Missouri Valley, Maple River and Carroll; all trains terminating or originating at these points.

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

**Bulletin Boards** 4. Bulletin Boards are located as follows: For Conductors, Trainmen and Yardmen—Boone Yard Office, Boone Office Building, Carroll Yard Office, Mo. Valley Yard Office, Council Bluffs Yard Office, Council Bluffs Passenger Station. For Enginemen and Firemen—Boone Round House, Carroll Round House, Mo. Valley Round House, Council Bluffs Round House.

**Trains Obtain Clearance Form A** 5. All trains starting from or entering two or more track districts at any point between Boone and Council Bluffs will obtain Clearance Form A at such stations. The above will permit operators to accept train orders for such trains without display of train order signal. This rule will not apply at stations where telegraph office is closed.

**Two Tracks** 6. Two tracks are in operation between Boone Freight Yard and Council Bluffs.

**Train Orders Rule D-97a** 7. In two or more track districts extra freight trains will be operated without train orders.

## BLOCKING.

**Automatic Train Speed Control** 8. The main tracks between Boone and Broadway Station, Council Bluffs, are equipped for continuous automatic train speed control.

Exceptions—as authorized by Rule 513—amended.

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

Engines not equipped for Train Control and terminating at Carroll, in service to and from the Sioux City Division may be operated at a speed not to exceed 20 miles per hour between Carroll and Maple River.

**Automatic Block Wayside Signals** Home and Distant Signals A290, 290, 292, 294, 295 and 297, located between Maple River interlocking plant and Carroll passenger station.

**Time Spacing Rules 380 to 382** govern between Carroll and Audubon, and trains will be spaced 15 minutes apart.

## CLASS H ENGINES

Class H Engines may use the westward passing track at Glidden, Carroll, West Side, Denison, Dunlap and Missouri Valley.

Class H Engines may use the eastward passing track at Missouri Valley, Dunlap, Denison, Scranton and Grand Junction. May turn on Wye at Missouri Valley.

Class H Engines must not use passing tracks not mentioned above, or house tracks, industry tracks, storage track 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 beyond the turnout.

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

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

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

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

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

**Spring Switches** 12. Spring Switches from passing track to main line are located at the following points. Rules 104f, 104g, 510a, and 510b will be observed and speed will be restricted as follows:

LOCATION	DIRECTION	MILES PER HOUR
Glidden.....	Westward.....	Engine 10 Train 25
Carroll.....	Westward.....	" 10 " 25
West Side.....	Westward.....	" 10 " 25
Denison.....	Westward.....	" 10 " 25
Denison.....	Eastward.....	" 10 " 25
Dunlap.....	Eastward.....	" 10 " 15
Dunlap.....	Westward.....	" 10 " 15
Missouri Valley.....	Westward.....	" 10 " 25
Missouri Valley.....	Eastward.....	" 10 " 25



# SPEED RESTRICTIONS

## BETWEEN BOONE AND COUNCIL BLUFFS FOR STREAMLINE TRAINS OPERATED BY DIESEL POWER

LOCATION	LIMITS	Maximum Speed Per Hour
Boone and Ogden	Between Boone and Des Moines River Bridge 5 miles west of Boone.....	90
Boone and Ogden	Over Des Moines River Bridge.....	50
Boone and Ogden	Between west end of Des Moines River Bridge and west end of curve 1 mile east of Ogden...	70
Boone and Carroll	Between west end of curve 1 mile east of Ogden and highway crossing 3/4 mile east of Carroll.	90
Carroll	Between highway crossing 3/4 mile east of Carroll and coal shed 1/2 mile west of Carroll.	40
Carroll and Maple River	Between coal shed 1/2 mile west of Carroll and interlocking plant Maple River.....	90
Maple River	Over interlocking plant: Straight route.....	70
Maple River and West Side	Between interlocking plant at Maple River and east end of curve 2 miles west of Arcadia....	90
Arcadia and West Side	Around curve two miles west of Arcadia.....	75
Arcadia and Denison	Between west end of curve 2 miles west of Arcadia and east end of curve 2-1/2 miles west of Vall.....	90
Vall and Denison	Around curve 2-1/2 miles west of Vall.....	75
Vall and Denison	Between west end of curve 2-1/2 miles west of Vall and east end of curve 6-1/2 miles west of Vall.....	90
Vall and Denison	Around curve 6-1/2 miles west of Vall.....	75
Vall and Arion	Between west end of curve 6-1/2 miles west of Vall and Bridge 869 located 1/4 mile west of Denison.....	70
Denison and Logan	Between Bridge 869, located 1/4 mile west of Denison and east end of curve at Logan.....	90
Logan	Around curve at Logan.....	70
Logan and Missouri Valley	Between west end of curve at Logan and curve 1 mile east of Missouri Valley.....	90
Logan and Missouri Valley	Between east end of curve 1 mile east of Missouri Valley and Ninth Street highway crossing 1/4 mile east of Missouri Valley.....	70
Missouri Valley and Loveland	Between Ninth Street highway crossing and west end of curve at West Wye Switch 1/2 mile west of Missouri Valley.....	50
Missouri Valley and Loveland	Between west end of curve at West Wye Switch 1/2 mile west of Missouri Valley and east end of curve 1 mile east of Loveland.....	90
Missouri Valley and Loveland	Around curve 1 mile east of Loveland.....	70

