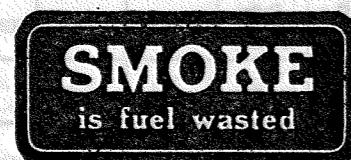


# CHICAGO & NORTH WESTERN RAILWAY



## IOWA DIVISION

### EAST OF BOONE

# No. 101 TIME TABLE No. 101

**Takes Effect Sunday, September 24, 1939**

**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.**

**F. J. BYINGTON,**  
GENERAL SUPERINTENDENT.

**W. A. KRAEMER,**  
ASS'T GEN'L SUPERINTENDENT.

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

# BETWEEN CLINTON AND BELLE PLAINE

WESTWARD														WESTWARD															
FIRST CLASS														SECOND CLASS															
				717	27	87	15	49	21	1	101	103	111	11	5	Subdivision 1 STATIONS													
				Los Angeles Challenger	San Francisco Overland Limited	San Francisco Challenger	The Columbine	The Forty Niner	Pacific Limited	The Stream-liner City of Portland	The Stream-liner City of San Francisco	The Stream-liner City of Los Angeles	The Stream-liner City of Denver	Corn King Limited	Fast Mail	Time Table 101													
				DAILY	DAILY	DAILY	DAILY	★See Note Below	DAILY	★See Note Below	★See Note Below	★See Note Below	DAILY	DAILY	DAILY	September 24th, 1939													
				PM 10.20	PM 10.25	PM 10.30	PM 11.45	AM 9.30	AM 11.35	PM 6.15	PM 6.15	PM 6.15	PM 6.20	PM 6.25	PM 9.00	..... CHICAGO .....													
																..... PROVISO .....													
				AM 1.20	AM 1.40	AM 1.50	AM 4.10	PM 12.14	PM 2.45	PM 8.22	PM 8.22	PM 8.22	PM 8.27	PM 9.55	PM 11.35	..... CLINTON..... C B FWTT AM 2.00 AM 4.15 AM 7.00 AM 11.45 PM 4.00													
				1.27	1.48	1.58	4.18	12.20	2.51	8.26	8.26	8.26	8.31	10.02	11.42	..... WEST CLINTON..... 4.5													
				1.38	1.55	2.05	4.28		2.56					10.08	11.48	..... LOW MOOR..... 5.0													
				1.38	2.01	2.11	4.35		3.00					10.13	11.53	..... MALONE..... 4.5													
				1.43	2.06	2.16	4.45	12.35	3.08	8.39	8.39	8.39	8.44	10.20	11.59	..... DEWITT..... C B 5.0													
																..... GRAND MOUND..... 5.8													
				1.49	2.12	2.22	4.57		3.11					10.26	12.05	..... CALAMUS..... 4.1													
				1.55	2.17	2.28	5.09		3.16					10.32	12.10	..... WHEATLAND..... 5.0													
				1.59	2.21	2.33	5.18		3.20					10.36	12.14	..... LOWDEN..... C B W 7.0													
				2.04	2.26	2.38	5.28	12.56	3.25	8.56	8.56	8.56	9.01	10.41	12.18	..... CLARENCE..... 5.0													
				2.10	2.33	2.45	5.41		3.31					10.49	12.24	..... STANWOOD..... C B Y 5.2													
				2.15	2.38	2.50	5.55	1.08	3.36	9.06	9.06	9.06	9.11	10.56	12.29	..... MECHANICSVILLE..... 6.0													
				2.20	2.43	2.56	6.06		3.41					11.04	12.34	..... LISBON..... C B W 1.4													
				2.27	2.50	3.03	6.19	1.20	3.47	9.16	9.16	9.16	9.21	11.11	12.40	..... MT. VERNON..... 6.5													
				2.28	2.51	3.05	6.26		3.50					11.14	12.41	..... BERTRAM..... 8.0													
				2.35	2.58	3.12	6.34		3.57					11.22	12.48	..... OTIS..... C B 3.0													
				2.41	3.04	3.18	6.40	1.34	4.03	9.29	9.29	9.29	9.34	11.28	12.54	..... CEDAR RAPIDS..... C B WTT 8.3													
				2.50	3.10	3.30	6.50	1.44	4.23	9.38	9.38	9.38	9.43	11.45	1.20	..... BEVERLY..... C B FW 3.0													
				3.10	3.25	3.45	7.15	1.54	4.40	9.47	9.47	9.47	9.52	11.56	1.30	..... FAIRFAX..... 6.7													
				3.16	3.31	3.51	7.21		4.44					12.01	1.34	..... NORWAY..... 4.1													
				3.23	3.38	3.58	7.32		4.50					12.08	1.41	..... WATKINS..... 5.3													
				3.27	3.42	4.02	7.40		4.54					12.12	1.45	..... BLAIRSTOWN..... C B 5.1													
				3.32	3.47	4.07	7.48	2.15	4.59	10.04	10.04	10.04	10.09	12.18	1.50	..... LUZERNE..... 5.1													
				3.37	3.52	4.12	7.56		5.04					12.24	1.55	..... BELLE PLAINE..... C B FWTTY 6.00 AM 8.30 AM 11.30 AM 7.00 PM 7.15 PM													
				3.45 AM	4.00 AM	4.20 AM	8.08 AM	2.26 PM	5.11 PM	10.14 PM	10.14 PM	10.14 PM	10.19 PM	12.33 AM	2.08 AM	Daily except Monday													
				DAILY	DAILY	DAILY	DAILY	★See Note Below	DAILY	★See Note Below	★See Note Below	★See Note Below	DAILY	DAILY	DAILY	117 258 228 229 251													
				717	27	87	15	49	21	1	101	103	111	11	5														

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

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

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

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

First class trains 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.

