

LIST OF SURGEONS

STATION	NAME	PHONE NUMBER	
		OFFICE	RESIDENCE
Baxter, Iowa.....	DR. H. H. ENNIS		
Blockton, Iowa.....	DR. B. H. MILLER		
Byron, Ill.....	DR. J. ALBA JOHNSTON	125	125
Chicago, Ill.....	DR. THOMAS B. BOLAND Nevada 1103 Forest 4148 3807 Washington Blvd., c/o Robert Burns Hospital		
Chicago, Ill.....	DR. OVERTON BROOKS Harrison 2441 Wellington 8169 608 So. Dearborn St.		
Chicago, Ill.....	DR. W. L. NOBLE (Oculist) State 7330 Room 1010 31 No. State St.	Central 1821	
Creston, Iowa.....	DR. O. S. BARBER		
Dearborn, Mo.....	DR. M. H. MOORE		
Des Moines, Iowa.....	DR. E. R. POSNER	3-7539	5-2688
	If no answer, call Physicians' Bureau, 5-1126		
Des Moines, Iowa.....	DR. W. W. PEARSON (Oculist)	4-4918	5-1411
Des Moines, Iowa.....	DR. CHAS. RYAN.	4-3239	5-7300
	If no answer, call Physicians' Bureau, 5-1126		
Diagonal, Iowa.....	DR. E. J. WATSON		
Dubuque, Iowa.....	DR. C. E. LYNN Dubuque Clinic	736	330
Dunkerton, Iowa.....	DR. R. A. BUCKMASTER		
Dyersville, Iowa.....	DR. E. F. MUELLER	286	208
Elizabeth, Ill.....	DR. E. J. WILEY		
Fairbank, Iowa.....	DR. L. W. WARD		
Freeport, Ill.....	DR. C. L. BEST	Main 8	Main 9
Gladbrook, Iowa.....	DR. G. T. McDOWELL		
Gullford, Mo.....	DR. A. D. BARNETT		
Hudson, Iowa.....	DR. E. C. McMILLAN		
Kansas City, Mo.....	DR. M. W. PICKARD Union Station Hospital, Union Station	Grand 0174	Westport 9717
Kansas City, Mo.....	DR. H. B. DAVIS (Oculist)	Victor 7055	Jackson 1433
Lamont, Iowa.....	DR. W. I. PARKER	26	11
Leavenworth, Kan.....	DR. P. W. DARRAH	887	66
Lorimor, Iowa.....	DR. LESLIE LAMB		
Marshalltown, Iowa.....	DR. A. C. CONAWAY	207	802
Mingo, Iowa.....	DR. A. C. REYNOLDS		
Oelwein, Iowa.....	DR. D. W. WARD	199	199
Oelwein, Iowa.....	DR. J. B. O'CONNOR	52	86
Oelwein, Iowa.....	DR. G. M. THEIN (Oculist)	313	492
Pearl City, Ill.....	DR. J. G. WOKER	12	12
Ravenwood, Mo.....	DR. D. J. HUNTERSON		
Reinbeck, Iowa.....	DR. C. H. BARTRUFF		
Savannah, Mo.....	DR. W. C. MYERS		
Shannon City, Iowa.....	DR. F. W. LOOMIS		
St. Charles, Ill.....	DR. C. A. POTTER	167	2771
St. Joseph, Mo.....	DR. W. F. SCHMID	6-0659	4115
St. Joseph, Mo.....	DR. H. S. CONRAD	8054	3145
St. Joseph, Mo.....	DR. H. K. WALLACE	6-4100	6-4100
St. Joseph, Mo.....	DR. W. H. MINTON (Oculist)	6-0412	9845
Stockton, Ill.....	DR. G. D. RUNKLE	259	259
Sycamore, Ill.....	DR. I. S. EVANS	244	244-2
Waterloo, Iowa.....	DR. W. H. BICKLEY	1000	100
Waterloo, Iowa.....	DR. F. H. RUELING (Oculist)	895	1725
Waterloo, Iowa.....	DR. FRANK W. PORTERFIELD	186	208

CLAIM DEPARTMENT

G. N. REILLY, General Claim Agent, Chicago, Ill.
Room 1123, Peoples Gas Building

J. H. HULSE, Claim Agent, Oelwein, Iowa
Phone—Office 633 Residence 817-W

B. A. MOSHER, Assistant Claim Agent, Des Moines, Iowa
Phone—Office 4-1983 Residence 6-3872

CHICAGO GREAT WESTERN RAILROAD

ILLINOIS-IOWA DIVISIONS

TIME TABLE No. 51

Taking Effect at 12.01 a. m.