## BETWEEN BOONE AND COUNCIL BLUFFS—Continued FOR STREAMLINE TRAINS OPERATED BY DIESEL POWER

LOCATION	LIMITS	Maximum Speed Per Hour
Missouri Valley and Honey Creek	Between west end of curve 1 mile east of Loveland and Honey Creek.....	90
Honey Creek and Council Bluffs	Between Honey Creek and crossovers at Avenue C Council Bluffs.....	70
Council Bluffs	Over crossovers at Avenue C.....	10
Council Bluffs	Between Avenue C and Council Bluffs.....	15

Where a maximum speed of 90 miles per hour is authorized above, that speed is authorized only on straight track and trains must not exceed 80 miles per hour on any curve between points where a maximum speed of 90 miles per hour is authorized.

## BETWEEN BOONE AND COUNCIL BLUFFS FOR ALL MOVEMENTS EXCEPT STREAMLINE TRAINS OPERATED BY DIESEL POWER

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains	Stock and Time Freight Trains	Other Freight Trains and Engines
Boone	Between Boone Freight Yard and Story Street Highway crossing at east end Boone station.....	40	20	20
	Over Story Street Highway crossing at east end Boone station.....	15	15	15
Boone and Ogden	Between Boone and Des Moines River Bridge 5 miles west of Boone...	70	47	40
Boone and Ogden	Over Des Moines River Bridge.....	35	35	25
Boone and Carroll	Between Des Moines River Bridge 5 miles west of Boone and highway crossing 3/4 mile east of Carroll..	70	47	40
Carroll	Between highway crossing 3/4 mile east of Carroll and coal shed 1/2 mile west of Carroll.....	15	15	15
Carroll and Maple River	Between coal shed 1/2 mile west of Carroll and interlocking plant Maple River.....	70	47	40
Maple River	Over interlocking plant: Straight routes.....	70	47	40
	Diverging main route.....	15	15	15
Maple River and Denison	Between the interlocking plant at Maple River and Bridge 866 located 1/2 mile east of Denison...	70	47	40
Vall and Arion	Between Bridge 866 located 1/2 mile east of Denison and Bridge 869 located 1/4 mile west of Denison.	60	40	40
Denison and Logan	Between Bridge 869 located 1/4 mile west of Denison and east end of curve at Logan.....	70	47	40
Logan	Around curve at Logan.....	60	40	40

## BETWEEN BOONE AND COUNCIL BLUFFS—Continued FOR ALL MOVEMENTS EXCEPT STREAMLINE TRAINS OPERATED BY DIESEL POWER

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains	Stock and Time Freight Trains	Other Freight Trains and Engines
Logan and Mo. Valley	Between west end of curve at Logan and Ninth Street highway crossing 1/4 mile east of Missouri Valley.....	70	47	40
Mo. Valley	Between Ninth Street and Lincoln Highway Crossing.....	10	10	10
Mo. Valley and Loveland	Between Lincoln Highway crossing and west wye switch 1/2 mile west of Missouri Valley.....	45	35	35
Mo. Valley and Honey Creek	Between west wye switch 1/2 mile west of Missouri Valley and Honey Creek.....	70	47	40
Honey Creek and Co. Bluffs	Between Honey Creek and crossovers Avenue C, Council Bluffs..	60	40	40
Co. Bluffs	Over crossovers Avenue C, Council Bluffs.....	10	10	10
Co. Bluffs	Between Avenue C and Council Bluffs.....	15	15	15