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

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

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

No. 5 will not carry passengers.



## BETWEEN BELLE PLAINE AND BOONE.

WESTWARD											WESTWARD																									
FIRST CLASS											FIRST CLASS						SECOND CLASS																			
						11	5	717	27	87	15	Subdivision 2 STATIONS											49	21	1	101	103	111	117	253	251					
						Corn King Limited	Fast Mail	Los Angeles Challenger	San Francisco Overland Limited	San Francisco Challenger	The Columbine	Capacity Westward Sidings	Distance from Clinton	Time Table 101 September 24th, 1939											Communicating Stations	Station Numbers	Location of Fuel, Water, Turn Tables and Wyes	The Forty Niner	Pacific Limited	The Streamliner City of Portland	The Streamliner City of San Francisco	The Streamliner City of Los Angeles	The Streamliner City of Denver	Aksarben	Dispatch	Roundup
						DAILY	DAILY	DAILY	DAILY	DAILY	DAILY			CHICAGO											Daily except Monday	DAILY	DAILY									
						PM 6.25	PM 9.00	PM 10.20	PM 10.25	PM 10.30	PM 11.45														AM 8.15	PM 10.30	AM 11.00									
						AM 12.33	AM 2.08	AM 3.45	AM 4.00	AM 4.20	AM 8.08	115.0		PROVISO											PM 6.00	AM 8.30	PM 7.15									
						12.41	2.15	3.51	4.06	4.27	8.18	132.3		BELLE PLAINE	C S	137	FWTTY	PM 2.26	PM 5.11	PM 10.14	PM 10.14	PM 10.14	PM 10.19													
						\$ 1.00	\$ 2.38	4.01	4.16	4.38	\$ 8.41	100		CHELSEA		138			5.17																	
						1.09	2.47	4.09	4.24	4.45	\$ 8.52	139.4		TAMA	C S	181	FWTT	2.43	\$ 5.30	10.28	10.28	10.28	10.38													
						1.12	2.50	4.12	4.27	4.48	\$ 8.58	46		MONTGOMERY		133			5.38																	
						1.15	2.53	4.15	4.30	4.51	9.02	144.8		LE GRAND		134			5.42																	
						\$ 1.27	\$ 3.09	4.22	\$ 4.40	\$ 5.03	\$ 9.16	150.6		QUARRY		135			5.44																	
														MARSHALLTOWN	C S	136	W	3.02	\$ 6.00	10.43	10.43	10.43	\$ 10.48													
						1.35	3.18	4.30	4.49	5.12	\$ 9.28	113	157.9	LA MOILLE		137			6.08																	
						1.43	3.26	4.38	4.57	5.20	\$ 9.41	51	164.9	STATE CENTER	C S	138	W	3.22	6.15	10.56	10.56	10.56	11.01													
						1.51	3.34	4.46	5.05	5.28	\$ 9.53		172.7	COLO.		142			6.23																	
						1.59	3.41	4.53	5.13	5.36	\$ 10.10	110	179.7	NEVADA	C S	143		3.40	\$ 6.37	11.09	11.09	11.09	11.14													
						\$ 2.17	\$ 4.05	\$ 5.10	\$ 5.30	\$ 5.50	\$ 10.80		188.1	AMES	C S	145	WY	3.48	\$ 6.58	11.16	11.16	11.16	11.21													
						2.25	4.12	5.17	5.37	5.57	\$ 10.38	49	192.1	ONTARIO		147			7.05																	
						2.30	4.17	5.23	5.43	6.03	\$ 10.48		197.2	JORDAN		148			7.10																	
						2.34	4.25	5.30	5.50	6.10	10.54		201.3	BOONE FREIGHT YARD	C S		FWTT	4.06	7.15																	
						2.40 AM	4.30 AM	5.40 AM	6.00 AM	6.20 AM	11.00 AM		202.3	BOONE	C S	150		4.10 PM	7.20 PM	11.31 PM	11.31 PM	11.31 PM	11.37 PM	10.45 AM	1.30 PM	11.00 PM										
						DAILY	DAILY	DAILY	DAILY	DAILY	DAILY						★See Note Below	DAILY	★See Note Below	★See Note Below	★See Note Below	DAILY	Daily except Monday	DAILY	DAILY											
						11	5	717	27	87	15						49	21	1	101	103	111	117	253	251											

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

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

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

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

First class trains 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. 717 will stop at Tama and Marshalltown to receive revenue passengers for Salt Lake City, Ogden, Utah, and beyond Granger.

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

No. 111 will stop at Ames to receive revenue passengers for points west of Omaha.





General Rules governing employes of the Operating Department, dated December 1st, 1929, 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.

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 schedule the following will indicate:

- M—Meals. N—Luncheon. Other letters will indicate conditional stops as specified by time tables.

The following signs when placed elsewhere indicate:

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

During fogs or bad storms in Chicago Terminals or 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 flagmen using fuses and other signals.

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

Employes are warned that on the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies and obstructions which, owing to local conditions or requirements, do not give clearance to men on top of or on side of car or engine.

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 employes 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 the mail sack is hung, varies in distance according to the size of the 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: Clinton—Fifth Street; Passenger station; Round House. Cedar Rapids—Telegraph office. Belle Plaine—Telegraph office, depot; Yard Office, Round House. Boone—Train Dispatcher's office, Yard office, Round House. Des Moines—Telegraph office; Round House. Jewell—Telegraph office. Anamosa—Telegraph office.