WEDNESDAY, AUG. 1, 1934

Superseding Time Table No. 50

Dated May 20, 1934

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

All rules and instructions contained herein supersede
all rules and instructions inconsistent therewith.

H. W. BURTNESS, Assistant to President

C. J. FOSTER, Superintendent

ILLINOIS DIVISION — FIRST DISTRICT

Miles from Chicago	Car Capacity Sidings	SIGNS	TIME TABLE No. 51 Effective August 1, 1934		WESTWARD								
			STATIONS		FIRST CLASS		SECOND CLASS						
			1 Limited Daily	21 Pass. Mail Daily Ex. Saturday	81 Way Freight Mon., Wed., Fri.	83 Way Freight Tues., Thurs., Sat.	65 Merchandise Daily	61 Merchandise Daily	63 Merchandise Daily				
0.0		★	CHICAGO 7.3		PM 7.30	PM 11.30							
7.3	Yard	★	CHICAGO TRANSFER 3.0				AM 6.30		AM 12.01	AM 8.00	AM 8.00		
10.3		T-X	B. & O. C. T. Junction—Interlocked FOREST PARK 1.3		s 7.52	s 11.55	f 6.45		12.11	8.10	8.10		
11.6		X	MAYWOOD 1.5				f						
13.1	E 65 W 60	T-X	BELLEWOOD 3.7		7.57	AM 12.02	s		12.35	8.30			
16.8	61	T-W-X	ELMHURST End of Double Track Ill. Cent. Crossing—Interlocked 1.7		⁶³ 8.03	⁶⁵ 12.09	s ² 7.57		²¹ 1.03	² 8.45	¹ 8.45		
18.5		X	VILLA PARK 2.4			f 12.13	f						
20.9	32		LOMBARD 4.7		8.08	12.18	s 8.40		1.12	8.55	8.55		
25.6	77	D	GRETNA 5.1		8.14	f 12.25	s ⁶¹ 9.10		⁶⁶ 1.32	⁸¹ 9.10	9.10		
30.7	114	T-X-Y	INGALTON 5.2		8.20	12.40	s 9.50		1.45	9.35	⁰⁴ 9.35		
35.9	105	D-W-X	ST. CHARLES 1.4		s 8.28	s 12.50	s 10.20		1.55	9.47	⁰⁴ 9.47		
37.3	111	X	FOX RIVER 4.1		8.30	12.53	s 10.35		1.58	9.50	9.50		
41.4	69	D	WASCO 4.2		8.35	f ⁶⁶ 1.00	s 10.50		2.07	9.59	⁶⁰ 9.59		
45.6	133	D	LILY LAKE 3.0		8.40	f 1.08	s ⁶² 11.05		2.17	10.08	10.08		
48.6	64	D	VIRGIL 2.7		8.44	f 1.12	s 11.20		2.22	⁸² 10.13	10.13		
51.3	N 55 S 63		RICHARDSON 5.3		8.47	f 1.16	s 11.30		2.27	10.18	10.18		
56.6	207	B-C-K-T- W-X	SYCAMORE C. & N. W. Crossing—Interlocked 5.2		s ⁶⁴ 8.58	s 1.35	s AM 11.55		2.45	⁶² 10.35	10.35		
61.8	N 65 S 82	T	WILKINSON C. M. St. P. & P. Crossing—Interlocked 2.3		⁶⁰ 9.05	f 1.44	s PM 12.15		2.57	10.47	10.46		
64.1	61	D	CLARE 5.7		9.08	f 1.50	s 12.25		3.01	10.51	10.50		
69.8	85	D	ESMOND 5.1		9.15	f 2.00	s 12.50		3.14	11.04	11.01		
74.9	83		LINDENWOOD 3.5		9.21	f 2.09	s 1.10		3.23	11.13	11.10		
78.4	67	T	C. B. & Q. Crossing—Interlocked HOLCOMB 5.0		f 9.27	f 2.16	s 1.25		3.30	11.20	⁶⁶ 11.17		
83.4	76		STILLMAN VALLEY 4.4		9.33	f 2.24	s 1.50		3.39	11.29	⁶⁶ 11.25		
87.8	148	B-K-O-T- W-X	BYRON C. M. St. P. & P. Crossing—Interlocked 6.0		s 9.41	s 2.34	2.15	AM-2 7.00	3.50	11.42	11.35		
93.8	85		MYRTLE 2.9		9.48	f 2.44	PM Arrive	f 7.20	4.01	AM 11.53	PM 11.45		
96.7	55		EGAN 4.2		9.52	f 2.50	s 7.35		4.10	12.01	AM 11.53		
100.9	87	D	GERMAN VALLEY 5.8		9.57	f 2.59	s 7.55		4.20	12.10	AM 12.01		
106.7	N112 S 81	T-W-X-Y	SOUTH FREEPORT 7.6		s 10.07	s 3.12		⁶² s 8.45	4.40	⁸⁴ 12.27	12.17		
114.3	100		BOLTON 5.7		⁶⁶ 10.17	f 3.25	s 9.35		4.54	12.41	12.30		
120.0	66	D	PEARL CITY 4.9		f 10.25	f 3.35	s 10.00		5.03	12.50	12.40		
124.9	59	T	End of Double Track KENT 4.2		10.31	f 3.45	s 10.20		² 5.12	12.59	12.49		
129.1	Yard	O-W-X	EAST STOCKTON		10.37 PM	3.52 AM		10.50 AM	5.21 AM	1.08 PM	12.58 AM		
					1	21		81	83	65	61	63	