## BETWEEN CARROLL AND AUDUBON

LOCATION	LIMITS	Pass. Trains	Stock and Time Freight Trains	Other Freight Trains and Engines
Carroll and Halbur	Between Carroll and MP 4.....	30	25	25
Carroll and Halbur	Around five degree curve between MP 4 and 5.....	20	15	15
Carroll and Manning	Between MP 5 west of Carroll and Manning.....	30	25	25
Manning	West End Manning yard eleven degree curve.....	10	10	10
Manning and Ross	Between Manning and Shaws crossing one and one-half miles west of Gray.....	20	20	20
Gray and Ross	Over Shaws crossing one and one-half miles west of Gray.....	10	10	10
Gray and Audubon	Between Shaws Crossing and Audubon.....	20	20	20



**ADDITIONAL SPEED RESTRICTIONS.  
FOR ALL TRAINS AND ENGINES.**

The speed of a train 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.

Trains moving against the current of traffic in Two or More Track districts will restrict speed to ten miles per hour over dangerous highway crossings, including crossings equipped with automatic signal protection, or within the limits of any city.

Light engines or engines with caboose or coach only will restrict speed to 15 miles per hour over street or highway crossings in any city, town or village.

Trains or engines will restrict speed to ten miles per hour when entering or leaving a siding, moving through a cross-over, or diverging route at a junction except as authorized under speed restrictions.

Speed of 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.

No. 5 will restrict speed to twenty miles per hour at Grand Junction, Jefferson and Denison to dispatch mail. On Sundays only will restrict speed to ten miles per hour at Denison to dispatch mail.

Unless otherwise instructed, steam wrecking outfits must not exceed a speed of 35 miles per hour between Boone and Council Bluffs, and will not be operated on Sub-division 3a without special speed restrictions.

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

- C. & N. W.....Eighth Street, 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

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

- C. & N. W.....Avenue C, 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

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 the stop is made, otherwise the release apparatus at the crossing must be operated in accordance with the second paragraph of Rule 672.

**Train Inspection** 13. Freight trains will stop and make inspection at the following points:  
**WESTWARD**  
 Carroll  
 Denison or Dunlap  
**EASTWARD**  
 Mo. Valley, Dunlap or Denison  
 Carroll

All freight trains will make inspection of their trains when a stop is made for coal or water at points other than specified above.

All eastward trains except streamline trains will make running inspection of their trains east of station platform at Ogden.

**Air Brakes** 14. All cars in trains leaving terminals must be equipped with air brakes Rule 1073 and in operation.

**At Council Bluffs** 15. All train movements west of the double cross-overs located between Ave. B and C, east of Council Bluffs, will be operated as right hand normal direction of traffic.

**Between Co. Bluffs and Omaha** 16. 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 Subdivision Special Rules, and Bridge Subdivision time table.

**At Missouri Valley** 17. Sioux City Division passenger trains stopping at Missouri Valley, will come to the platform on Sioux City Division side. Crews of freight trains and yard engines will be held responsible for keeping clear of passenger trains operating between Tower Z and the west wye at Missouri Valley. This will not relieve crews on such passenger trains from properly protecting their trains.

**At Maple River, and Mo. Valley** 18. Iowa Division trains using Sioux City Division tracks at Maple River and Missouri Valley will do so under flag protection.

**Double Heading Passenger Trains** When for any reason it is necessary to double head passenger trains, the regular passenger engineman and engine will be placed in the lead. However, if it is inconsistent to place the passenger engine ahead, the engineman will change engines in order that the regular engineman will be on the lead engine.

**Disabled Passenger Engines** In case of passenger engine failure, and another engine is substituted, either passenger or freight engine, the engineman of the disabled engine will take the engine that is furnished for relief, leaving the disabled engine with the engineman whose engine is used to replace the disabled engine.

**Cleaning Ash Pans** 19. Ash pans may be cleaned at the following places:  
 Grand Junction.....Penstock  
 Scranton.....Penstock  
 Carroll.....Penstock  
 West Side.....Water Tank  
 Dunlap.....Water Tank

**Sprinkling Hogs Rule 731** 20. 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:

- Boone Freight Yard.
- Carroll West Side
- Dunlap Mo. Valley

**Use of Sand** 21. The use of sand is prohibited on all Interlocking Plants anywhere between the Home Signals; also prohibited between the fouling point and switch points on any turn-out connected with main line in automatic block, automatic train control or centralized control districts, and must not be used on any spring switch between the fouling point and switch point. Sand is an insulator and its use on the rail may result in the improper functioning of signal or interlocking apparatus.