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. Boone Train Dispatcher's Office—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. Anamosa—All trains. 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.

Trains Obtain Clearance Form A 4. All trains starting from or entering two or more tracks at any point between Clinton and Boone will obtain Clearance Form A at such station. The above will permit operators to accept train orders for such trains without displaying train order signal. This rule does not apply at stations where telegraph office is closed. All trains between Des Moines and Jewell must get a Clearance Form A at Ames

Bulletin Boards 5. Bulletin Boards are located as follows: For Conductors, Trainmen and Yardmen—Clinton, Cedar Rapids, Belle Plaine Yard, Des Moines, Jewell, Boone Freight Yard, Boone Office Building. For Enginemen and Firemen—Clinton, Cedar Rapids, Belle Plaine, Tama, Marshalltown, Ames, Des Moines, Boone, Jewell.

Two Tracks 6. Two tracks are in operation between East Clinton and Boone via Linn Co. Railway and between Otis and Beverly via Cedar Rapids. All extra freight trains will run via Linn Co. Railway unless otherwise instructed.

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

At Cedar Rapids 8. All trains and switch engines will approach the cross-overs at East End and West End of Cedar Rapids passenger station at restricted speed, prepared to stop short of an obstruction or a misplaced switch or another train using switches. Trains will proceed only on signal from Switch Tender, and in absence of such signal will stop and flag over the switches leading into or from the station.

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

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

Enginemen and Trainmen must understand that switch targets and lights are connected to the slip switches. The targets and lights show green for the straight crossing movements and red for the turnout movements.

Trainmen and Yardmen using switches in these districts when Switch Tenders are not on duty will be held responsible for the proper position of the switches.

A clear block or a signal given a train to enter or leave Cedar Rapids passenger station does not indicate that the main tracks are clear at that station. Trains must approach and pass through there at restricted speed.

At Clinton 9. 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.

Class E-4 10. Class E-4 and Class H Engines may use the westward passing tracks and Class H at De Witt, Wheatland, Lowden, Stanwood, Mechanicsville, Lisbon, Engines Norway, Blairstown, Belle Plaine, Tama, La Moille and Nevada.

Class E-4 and Class H Engines may use the eastward passing tracks at Nevada, La Moille, Tama, Belle Plaine, Blairstown, Lisbon, Stanwood, Wheatland and De Witt.

Class E-4 and Class H Engines may turn on the wye at Stanwood, Belle Plaine and Ames.

Class H Engines must not be operated on passing tracks not mentioned above, or on 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.

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

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

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

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

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

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

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 enginemen will change engines, in order that the regular engineman will be on the leading engine.

Disabled Passenger Engine In case of passenger engine failure, and another engine is substituted, either passenger or freight, 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.

Whistling 11. Railroad Companies shall not cause or allow the whistle of any locomotive engine to be sounded within the city limits of Clinton, Cedar Rapids, Belle Plaine, State Center and Boone at any time, and at Des Moines between the hours of 7:00 p. m. and 6:30 a. m., except such as may be absolutely necessary to prevent injury to persons and to property.

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

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

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

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

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

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

The spring switch on the eastward main track must not be thrown by hand except by permission of the leverman.

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

In addition to observing Rules 601A and 672 amended, 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 20 miles per hour passing the home signal.:

- C. M. St. P. & P. Delmar.

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 amended.

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

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

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

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

## SPEED RESTRICTIONS BETWEEN CLINTON AND BOONE

FOR STREAMLINE TRAINS OPERATED BY DIESEL POWER

LOCATION	LIMITS	Maximum Speed Per Hour	LOCATION	LIMITS	Maximum Speed Per Hour	LOCATION	LIMITS	Maximum Speed Per Hour
East Clinton	Over Interlocking plant, straight route and around curve at west end of plant.....	45	Cedar Rapids and Beverly	Between M. P. 83, located 1-3/4 miles west of Cedar Rapids and Beverly Interlocking plant.	60	Belle Plaine and Montour	Between west Interlocking plant Belle Plaine and east end of curve 3 miles west of Tama..	90
East Clinton	Over Interlocking plant, diverging main route.	15	Beverly	Over Interlocking plant, main routes.....	40	Tama and Montour	Around curves at M. P. 136 and 137, located 3 and 4 miles west of Tama, respectively.....	70
East Clinton and Clinton	Clinton draw bridge.....	30	Otis and Beverly	Between Otis Interlocking plant and Beverly Interlocking plant via Linn County Ry.....	50	Tama and Marshalltown	Between M. P. 137, located 4 miles west of Tama and Marshalltown.....	90
Clinton	Over Second Street Interlocking plant: Straight route..... Through turnouts.....	20 10	Otis and Beverly	Westward on Linn County Ry. turnout east and west end of Bridge 228 over Cedar River..	15	Marshalltown	Between east end of yard and M. & St. L. Crossing and over Interlocking plant.....	50
Clinton	Between Clinton and Fifth St.: Straight route..... Through turnouts.....	20 10	Beverly and Blairstown	Between Interlocking plant Beverly and curve 1/2 mile west of Watkins.....	90	Marshalltown and La Moille	Between Interlocking plant Marshalltown and east end of curve 3 miles west of Marshalltown.....	90
Clinton and Bertram	Between 5th Street, Clinton, and east end of curve at M. P. 71 located 6 miles west of Mt. Vernon.....	90	Watkins and Blairstown	Between east end of curve 1/2 mile west of Watkins and west end of curve 2-1/2 miles west of Watkins.....	75	Marshalltown and La Moille	Around curve 3 miles west of Marshalltown....	75
Mt. Vernon and Otis	Between east end of curve at M. P. 71 located 6 miles west of Mt. Vernon and west end of curve 1 mile west of Bertram.....	70	Watkins and Luzerne	Between west end of curve 2-1/2 miles west of Watkins, and curve 3 miles west of Blairstown.....	90	Marshalltown and Ames	Between west end of curve 3 miles west of Marshalltown and east yard limits Ames.....	90
Bertram and Otis	Between west end of curve 1 mile west of Bertram and Otis Interlocking plant.....	80	Blairstown and Belle Plaine	Between east end of curve 3 miles west of Blairstown and east end of Buckeye curve 2-1/2 miles west of Luzerne.....	75	Ames	In yard limits and over Interlocking plant....	50
Otis	Over Interlocking plant, main routes.....	35	Luzerne and Chelsea	Between east end of Buckeye curve and west Interlocking plant Belle Plaine.....	50	Ames and Boone Freight Yard	Between Interlocking plant, Ames and Boone Freight Yard.....	90
Otis and Cedar Rapids	Between Interlocking plant Otis and Bridge 199 located 2 miles west of Otis.....	60				Boone	Between Boone Freight Yard and Story Street Highway crossing at east end Boone station..	50
Cedar Rapids	Between Bridge 199, located 2 miles west of Otis and M. P. 83, located 1-3/4 miles west of Cedar Rapids.....	20				Boone	Over Story Street Highway crossing.....	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 maximum speed of 90 miles per hour is authorized.