ILLINOIS DIVISION — FIRST DISTRICT

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Miles from St. Paul	Car Capacity Sidings	SIGNS	TIME TABLE No. 51 Effective August 1, 1934		EASTWARD								
			STATIONS		FIRST CLASS			SECOND CLASS					
			2 Limited Daily Arrive AM	20 Pass. Mail Daily Ex. Sunday Arrive PM	82 Way Freight Tue., Thurs., Sat. Arrive	62 Through Stock Daily Arrive	84 Way Freight Mon., Wed., Fri. Arrive	64 Fast Freight Daily Arrive	60 Merchandise Daily Arrive	66 Fast Freight Daily Arrive			
424.8		★	CHICAGO 7.3	B. & O. C. T. R. R. Time Table Governs	8.30	7.30	PM	PM	PM	PM	AM		
417.5	Yard	★	CHICAGO TRANSFER 3.0				2.00	1.00		11.00	11.45	2.30	
414.5		T-X	B. & O. C. T. Junction—Interlocked FOREST PARK 1.3		s 8.08	s 6.55	f 1.15						
413.2		X	MAYWOOD 1.5			f 6.49	f						
411.7	E 65 W 60	T-X	BELLEWOOD 3.7		8.03	6.44	s 1.00	12.30		10.40	11.15	2.00	
408.0	61	T-W-X	ELMHURST End of Double Track Ill. Cent. Crossing—Interlocked 1.7		81-61 7.57	f 6.35	f 12.40	12.18		10.23	11.02	1.48	
406.3		X	VILLA PARK 2.4			f 6.31	f						
403.9	32		LOMBARD 4.7		7.52	6.26	f 12.20	12.10 PM		10.15	10.43	1.40 65	
399.2	77	D	GRETNA 5.1		7.46	f 6.17	f 12.05 PM	11.58 AM		10.06	10.35	1.32	
394.1	114	T-X-Y	INGALTON 5.2		7.40	6.08	s 11.45 AM	11.45 82		9.57 63	10.26	1.22	
388.9	105	D-W-X	ST. CHARLES 1.4		s 7.32	s 5.57	s 11.15	11.30		9.47	10.13	1.12	
387.5	111	X	FOX RIVER 4.1		7.29	5.47	s 10.55	11.25		9.43	10.08 63	1.08 21	
383.4	69	D	WASCO 4.2		7.24	f 5.40	s 10.45	11.15		9.35	9.59	1.00	
379.2	133	D	LILY LAKE 3.0		7.18	f 5.32	s 10.30	11.05 81		9.25	9.45	12.42	
376.2	64	D	VIRGIL 2.7		7.13	f 5.26	s 10.13 61	10.56		9.18	9.39	12.37	
373.5	N 55 S 63		RICHARDSON 5.3		7.10	f 5.21	s 9.50	10.50		9.10	9.33	12.32	
368.2	207	B-C-K-T- W-X	SYCAMORE C. & N. W. Crossing—Interlocked 5.2		s 7.01	s 5.12	s 9.29	10.35 61		8.58 1	9.20	12.22	
363.0	N 65 S 82	T	WILKINSON C. M. St. P. & P. Crossing—Interlocked 2.3		6.51	4.58	s 8.55	10.20		8.25	9.05 1	12.08 AM	
360.7	61	D	CLARE 5.7		6.48	f 4.54	s 8.45	10.15		8.20	8.55	12.03 PM	
355.0	85	D	ESMOND 5.1		6.41	f 4.43	s 8.25	10.05		8.05	8.44	11.52	
349.9	83		LINDENWOOD 3.5 C. B. & Q. Crossing—Interlocked		6.35	f 4.34	s 8.10	9.55		7.50	8.33	11.43	
346.4	67	T	HOLCOMB 5.0		6.30	s 4.28	s 8.00	9.46		7.40	8.25	11.35 63	
341.4	76		STILLMAN VALLEY 4.4		6.23	s 4.19	s 7.42	9.34		7.25	8.12	11.25 PM	
337.0	148	B-K-O-T- W-X	BYRON C. M. St. P. & P. Crossing—Interlocked 6.0		s 6.17 83	s 4.11	7.30	9.23	3.00 PM	7.10	8.01	11.07	
331.0	85		MYRTLE 2.9		6.07	f 4.00		9.12	f 2.20	6.45	7.50	10.55	
328.1	55		EGAN 4.2		6.03	s 3.56		9.05	s 2.05	6.35	7.44	10.50	
323.9	87	D	GERMAN VALLEY 5.8		5.58	s 3.49		8.57	s 1.45	6.25	7.36	10.42	
318.1	N112 S 81	T-W-X-Y	SOUTH FREEPORT 7.6		s 5.50	s 3.40		8.45 83	s 1.25	6.10	7.25	10.32 1	
310.5	100		BOLTON 5.7		5.38	f 3.28		8.15	f 12.41 61	5.45	7.10	10.17	
304.8	66	D	PEARL CITY 4.9 End of Double Track		f 5.31	s 3.20		8.00	s 12.20	5.30	6.59	10.05	
299.9	59	T	KENT 4.2		65 5.24	s 3.11		7.50	s 12.01	5.15	6.50	9.55	
295.7	Yard	O-W-X	EAST STOCKTON		5.18 AM	3.03 PM		7.40 AM	11.45 AM	5.05 PM	6.40 PM	9.45 PM	
					2	20		82	62	84	64	60	66