**Whistling** 23. Railroad companies shall not cause or allow the whistle of any locomotive engine to be sounded within the city limits at Boone, Ogden, Grand Junction and Council Bluffs except for the purpose of making such signals necessary for train intercommunication or to prevent injury to persons.

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

**Dispatchers Telephones** 24. Dispatchers telephones are located in waiting rooms at all stations, and, or in the following locations:

- Ogden.—Box east of baggage room door. Mo. Valley.—East end of yard.
- Jefferson.—Box in baggage room. West end Westward passing track.
- Carroll.—At coal shed. West end Westward passing track. Co. Bluffs.—East end of yard.
- Dunlap.—Box in baggage room. Omaha.—Yardmasters office.

**INSTRUCTIONS TO FREIGHT CONDUCTORS,  
AGENTS AND YARDMASTERS.**

**WESTWARD**

No. 117 will handle time freight for Mo. Valley and beyond and for Un. Pacific Co. Bluffs.  
 No. 251. The Roundup will handle Denver and other Union Pacific freight.  
 No. 253. The Dispatch will handle Pacific Coast Time freight.  
 All westward freight trains except Nos. 251 and 253 will fill out at Missouri Valley unless otherwise instructed by train dispatcher.

**EASTWARD**

No. 254 will handle time freight, stock and meat out of Council Bluffs, will pick up at Mo. Valley stock and time freight from Omaha, Sioux City and lines west, and at Carroll stock and time freight from Sioux City Division.

**ACTUAL TONNAGE RATINGS.**

DISTRICT	CLASS OF ENGINE					
	H	J	J-A	Z	R-1	S
Boone to Carroll.....	4815	3700	3900	3060	1650	.....
Carroll to Arcadia.....	3780	3100	3300	2550	1300	.....
Arcadia to Council Bluffs.....	5850	4800	5000	4000	2500	.....
Council Bluffs to Boone.....	5000	3500	3750	2900	1600	.....
Carroll to Manning.....	.....	.....	.....	.....	1000	600
Manning to Audubon.....	.....	.....	.....	.....	.....	700
Audubon to Manning.....	.....	.....	.....	.....	.....	600
Manning to Carroll.....	.....	.....	.....	.....	1000	600

The above ratings are the maximum tonnage, exclusive of caboose, that will be handled over the maximum grades under ordinary conditions. However, additional tonnage will be handled whenever the circumstances and grade will permit.

Cars loaded with merchandise will be rated at four (4) tons per car, plus the actual weight of the car.

In computing gross tonnage of freight trains, the actual stenciled weight of freight equipment must be used in arriving at the gross tonnage of loaded or empty cars, both foreign and home cars; use even ton weights for each car. When the odd weight is over 1000 pounds it will be counted as one ton; when the odd weight is less than 1000 pounds it will not be used in computing tonnage. When the stenciled weight on a car is not legible, or there is no stenciled weight, the weight of cars of similar class and construction will be used.

When engines are unable to haul their rating the tonnage may be reduced on information from the engineman, who will assume the responsibility for reduction made and who will also wire train dispatcher the reasons therefor.

Scheduled trains will be required to haul such tonnage as will enable them to make schedule running time. Trains are not required to double hills except in compliance with instructions or in unforeseen causes.

To secure full tonnage, 15 tons more than rating rather than under rating will be hauled.

Except as above the train dispatcher will determine the tonnage to be hauled.

When double-header engines are used, the larger one must be placed next to the train except when otherwise authorized.

With trains of over forty (40) cars, exclusive of caboose, double-heading is prohibited, except as hereinafter stated: Double-headers may be run in any district providing the rating of the largest engine handling the train is not exceeded. In case of an accident to an engine, consolidation may be effected with another train and consolidated train brought into terminal as double-header if practicable.

In making out way-bills, Agents will insert the gross weight in tons (car and contents) of each carload shipment on the way-bill. Do not show fractions of tons; less than 1,000 pounds to be dropped; 1,000 pounds or over to be counted one ton.

When moving Company material, such as bridge outfit, scrap, ties, etc., under special instructions without way-bills, Conductors and Agents will make careful estimates of the weight of contents.