# SPEED RESTRICTIONS

FOR ALL MOVEMENTS EXCEPT STREAMLINE TRAINS OPERATED BY DIESEL POWER

## BETWEEN CLINTON AND BOONE

## BETWEEN CLINTON AND BOONE—Continued

## BETWEEN DES MOINES AND JEWELL—Continued

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains	Stock and Time Freight Trains	Other Freight Trains and Engines
East Clinton	Over Interlocking plant, straight route and around curve at west end of plant.....	45	35	35
East Clinton	Over Interlocking plant, diverging main route.....	15	15	15
East Clinton and Clinton	Clinton draw bridge.....	30	30	30
Clinton	Over Second Street Interlocking plant— Straight route..... Through turnouts.....	20	20	20
		10	10	10
Clinton	Between Clinton and Fifth Street Straight route..... Through turnouts.....	20	20	20
		10	10	10
Clinton and Otis	Between Fifth Street, Clinton, and Otis interlocking plant.....	70	50	40
Otis	Over interlocking plant When routed via L. C. Ry..... When routed via Cedar Rapids.....	35	35	35
		35	25	25
Otis and Cedar Rapids	Between interlocking plant Otis and Bridge 199 located 2 miles west of Otis.....	50	50	40
Cedar Rapids	Between Bridge 199 located 2 miles west of Otis and MP 83, located 1-3/4 miles west of Cedar Rapids.	20	12	12
Cedar Rapids and Beverly	Between MP 83, located 1-3/4 miles west of Cedar Rapids and Beverly Interlocking plant.....	50	35	35
Beverly	Over Interlocking plant, all main routes.....	40	35	35
Otis and Beverly	Between Otis Interlocking plant and Beverly Interlocking plant via Linn Co. Ry.....	50	35	35
Otis and Beverly	Westward on Linn Co. turnout east and west end Bridge 228 over Cedar River.....	15	15	15
Beverly and Belle Plaine	Between the interlocking plant at Beverly and east end Buckeye curve 2-1/2 miles west of Luzerne	70	50	40
Luzerne and Belle Plaine	Between east end of Buckeye curve 2-1/2 miles west of Luzerne and west interlocking plant at Belle Plaine.....	50	35	35
Belle Plaine and Montour	Between the west interlocking plant at Belle Plaine and east end of curve 3 miles west of Tama.....	70	50	40
Tama and Montour	Around curves at MP 136 and 137 located 3 and 4 miles west of Tama, respectively.....	60	50	40
Tama and Marshalltown	Between MP 137 located 4 miles west of Tama and Marshalltown....	70	50	40

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains	Stock and Time Freight Trains	Other Freight Trains and Engines
Marshalltown	Between east end of yard and M. & St. L. Crossing and over interlocking plant.....	50	25	25
Marshalltown and Ames	Between interlocking plant Marshalltown and east yard limits at Ames.....	70	50	40
Ames	In Yard limits and over interlocking plant.....	30	30	30
Ames	Trains or engines using Des Moines Line over Lincoln Highway.....	10	10	10
Ames and Boone Freight Yard	Between West Yard limits Ames and Boone Freight Yard.....	70	50	40
Boone	Between Boone Freight Yard and Story Street Highway Crossing at east end Boone station.....	40	20	20
Boone	Over Story St. highway crossing..	15	15	15

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains	Stock and Time Freight Trains	Other Freight Trains and Engines
Kelley	Over F. D. D. M. & S. crossing....	30	30	30
Kelley and Ames	Between F. D. D. M. & S. crossing at Kelley and Lincoln Highway crossing West of West switch Ames	45	30	30
Ames	Over Lincoln Highway crossing just east of west switch Ames.....	10	10	10
Ames and Story City	Between interlocking plant at Ames and MP 46, west of Story City.....	40	25	25
Story City	Between MP 46 west of Story City and MP 47 west of Story City....	30	20	20
Story City and Jewell	Between MP 47 west of Story City and Jewell.....	40	25	25
Jewell	Iowa Division trains stop before entering upon the tracks used jointly by the Northern Iowa, Sioux City and Iowa Divisions and know everything is clear before proceeding. When necessary, movements must be afforded flag protection.			