ILLINOIS DIVISION — SECOND DISTRICT

Miles from Chicago	Car Capacity	Siding	SIGNS	TIME TABLE No. 51 Effective August 1, 1934		WESTWARD								
				STATIONS		FIRST CLASS			SECOND CLASS					
				21 Pass. Mail Daily Ex. Saturday	1 Limited Daily	63 Merchandise Daily	65 Merchandise Daily	85 Way Freight Tues., Thurs., Sat.	83 Way Freight Tue., Thur., Sat.	61 Merchandise Daily				
129.1	Yard		O-W-X	EAST STOCKTON 2.0	AM 3.52 PM 10.37		AM 12.58 PM 5.21			AM 10.50 PM 1.08				
131.1			B-K-X	STOCKTON 7.5	s 4.00 s 10.43		1.05 5.30			s 11.30 s 1.15				
138.6				WOODBINE 4.7	f 4.16 f 10.53					s 12.07				
143.3	68		D	ELIZABETH 3.3	s 4.26 f 11.00					s 12.40				
146.6	56		D-W	NORTH HANOVER 3.3	s 4.34 11.05					s 1.00				
149.9				RODDEN 2.2	f 4.40					f				
152.1	42			WINSTON End of Double Track 0.6	f 4.48 11.13					f 1.20				
152.7			T	FAN HOUSE 0.9										
153.6				RICE End of Double Track 1.8	f 4.53 11.17					f 1.25				
155.4	43			AIKEN 2.2 End of Double Track	f 4.56					f				
157.6			T-W-X	GALENA JCT. 0.5	f 5.02 11.22		2.05 6.30			s 1.40 2.15				
158.1			T	PORTAGE 12.8										
170.9			T	EAST CABIN 1.0										
171.9				DUBUQUE JCT. 0.2	f 5.25 11.42		2.35 7.00			2.15 2.45				
172.1			X	C. M. St. P. & P. Crossing DUBUQUE 2.1	s 5.35 s 11.48									
174.2	98		B-C-K-O- T-W-X	FAIR GROUND End of Double Track 5.9	⁶² 5.43 ^{PM} 11.56		2.50 ⁸⁵ 7.20 ^{AM-65} 7.30			2.30 ⁶⁴ 3.00				
180.1	79			DURANGO 2.9	f 5.55 12.08		3.02 7.35	f 7.50		PM 3.16				
183.0	57			BUDD 4.9	f 6.01 12.13		3.09 7.44	f 8.05		3.23				
187.9	E 78 W 92		C-N-W-X	GRAF 3.7	f 6.12 12.24		² 3.31 8.05	s 8.35		3.45				
191.6	69			KIDDER 4.4	f 6.21 12.31		3.53 8.13	f 8.50		⁶⁰ 3.54				
196.0	N 59 S 68			FARLEY 6.5	f 6.34 12.42		4.10 8.30	s 9.20		4.10				
202.5	N 58 S 63		D-W	DYERSVILLE 5.0	s 6.47 f 12.52		⁶² 4.25 8.45	s 10.10		4.25				
207.5			D	PETERSBURG 3.1	f 6.57			f 10.35						
210.6	N 72 S 67			ALMORAL 4.6	f 7.04 1.03		4.43 9.03	s 10.50		4.43				
215.2	84		T	ONEIDA C. M. St. P. & P. Crossing—Interlocked 5.1	s 7.15 f 1.10		4.53 9.14	s 11.15		4.53				
220.3	N 91 S 75		W	THORPE 5.0	f 7.27 1.18		5.04 ⁸⁶ 9.25	s 11.45		5.04				
225.3	56			DUNDEE 5.1	f 7.38 1.25		5.12 9.34	s ^{PM-20} 12.07		5.12				
230.4	99		D-W	LAMONT 4.8	s 7.50 f 1.34		5.25 9.47	s ⁶⁴ 12.35		5.25				
235.2	N 71 S 61		T	End of Double Track AURORA 4.5	s ⁸⁶ 8.00 ² 1.40		5.33 9.55	s 1.15		⁶⁶ 5.33				
239.7	46		D	STANLEY 6.1	s 8.10 1.47			s 1.45						
245.8	Yard		★	C. R. 1 & P. Crossing—Interlocked OELWEIN	8.30 2.00 AM Arrive AM Arrive		6.00 10.30 AM Arrive AM Arrive	2.30 PM Arrive		6.00 PM Arrive				
					21 1		63 65	85		83 61				