Yardmasters will at all times make up trains in accordance with the above instructions.

**ESTIMATED WEIGHTS OF C. & N. W. CARS.**

Passenger Equipment	Wood	Steel
	Tons	Tons
Coaches, non-vestibule.....	32	..
Coaches, vestibuled.....	40	57
Passenger-baggage.....	33	72
Sleepers.....	..	70
Chair Cars.....	..	70
Buffet Cars.....	..	75
Lounging Cars.....	..	73
Diners.....	..	81
Parlor Cars.....	55	68
Milk Cars.....	30	30
Business Cars.....	65	80
Baggage-Mail.....	40	68
Baggage Cars.....	45	68
Mail Cars.....	..	60
Horse Cars.....	..	74



**COMPANY SURGEONS.**

Chicago.....(IRVING S. CUTTER, M. D., Medical Director.  
V. H. HORNING, M. D., First Asst. Medical Director.  
127 North Clinton Street, Phone Dearborn 2121; Local 503.

Boone.....A. B. DEERING, M. D., District Surgeon.  
Office Phone, 51; Residence Phone, 58.

Boone.....W. H. LONGWORTH, M. D., Associated District Surgeon.  
Office Phone, 144; Residence Phone, 637.  
May be called to any point between Boone and Glidden.

Ogden.....J. O. GANOE, M. D., Local Surgeon.  
Office Phone, 69; Residence Phone, 143.

Grand Jet.....F. P. CARTWRIGHT, M. D., Local Surgeon.  
Office Phone, 186; Residence Phone, 13.

Jefferson.....A. J. JOUNGERWARD, M. D., Local Surgeon.  
Office Phone, 172; Residence Phone, 287.

Scranton.....R. E. PARRY, M. D., Local Surgeon.  
Office Phone, 76-2; Residence Phone, 76-3.

Carroll.....O. C. MORRISON, M. D., District Surgeon.  
Office Phone, 300; Residence Phone, 302.  
May be called to any place on Audubon and Harlan Branches, and between  
Glidden and Arion.

Manning.....A. W. CARLILE, M. D., Local Surgeon.  
Office Phone, 131; Residence Phone, 188.

Audubon.....L. E. JENSEN, M. D., Local Surgeon.  
Office Phone, 40; Residence Phone, 275.

Denison.....P. J. BRANNON, M. D., Local Surgeon.  
Office Phone, 85; Residence Phone, 456.

Dunlap.....W. W. WALVOORD, M. D., Local Surgeon.  
Office Phone, 246-B2; Residence Phone, 246-F4.

Missouri Valley.....C. A. HEISE, M. D., District Surgeon.  
Office Phone, 232; Residence Phone, 490-J.  
May be called to any point between Arion and Council Bluffs.

Council Bluffs.....V. L. TREYNOR, M. D., Local Surgeon.  
Office Phone, 227; Residence Phone, 5600.

Council Bluffs.....J. P. COGLEY, M. D., Local Surgeon.  
Office Phone, 599; Residence Phone, 4177.

Council Bluffs.....MAT. TINLEY, M. D., Local Surgeon.  
Office Phone, 155; Residence Phone, 512.

Omaha.....ALFRED J. BROWN, M. D., Division Surgeon.  
1618 Medical Arts Bldg.  
Office Phone, Atlantic 6140; Residence Phone, Walnut 0913.

Omaha.....R. R. BEST, M. D., Consulting Surgeon.  
527 Medical Arts Building.  
Office Phone, Webster 1828; Residence Phone, Harney 4722.

Omaha.....E. E. SIMMONS, M. D., Consulting Internist.  
1218 Medical Arts Building.  
Office Phone, Glendale 2617; Residence Phone, Atlantic  
2000.

Omaha.....WM. STOKES, M. D., Consulting Eye, Ear, Nose, Throat.  
1620 Medical Arts Building.  
Office Phone, Harney 5162; Residence Phone, Atlantic 5410.