## BETWEEN DES MOINES AND JEWELL

## BETWEEN CLINTON AND ANAMOSA

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains	Stock and Time Freight Trains	Other Freight Trains and Engines
Des Moines	Des Moines yard south of passenger station D. M. & W., C. R. I. & P and K. D. M. crossings.....			Stop
Des Moines	Between Des Moines station and 14th St. highway crossing.....	10	10	10
Des Moines and Saylor	Between 14th St., Des Moines and MP 2.....	40	25	25
Des Moines and Saylor	Between MP 2 and 3 five degree curve.....	25	20	20
Des Moines and Saylor	Between MP 3 and MP 5.....	40	25	20
Des Moines and Saylor	Between MP 5 and MP 6, four and five degree curve.....	25	15	15
Des Moines and Crocker	Between MP 6 west of Saylor and MP 13 east of Ankeny.....	45	30	30
Ankeny and Crocker	Between MP 13 east of Ankeny and MP 14, five degree curve.....	30	20	20
Ankeny and Polk City Jct.	Between MP 14 west of Crocker and MP 17 east of Crocker.....	45	30	30
Crocker and Polk City Jct.	From MP 17 east of Crocker to MP 18, three degree curve.....	40	25	25
Polk City and Polk City Jct.	Between Polk City Jct. and Polk City.....	15	10	10
Crocker and Slater	Between MP 18 east of Crocker and C. M. St. P. & P. crossing Slater..	45	30	30
Slater	Over C. M. St. P. & P. Crossing....	30	30	30
Slater and Kelley	Between C. M. St. P. & P. crossing at Slater and F. D. D. M. & S. crossing at Kelley.....	45	30	30

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains	Stock and Time Freight Trains	Other Freight Trains and Engines
Clinton and Lyons	Between Clinton and C. M. St. P. & P. crossing.....	10	10	10
Clinton and Lyons	C. M. St. P. & P. crossing.....	Stop	Stop	Stop
Clinton and Lyons	Between C. M. St. P. & P. crossing Clinton and Lyons.....	20	20	20
Lyons and Almont	Between Lyons station and C. M. St. P. & P. crossing one mile West of Lyons.....	10	10	10
Lyons and Charlotte	Between C. M. St. P. & P. crossing 1 mile west of Lyons and MP 23 west of Goose Lake.....	30	20	20
Goose Lake and Charlotte	Between MP 23 west of Goose Lake and MP 24 west of Goose Lake...	25	15	15
Goose Lake and Delmar	Between MP 24 west of Goose Lake and C. M. St. P. & P. crossing Delmar.....	30	20	20
Delmar	Over C. M. St. P. & P. crossing..	20	20	20
Delmar and Maquoketa	Between C. M. St. P. & P. crossing Delmar and Highway Crossing 1 1/4 mile east of Maquoketa.....	30	20	20
Delmar and Maquoketa	Over highway crossing 1 1/4 miles east of Maquoketa.....	10	10	10
Delmar and Onslow	Between highway crossing 1 1/4 miles east of Maquoketa and MP 50 west of Monmouth.....	30	20	20
Monmouth and Onslow	Between MP 50 west of Monmouth and MP 54 west of Monmouth four degree curve.....	25	15	15
Monmouth and Anamosa	Between MP 54 west of Monmouth and Anamosa.....	30	20	20
Anamosa	C. M. St. P. & P. crossing.....	Stop	Stop	Stop

**SPEED RESTRICTIONS  
BETWEEN STANWOOD AND TIPTON**

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains	Stock and Time Freight Trains	Other Freight Trains
Stanwood	Lincoln Highway just west of Stanwood.....	Stop	Stop	Stop
Stanwood and Wald	Between Lincoln Highway crossing west of Stanwood and one mile east of Wald.....	30	20	20
Stanwood and Wald	Around sharp curve one mile east of Wald light rail.....	15	15	15
Stanwood and Wald	From one mile east of Wald to Wald	30	20	20
Wald	Over highway crossing at Wald....	5	5	5
Wald and Tipton	Between highway crossing at Wald and Tipton.....	30	20	20

**ADDITIONAL SPEED RESTRICTIONS  
For All Trains and Engines**

**Diesel Motor Drawn Trains.** Trains of ordinary standard equipment handled by Diesel Power must observe speed restrictions of Trains handled by Steam Power.

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

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

No. 5 will restrict speed to thirty miles per hour at State Center to dispatch mail.

**Circus and Carnival Trains** On Main Line, will not exceed speed of 35 miles per hour at any point on straight track and 25 miles per hour on curves. On Branch Lines, will not exceed speed of 25 miles per hour at any point on straight track and 20 miles per hour on curves. Speed restrictions requiring less than the above speed must be observed.

**Scale Test Cars** Trains handling scale test cars, either U. S. Government owned, or such cars of this or other railroads, must not exceed speed on 30 miles per hour on main line, nor speed of 20 miles per hour on branch lines and must carefully observe the operation of trains whenever handling cars of this type.