I. C. R. R. Rules Will Govern

C. B. & Q. R. R. RULES WILL GOVERN

I. C. R. R. RULES WILL GOVERN

ILLINOIS DIVISION — SECOND DISTRICT

Miles from St. Paul	Car Capacity Sidings	SIGNS	TIME TABLE No. 51 Effective August 1, 1934 STATIONS	EASTWARD							
				FIRST CLASS		SECOND CLASS					
				2 Limited Daily	20 Pass. Mail Daily Ex. Sunday	62 Through Stack Daily	86 Way Freight Mon., Wed., Fri.	84 Way Freight Mon., Wed., Fri.	64 Fast Freight Daily	60 Merchandise Daily	66 Fast Freight Daily
295.7	Yard	O-W-X	EAST STOCKTON 2.0	AM 5.18	PM 3.03	AM 7.40		AM 11.45	PM 5.05	PM 6.40	PM 9.45
293.7		B-K-X	STOCKTON 7.5	s 5.15	s 3.00	7.35		s 11.25	4.55	6.35	9.40
286.2			WOODBINE 4.7	5.01	s 2.47			s 10.45			
281.5	68	D	ELIZABETH 3.3	f 4.52	s 2.38			s 10.25			
278.2	56	D-W	NORTH HANOVER 3.3	4.46	s 2.30			s 9.50			
274.9			RODDEN 2.2		f 2.25			f			
272.7	42		WINSTON End of Double Track 0.6	4.37	2.20			f 9.30			
272.1		T	FAN HOUSE 0.9								
271.2			RICE End of Double Track 1.8	4.32	2.16			f 9.20			
269.4	43		AIKEN 2.2		f 2.12			f			
267.2		T-W-X	End of Double Track GALENA JCT. 0.5	4.26	s 2.08	6.25		s 9.00	3.45	5.25	8.30
266.7		T	PORTAGE 12.8	C. B. & Q. R. R. RULES WILL GOVERN							
253.9		T	EAST CABIN 1.0	I. C. R. R. RULES WILL GOVERN							
252.9			DUBUQUE JCT. 0.2	4.06	1.46	5.55		8.15	3.10	4.55	8.00
252.7		X	C. M. St. P. & P. Crossing DUBUQUE 2.1	s 4.05	s 1.45		Arrive				
250.6	98	B-C-K-O- T-W-X	FAIR GROUND End of Double Track 5.9	3.55	s 1.34	5.43	PM 1.20	8.00 AM	61 3.00	4.45	7.50
244.7	79		DURANGO 2.9	3.45	f 1.24	5.29	f 1.00		2.42	4.30	7.38
241.8	57		BUDD 4.9	3.39	f 1.19	5.22	f 12.45		2.32	4.23	7.30
236.9	E 78 W 92	C-N-W-X	GRAF 3.7	63 3.31	f 1.10	5.10	f 12.30 PM		2.20	4.13	7.20
233.2	69		KIDDER 4.4	3.24	f 1.03	4.52	f 11.55 AM		2.00	61 3.54	7.00
228.8	N 59 S 68		FARLEY 6.5	3.16	f 12.55	4.40	s 11.40		1.50	3.45	6.50
222.3	N 58 S 63	D-W	DYERSVILLE 5.0	s 3.06	s 12.44	63 4.25	s 11.20		1.35	3.30	6.35
217.3		D	PETERSBURG 3.1		f 12.36		f				
214.2	N 72 S 67		ALMORAL 4.6	2.55	f 12.30	4.05	s 10.35		1.15	3.17	6.20
209.6	84	T	ONEIDA C. M. St. P. & P. Crossing—Interlocked 5.1	2.49	s 12.23	3.55	s 9.55		1.05	3.09	6.11
204.5	N 91 S 75	W	THORPE 5.0	2.42	f 12.15	3.45	s 9.25	65	12.55	2.59	6.02
199.5	56		DUNDEE 5.1	2.35	s 12.07 PM	3.35	s 8.50		12.45	2.50	5.53
194.4	99	D-W	LAMONT 4.8	2.28	s 11.59 AM	3.25	s 8.20		85 12.35	2.40	5.43
189.6	N 71 S 61	T	End of Double Track AURORA 4.5	1 2.22	s 11.50	3.15	s 8.00	21	12.15 PM	2.30	61 5.33
185.1	46	D	STANLEY 6.1	2.15	s 11.41		s 7.30				
179.0	Yard	★	C. R. I & P Crossing—Interlocked OELWEIN	2.05 AM	11.30 AM	2.30 AM	7.00 AM		11.30 AM	1.45 PM	5.00 PM
				2	20	62	86	84	64	60	66