Omaha.....A. E. BENNETT, M. D., Consulting Neurologist.  
1204 Medical Arts Building.  
Office Phone, Glendale 2251; Residence Phone, Jackson 1550

**OVERHEAD OBSTRUCTIONS.**

Maximum width and height of loaded cars that will pass in safety over the Iowa Division, west of Boone:

For Points Between	Height Above Top of Rail			Structures Limiting Height
	9 ft. wide	10 ft. wide	11 ft. wide	
	ft. in.	ft. in.	ft. in.	
Boone and Carroll.....	21	5 21	5 21	5 O. H. Bridge B-620 W. of Boone.
Carroll and Council Bluffs....	20	5 20	0 19	6 O. R. Bridge 937½ W. of Woodbine, and Bridge 978 West of Missouri Valley.
Carroll and Manning.....	16	4 15	9 15	3 O. H. Bridge 2346, W. of Halbur and tank at Manning.
Manning and Audubon.....	15	3 14	10 14	4 Tank at Audubon.

No load must exceed eleven feet 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.

**TRACK SCALES ARE LOCATED AT FOLLOWING POINTS:**

Location	Length	Capacity
Boone Yard.....	40 Ft.	100 Tons
Missouri Valley.....	40 "	100 "
Council Bluffs.....	40 "	100 "

**COMMUNICATING STATION OFFICE HOURS.**

Station	Daily, except Sunday	Sundays
Boone Frt. Yard.....	Continuous.....	Continuous
Boone.....	Continuous.....	Continuous
Grand Junction.....	Continuous.....	Continuous
Scranton.....	8:00 AM to 4:00 PM.....	Closed
Glidden.....	6:30 AM to 3:30 PM.....	Closed
Carroll.....	Continuous.....	Continuous
Maple River.....	{ 4:00 AM to 11:59 AM..... } { 3:00 PM to 11:00 PM..... }	{ 4:00 AM to 6:00 AM } { 6:00 PM to 8:00 PM }
Denison.....	Continuous.....	Continuous
Arion.....	Continuous.....	Continuous
Dunlap.....	8:45 AM to 5:45 PM.....	Closed
Mo. Valley.....	Continuous.....	Continuous
Co. Bluffs "Ave. C".....	Continuous.....	Continuous
Manning.....	8:00 AM to 5:00 PM.....	Closed
Audubon.....	8:45 AM to 5:45 PM.....	Closed

**WATCH INSPECTORS.**

NATIONAL RAILWAY TIME SERVICE CO.  
Chief Watch Inspectors, 55 E. Washington Street, Chicago.

Boone.....	GEORGE ECKSTEIN
Carroll.....	GLENN WEEKS
Denison.....	E. R. ROSCOE
Missouri Valley.....	F. E. ROBERTS
Council Bluffs.....	KULESH JEWELRY STORE
	230 Broadway
Council Bluffs.....	CASE FRANSEN
	547 West Broadway
Omaha.....	L. A. BORSHEIM
	1614 Farnum St.

**DIVISIONAL STAFF**

**ASSISTANT SUPERINTENDENT**

C. M. DICKINSON  
CLINTON

**TRAINMASTER**

J. R. CHANDLER  
COUNCIL BLUFFS

**TRAINMASTER**

E. TERRILL  
BOONE

**TRAINMASTER**

M. J. WILLIAMS  
BOONE

**ASSISTANT TRAINMASTERS**

H. A. WESTBERG  
CLINTON

D. D. BRYANT  
COUNCIL BLUFFS

C. H. HUMPHRYES, Chief Train Dispatcher  
BOONE

L. F. WIER, Night Chief Train Dispatcher

C. H. JENNINGS, Assistant Chief Train Dispatcher

**DISPATCHERS**

R. W. ALEXANDER  
C. F. TOENINGS  
L. T. BREEDLOVE

C. BENTON  
W. A. SANDERSON

**MASTER MECHANIC**

W. S. WHITFORD  
BOONE

**ASST. MASTER MECHANIC**

O. J. PROTZ  
CLINTON

**ROAD FOREMEN OF ENGINES**

A. R. ERICKSON  
CLINTON

C. A. KNIGHT  
CLINTON

H. WILLIAMS  
BOONE

A. T. HITCHCOCK  
BOONE

C. A. LEWIS  
COUNCIL BLUFFS

C. H. WELLS, Division Engineer

**ROADMASTERS**

J. WATT  
CEDAR RAPIDS

C. KRATOSKA  
AMES

H. A. HALVERSON  
BOONE

J. P. DATESMAN  
COUNCIL BLUFFS

B. R. COOK, Division Accountant  
BOONE

**DISTRICT CLAIM AGENTS**

W. R. BURRELL  
OMAHA

A. L. McKINNEY  
BOONE