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

Location	Direction	Miles per Hour	
		Engine 10	Train 15
Clinton.....	Round House.....	" 10	" 15
Clinton.....	4th Street.....	" 10	" 15
West Clinton.....	Westward.....	" 10	" 15
DeWitt.....	Westward.....	" 10	" 25
DeWitt.....	Eastward.....	" 10	" 25
Lowden.....	Westward.....	" 10	" 15
Stanwood.....	Eastward.....	" 10	" 15
Lisbon.....	Westward.....	" 10	" 15
Lisbon.....	Eastward.....	" 10	" 15
Blairstown.....	Eastward.....	" 10	" 15
Blairstown.....	Westward.....	" 10	" 15
LaMoille.....	Eastward.....	" 10	" 25
LaMoille.....	Westward.....	" 10	" 15
Nevada.....	Eastward.....	" 10	" 25
Ames.....	South Y Southward.....	" 10	" 15
BU Boone.....	East Lead.....	" 10	" 15

**Reverse Movements** Trains operating against the current of traffic will not exceed a speed of twenty miles per hour at any point.

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 single track operation at not to exceed ten miles per hour.

Trains moving against the current of traffic in two or more track districts will not exceed ten miles per hour over dangerous highway crossings, including crossings equipped with automatic signal protection or within the limits of any city.

**Light Movements** Light engines or engines with caboose or coach only must not exceed 15 miles per hour over any street or highway crossing in any city, town or village.

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

**Freight Train Inspection** 13. Freight trains will stop and make inspection of their train at the following points:

<b>WESTWARD</b>	<b>EASTWARD</b>
Lisbon.	Marshalltown or Tama.
Belle Plaine, Tama or Marshalltown.	Beverly.
	Grand Mound.

When Eastward freight trains operated with Class J Engines stop at Lowden for coal and water and make standing inspection at Lowden, it will not be necessary to stop at Grand Mound for inspection.

Eastward dead freight trains which stop at State Center for water and inspect their train at that point will not stop at Tama for the purpose of inspecting their train.

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

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

**Using Sand** 15. The use of sand is prohibited on all Interlocking Plants anywhere between home signals, also prohibited between the fouling point and 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.

**Cleaning Ash Pans** 16. Ash pans may be cleaned at the following places:  
DeWitt..... West Penstock Tama..... Coal Shed  
Lowden, Water Tank and East Penstock State Center  
Lisbon..... East Penstock Water Tank  
Beverly..... East and West Penstock Ames..... Water Tank

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

- Clinton.—Yard office, west yard.  
Mill Creek, west yard.
- Wheatland.—West end Westward passing track.
- Stanwood.—East end, Eastward passing track.
- Cedar Rapids.—Freight house.
- Beverly.—Yard office.  
West end of yard.
- Blairstown.—East end, Eastward passing track.  
West end, Westward passing track.
- Belle Plaine.—Yard office.
- Tama.—Passenger station and yard office.
- Quarry.—Box inside Waiting Room.
- Nevada.—East end, Eastbound passing track.
- Ames.—Passenger station.
- Ontario.—East side station tool house.
- Jordan.—Building on Westward platform.

**Sprinkling Hogs Rule 731** 17. 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 Onslow, Maquoketa, Clinton, DeWitt, Lowden, Tipton, Lisbon, Beverly, Norway, Belle Plaine, Tama, State Center, Ames.

**BLOCKING.**

**Automatic Train Speed Control** 18. The main tracks between Boone and the east end of the Mississippi River Bridge at East Clinton, via both Cedar Rapids and Linn County Ry., 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.

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, and in these movements these engines will be governed by way side signal indications.

**Automatic Block Wayside switch at Ames and Des Moines.**  
**Signals**

**Time Spacing Rule 91** 20. Between Clinton and Anamosa; between Stanwood and Tipton; between Jewell and Ames Rules 380 to 382 govern and trains will be spaced fifteen minutes apart.

**ACTUAL TONNAGE RATINGS.**

DISTRICTS	CLASS OF ENGINE				
	H	J	J-A	Z	R-1
Clinton to Tama.....	4200	3000	3300	2490	1450
Tama to Boone.....	3315	2800	3000	2325	1250
Boone to Clinton.....	4800	3350	3500	2400	1450
Des Moines to Saylor.....		1600	1900	1400	800
Saylor to Ames.....		2600	2800	2000	1200
Ames to Jewell.....				1525	950
Jewell to Ames.....				2500	1850
Ames to Des Moines.....		1900	2200	1575	850
Clinton to Anamosa.....					1200
Anamosa to Clinton.....					1200

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 hauled whenever circumstances and grades 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 less than 1,000 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 wire train dispatcher the reasons therefor.

Scheduled trains will be required to haul such tonnage as will enable them to make scheduled 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 outfits, 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.

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

**WESTWARD**

Extra dead freight trains will fill on through cars to time table rating at Beverly, Tama, Marshalltown and Ames, unless otherwise instructed by train dispatcher.

No. 117 will handle Proviso merchandise for and via Cedar Rapids, Tama, Marshalltown, Ames, Boone and beyond.

No. 251, THE ROUNDUP, will handle Denver and other Union Pacific time freight.

No. 253, THE DISPATCH, will handle Pacific Coast time freight.

No. 123 will handle merchandise and time freight from No. 117 at Ames for Des Moines.

No. 223 will handle merchandise and time freight for Belle Plaine and Northern Iowa Division via Belle Plaine.

No. 229 will handle merchandise and time freight for Cedar Rapids, Northern Iowa Division points via Tama, and pick up Northern Iowa Division time freight at Beverly.