IOWA DIVISION — FOURTH DISTRICT

		TIME TABLE NO. 51 Effective August 1, 1934		WESTWARD						
Miles from Chicago	Car Capacity Sidings	SIGNS	STATIONS	FIRST CLASS			SECOND CLASS			
				1 Passenger Mail Daily	3 Limited Daily		69 Time Freight Daily	81 Way Freight Mon., Wed., Fri.	63 Time Freight Daily	61 Time Freight Daily
245.8	Yard	★	OELWEIN 7.4	AM-69 3.25	PM 9.10		AM-1-2 4.00	AM 7.00	AM-4 11.30	PM 7.30
253.2	108	D	FAIRBANK 7.7	f 3.40	9.21		4.25	s 7.35	PM-60 12.01	7.55
260.9	78	D-W	DUNKERTON 4.6	f 3.51	9.33		4.45	s 7.55	12.20	8.10
265.5	78		DEWAR 6.2	3.58	9.40		4.55	f 8.10	⁶⁶ 12.29	8.20
271.7	150	W-X	EAST WATERLOO Ill. Cent. Crossing—Interlocked 0.5	s 4.07	s 9.49		5.40	s 8.40	12.50	8.40
272.2	153	T-W-X	C. R. I. & P. Crossing—Interlocked WATERLOO 5.7	s 4.15	s 9.58		5.50	s 8.50	12.59	8.50
277.9	65		CEDAR FALLS JUNCTION 3.3	4.23	10.06		6.10	s 9.25	1.12	9.05
281.2	87	D	HUDSON 4.9	f 4.28	⁶⁴ 10.11		6.20	s ⁴ 10.01	1.20	9.15
286.1	67	T	HICKS C. & N. W. Crossing—Interlocked 4.4	4.35	10.18		6.30	f ⁶⁰ 10.25	1.30	9.25
290.5	80	D-W-X	REINBECK C. R. I. & P. Crossing—Not Interlocked 7.1	f 4.42	s10.25		6.45	⁶⁶ 11.00	1.40	⁶⁴ 9.40
297.6	115	D	LINCOLN 5.5	f 4.55	10.36		7.10	s11.25	⁸⁰ 2.00	10.00
303.1	128	T	C. & N. W. Crossing—Interlocked GLADBROOK 8.9	f 5.03	s10.44		7.30	s ^{AM} 11.55	2.12	10.15
312.0	63	D	GREEN MOUNTAIN 5.7	f 5.17	10.56		7.55	f ^{PM} 12.20	2.30	10.35
317.7	120		ARMOUR SIDING 2.0	5.25	11.04		8.05	12.30	2.40	10.45
319.7	343	B-C T-W-X-Y	C. & N. W. Crossing—Not Interlocked MARSHALLTOWN	s 5.36 AM	s ⁶¹ 11.13 PM		⁶⁰⁻⁴ 8.20 AM	1.05 PM	3.05 PM	³ 11.13 PM
				1	3		69	81	63	61