**EASTWARD**

Extra dead freight trains will fill on through cars to time table rating at Beverly unless otherwise instructed.

No. 252 will handle stock, packing house products, fruits and vegetables.

No. 130 will handle time freight from Cedar Rapids.

No. 124 will pick up time freight at Ames, Marshalltown, Tama, Belle Plaine.

No. 64 will handle meat, stock, merchandise and time freight from Des Moines and Ames for points beyond Jewell, merchandise for Story City.

**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.

Clinton.....**F. M. KEEFE, M. D.,** District Surgeon.  
Office Phone, 490; Residence Phone, 1062.  
May be called to any place between Clinton and Anamosa, and between Clinton and Wheatland.

Clinton.....**L. K. FENLON, M. D.,** Local Surgeon.  
Office Phone, 215; Residence Phone, 214.

Clinton.....**E. P. WEIH, M. D.,** Oculist-Aurist.  
Office Phone, 627; Residence Phone, 1210.

Clinton.....**T. B. CHARLTON, M. D.,** Associate Oculist-Aurist.  
Office Phone, 4262; Residence Phone, 561.

Maquoketa.....**JOHN W. JORDAN, M. D.,** Local Surgeon.  
Office Phone, 58; Residence Phone, 254.

Anamosa.....**E. G. RAWSON, M. D.,** Local Surgeon.  
Office Phone, 18; Residence Phone, 17.

De Witt.....**G. C. SCANLAN, M. D.,** Local Surgeon.  
Office Phone, 92X; Residence Phone, 92Y.

Wheatland.....**DR. E. V. RIEDESEL, M. D.,** Local Surgeon.  
Office Phone, 17R1; Residence Phone, 17R2.

Lowden.....**DR. FRED MONTZ, M. D.,** Local Surgeon.  
Office Phone, 26-W; Residence Phone, 26-J.

Stanwood.....**W. C. TILDEN, M. D.,** Local Surgeon.  
Office Phone, No. 61-A; Residence Phone, No. 61-B.

Lisbon.....**J. R. GARDNER, M. D.,** Local Surgeon.  
Office Phone, 2-91; Residence Phone, 3-91.

Mt. Vernon.....**DR. T. L. WOLFE,** Local Surgeon.  
Office and Residence Phone, 149.

Cedar Rapids.....**W. RUMML, M. D.,** District Surgeon.

Cedar Rapids.....**D. E. BEARDSLEY, M. D.,** Associate District Surgeon.  
Dr. Ruml Office Phone, 4422; Residence Phone, 2-7692.  
Dr. Beardsley Office Phone, 5221; Residence Phone, 2-3582.  
May be called to any place between Stanwood and Tipton, and between Clarence and Blairstown.

Cedar Rapids.....**H. L. WALKER,** Oculist and Aurist.

Blairstown.....**R. A. SEILER, M. D.,** Local Surgeon.  
Office Phone, 38; Residence Phone, 37.

Belle Plaine.....**G. W. YAVORSKY, M. D.,** District Surgeon.  
Office Phone, 24-Black; Residence Phone, 24-Blue.  
May be called to any place between Blairstown and Chelsea.

Chelsea.....**DR. E. K. DUN VAN, M. D.,** Local Surgeon.  
Office and Residence Phone, 78.

Tama.....**A. J. WENTZIEN, M. D.,** District Surgeon.  
Office Phone, 170-R2; Residence Phone, 170-R3.

Marshalltown.....**G. E. HERMENCE, M. D.,** District Surgeon.  
Office Phone, 34; Residence Phone, 2640.  
May be called to any place between Quarry and Ames, and Ames and Jewell.

State Center.....**A. D. WOODS, M. D.,** Local Surgeon.  
Office Phone, 33; Residence Phone, 52.

Nevada.....**B. HOUSTON,** Local Surgeon.  
Office Phone, 61; Residence Phone, 66.

Ames.....**E. B. BUSH, M. D.,** Local Surgeon.  
Office Phone, 321; Residence Phone, 322.

Des Moines.....**O. J. FAY and A. C. PAGE, M. D.,** District Surgeons.  
Dr. Fay Office Phone, 4-5161; Residence Phone, 5-1079.  
Dr. Page Office Phone, 4-4151; Residence Phone, 3-1496.  
May be called to any place between Des Moines and Kelley.

Jewell.....**E. W. SLATER, M. D.,** Local Surgeon.  
Office Phone, 55; Residence Phone, 96-W.

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

Boone.....**W. H. LONGWORTH, M. D.,** Associate District Surgeon.  
Office Phone, 144; Residence Phone, 637.  
May be called to any place between Ames and Boone.

Boone.....**C. L. UPDEGRAFF, M. D.,** Ophthalmologist.  
Office Phone, 588; Residence Phone, 27.

**OVERHEAD OBSTRUCTIONS.**

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

FOR POINTS BETWEEN	Height Above Top of Rail			STRUCTURE LIMITING HEIGHT	
	9 ft. wide	10 ft. wide	11 ft. wide		
	Ft. in.	Ft. in.	Ft. in.		
Clinton Ice House.....	18	9 17	11 17	1	Iceing Platform
Clinton and Belle Plaine (via Linn Co. Railway).....	17	2 16	8 16	2	O. R. Br. 229, Linn County Ry. and tank at Stanwood.
Belle Plaine and Tama.....	16	5 16	0 15	5	Tanks at Belle Plaine and Tama.
Tama and Ames.....	17	11 17	7 17	2	O. H. Br. 429, W. of LeGrand; and tank at State Center.
Ames and Boone.....	20	4 20	4 20	4	O. H. Br. 569½, east of Ontario.
Otis and Beverly (via Cedar Rapids).....	19	8 19	2 18	9	O. H. Br. 201½, Cedar Rapids and Br. 202 over Cedar River.
Clinton and Anamosa.....	16	1 15	8 15	3	O. R. Br. 1396½, east of Center Jct. and tank at Maquoketa.
Stanwood and Tipton.....					No obstruction below 21 ft. 6 inches.
Ames and Des Moines.....					
Ames and Jewell.....					

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.

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

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

**WATCH INSPECTORS.**

**THE NATIONAL RAILWAY TIME SERVICE COMPANY,** Chief Inspectors  
55 East Washington Street, Chicago.

Clinton.....	{ J. H. POTTS & SON GUS. A. BRUMER, Jr.
Cedar Rapids.....	{ BOYSON JEWELRY CO. OKINOW'S
Belle Plaine.....	A. E. FEDDERSEN
Des Moines.....	HANGERS JEWELRY STORE
Des Moines.....	S. JOSEPH & SON
Boone.....	GEORGE ECKSTEIN
Tama.....	SOLEMAN & PLATT
Marshalltown.....	MARK SVACINA
Lyons.....	J. H. POTTS & SON

**LOCATION AND CAPACITY OF TRACK SCALES.**

Location	Length	Capacity
Anamosa.....	40 Feet	100 Tons
Clinton.....	46 "	100 "
Cedar Rapids.....	40 "	100 "
Belle Plaine.....	40 "	100 "
Tama.....	40 "	100 "
Marshalltown.....	40 "	100 "
Des Moines.....	46 "	100 "

**COMMUNICATING STATION OFFICE HOURS.**

Station	Daily Except Sunday	Sundays
<b>CLINTON TO BOONE.</b>		
Clinton Pass. Sta.....	{ 12:01 AM to 8:00 AM..... 4:00 PM to 11:59 PM.....	{ 12:01 AM to 8:00 AM 4:00 PM to 11:59 PM
Clinton 5th St.....	Continuous.....	Continuous
DeWitt.....	12:01 AM to 4:00 PM.....	12:01 AM to 4:00 PM
Lowden.....	Continuous.....	Continuous
Stanwood.....	8:00 AM to 5:00 PM.....	Closed
Lisbon.....	Continuous.....	Continuous
Otis.....	Continuous.....	Continuous
Cedar Rapids.....	{ 12:01 AM to 10:45 AM..... 6:45 PM to 11:59 PM.....	{ 12:01 AM to 10:45 AM 6:45 PM to 11:59 PM
Beverly.....	Continuous.....	Continuous
Blairstown.....	8:30 AM to 5:30 PM.....	Closed
Belle Plaine Pass. Sta.....	Continuous.....	Continuous
B. Plaine West Tower.....	Continuous.....	Continuous
Tama Int. Plant.....	Continuous.....	Continuous
Marshalltown.....	Continuous.....	Continuous
State Center.....	12:01 AM to 4:00 PM.....	12:01 AM to 8:00 AM
Nevada.....	8:00 AM to 11:59 PM.....	{ 8:00 AM to 4:00 PM 5:30 PM to 7:30 PM
Ames.....	Continuous.....	Continuous
<b>DES MOINES TO JEWELL.</b>		
Des Moines.....	Continuous.....	Continuous
Ankeny.....	7:45 AM to 4:45 PM.....	Closed
Slater.....	Continuous.....	Continuous
Story City.....	8:00 AM to 5:00 PM.....	Closed
Jewell.....	12:01 AM to 9:30 PM.....	{ 12:01 AM to 8:00 AM 7:30 PM to 9:30 PM
<b>LYONS TO ANAMOSA.</b>		
Bryant.....	8:30 AM to 5:30 PM.....	Closed
Charlotte.....	8:45 AM to 5:45 PM.....	Closed
Maquoketa.....	8:00 AM to 5:00 PM.....	Closed
Onslow.....	8:00 AM to 5:00 PM.....	Closed
Anamosa.....	7:00 AM to 4:00 PM.....	Closed

**DIVISIONAL STAFF**

**ASSISTANT SUPERINTENDENT**

J. R. CHANDLER,  
CLINTON

**TRAINMASTERS**

E. TERRILL  
BOONE

M. J. WILLIAMS  
COUNCIL BLUFFS

**ASSISTANT TRAIN MASTER**

D. D. BRYANT  
COUNCIL BLUFFS

C. H. HUMPHRYES, Chief Train Dispatcher  
BOONE

C. H. JENNINGS, Night Chief Train Dispatcher  
L. T. BREEDLOVE, Assistant Chief Train Dispatcher

**DISPATCHERS**

C. F. LARSON  
W. A. SANDERSON  
L. F. WIER

H. W. SHALER  
C. F. TOENINGS  
R. D. SUBLETT

R. W. ALEXANDER  
G. G. RADCLIFFE

**MASTER MECHANIC**  
W. S. WHITFORD  
BOONE

**ASST. MASTER MECHANIC**  
O. J. PROTZ  
CLINTON

A. R. ERICKSON  
CLINTON

**ROAD FOREMEN OF ENGINES**

C. A. KNIGHTS  
CLINTON

H. WILLIAMS  
BOONE

C. A. LEWIS  
COUNCIL BLUFFS

C. H. WELLS, Division Engineer  
BOONE

**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