IOWA DIVISION — CEDAR FALLS BRANCH

WESTWARD		TIME TABLE NO. 51 Effective August 1, 1934		EASTWARD	
Miles from Chicago	Car Capacity Sidings	SIGNS	STATIONS	Miles from Chicago	Car Capacity Sidings
Engines operating between Cedar Falls and Cedar Falls Junction will be governed by Rule 93 and will not require train orders.	277.9	65	CEDAR FALLS JUNCTION 7.7	Engines operating between Cedar Falls and Cedar Falls Junction will be governed by Rule 93 and will not require train orders.	
	285.6	20	D-W-X C. R. I. & P. Crossing CEDAR FALLS		

IOWA DIVISION — FOURTH DISTRICT

Miles from Kansas City	Car Capacity Slidings	SIGNS	TIME TABLE NO. 51 Effective August 1, 1934 STATIONS	EASTWARD							
				FIRST CLASS				SECOND CLASS			
				2 Passenger Mail Daily	4 Passenger Mail Daily			60 Time Freight Daily	66 Oil Merchandise Daily	80 Way Freight Tue., Thur., Sat.	64 Time Freight Daily
Arrive	Arrive			Arrive	Arrive	Arrive	Arrive				
353.2	Yard	★	OELWEIN 7.4	s AM-69 3.55	s AM-63 11.25			PM 12.30	PM 1.30	PM 6.00	AM 1.30
345.8	108	D	FAIRBANK 7.7	¹ 3.40	f 11.06			⁶³ 12.01 PM	1.05	s 5.35	12.55
338.1	78	D-W	DUNKERTON 4.6	3.24	f 10.52			11.45 AM	12.45	s 5.15	12.05 AM
333.5	78		DEWAR 6.2	3.16	f 10.43			11.30	⁶³ 12.29	f 5.00	11.30 PM
327.3	150	W-X	EAST WATERLOO Ill. Cent. Crossing—Interlocked 0.5	s 3.06	s 10.32			11.15	12.10 PM	s 4.40	11.05
326.8	153	T-W-X	C. R. I. & P. Crossing—Interlocked WATERLOO 5.7	s 3.01	s 10.27			10.55	11.40 AM	s 3.50	10.35
321.1	65		CEDAR FALLS JUNCTION 3.3	2.31	f 10.07			10.45	11.27	s 3.20	10.20
317.8	87	D	HUDSON 4.9	2.26	⁸¹ f 10.01			10.35	11.20	s 3.00	³ 10.11
312.9	67	T	HICKS C. & N.-W. Crossing—Interlocked 4.4	2.19	9.53			⁸¹ 10.25	11.10	s 2.40	9.50
308.5	80	D-W-X	REINBECK C. R. I. & P. Crossing—Not Interlocked 7.1	f 2.13	s 9.46			10.15	⁸¹ 11.00	s 2.30	⁶¹ 9.40
301.4	115	D	LINCOLN 5.5	2.01	f 9.32			9.56	10.45	s ⁶³ 2.00	9.20
295.9	128	T	C. & N.-W. Crossing—Interlocked GLADBROOK 8.9	s 1.52	s 9.22			9.39	10.30	s 1.10	9.00
287.0	63	D	GREEN MOUNTAIN 5.7	1.38	⁶⁰ f 9.08			⁴ 9.08	10.10	s 12.25 PM	8.40
281.3	120		ARMOUR SIDING 2.0	1.29	8.57			8.35	9.55	11.59 AM	8.15
279.3	343	B-C T-W-X-Y	C. & N.-W. Crossing—Not Interlocked MARSHALLTOWN	1.25 AM	⁶⁹ 8.53 AM			⁶⁹ 8.30 AM	9.45 AM	11.55 AM	8.10 PM
				2	4			60	66	80	64

IOWA DIVISION — FIFTH DISTRICT

Miles from Chicago	Car Capacity Sidings	SIGNS	TIME TABLE NO. 51 Effective August 1, 1934 STATIONS	WESTWARD								
				FIRST CLASS				SECOND CLASS				
				1 Passenger Mail Daily	3 Limited Daily			69 Time Freight Daily	81 Way Freight Mon., Wed., Fri.	63 Time Freight Daily	61 Time Freight Daily	
				AM	PM			AM	PM	PM	PM	
319.7	343	B-C T-W-X-Y	MARSHALLTOWN C. & N.-W. Crossing M. & St. L. Crossing Interlocked 6.5	5.36	11.13			8.55	1.05	3.05	11.13	
326.2	73		LURAY 6.9	5.46	11.21			⁶⁶ 9.20	f 1.30	3.25	11.35	
333.1	75	D-Y	MELBOURNE 9.1	f 5.56	11.30			9.40	s 1.55	3.40	11.55	PM
342.2	62	D-W	BAXTER 4.9	f 6.10	11.43			10.00	s 2.35	4.00	12.20	AM
347.1	65	W	IRA 4.3	6.17	11.50			⁸⁰ 10.10	s 2.55	4.10	12.42	²
351.4	75	D	MINGO 4.7	6.23	11.56			10.20	s 3.10	4.18	12.55	
356.1	109	W	VALERIA 3.1	f ⁶⁰ 6.30	12.03			10.35	f 3.25	4.30	1.10	
359.2			SANTIAGO 4.9	6.35	12.08							
364.1	72	D	BONDURANT 5.1	⁶⁶ 6.44	² 12.16			11.00	s 3.55	4.50	1.30	
369.2	45		BERWICK 1.6	6.52	12.25			11.15	f 4.05	4.59	1.40	
370.8	69		NORWOODVILLE 1.6	6.55	12.28			11.21	4.10	5.04	1.45	
372.4			HIGHLAND 2.1									
374.5		X	EASTMAN 0.8									
375.3		X	EVANS C. R. I. & P. Crossing—Interlocked 0.1									
375.4		X	EAST TWENTIETH STREET 0.6									
376.0	47	X	REDDY C. R. I. & P. Crossing D. M. U. Crossing C. R. I. & P. Crossing C. R. I. & P. Crossing C. B. & Q. Crossing Not Interlocked 0.3	7.05	12.38			11.40	4.25	⁶⁴ 5.15	2.00	
376.3			G. G. W. JUNCTION 0.8	⁴ 7.06	12.40							
377.1			EAST DES MOINES 0.7	f 7.10	f 12.45							
377.8		B-K-T	DES MOINES U. D. 0.7	s 7.15 7.20	s 12.50 1.05							
378.5			DES MOINES UNION JCT. 0.5									
379.0			BRIDGE JUNCTION									
378.7	Yard	★	C. B. & Q. Crossing—Not Interlocked SOUTH DES MOINES	7.28 AM	1.15 AM			11.55 AM	⁶⁴ 4.40 PM	5.30 PM	2.15 AM	
				1	3			69 Arrive	81 Arrive	63 Arrive	61 Arrive	

DES MOINES UNION RY. TIME TABLE & RULES WILL GOVERN

C., B. & Q. R. R. TIME TABLE AND RULES WILL GOVERN

IOWA DIVISION — FIFTH DISTRICT

Miles from Kansas City	Car Capacity Sidings	SIGNS	TIME TABLE NO. 51 Effective August 1, 1934 STATIONS	EASTWARD							
				FIRST CLASS				SECOND CLASS			
				4 Passenger Mail Daily	2 Passenger Mail Daily			60 Time Freight Daily	66 Oil Merchandise Daily	80 Way Freight Tue., Thur., Sat.	64 Time Freight Daily
279.3	343	B-C T-W-X-Y	MARSHALLTOWN C. & N.-W. Crossing M. & St. L. Crossing Interlocked 0.5	s AM 8.53	s AM 1.25			AM 8.30	AM 9.45	s AM 11.55	PM 8.10
272.8	73		LURAY 0.9	8.37	1.11			8.00	⁶⁹ 9.20	f 11.15	7.35
265.9	75	D-Y	MELBOURNE 0.1	f 8.28	1.02			7.45	8.55	s 11.00	7.20
256.8	62	D-W	BAXTER 0.9	f ⁶⁶ 8.14	f 12.49			7.25	⁴ 8.14	s 10.35	6.55
251.9	65	W	IRA 0.3	8.03	⁶¹ 12.42			7.10	7.45	f ⁶⁹ 10.10	6.30
247.6	75	D	MINGO 0.7	f 7.56	12.36			7.00	7.35	f 9.55	6.20
242.9	109	W	VALERIA 0.1	7.48	12.29			¹ 6.30	7.15	f 9.40	6.05
239.8			SANTIAGO 0.9								
234.9	72	D	BONDURANT 0.1	f 7.35	f ³ 12.16			6.10	¹ 6.44	f 9.20	5.45
229.8	45		BERWICK 0.6	7.25	12.04			6.00	6.25	f 9.00	5.35
228.2	69		NORWOODVILLE 0.6	7.22	12.01 AM			5.55	6.20	f 8.55	5.30
226.6			HIGHLAND 0.1								
224.5		X	EASTMAN 0.8								
223.7		X	EVANS C. R. I. & P. Crossing—Interlocked 0.1								
223.6		X	EAST TWENTIETH STREET 0.6								
223.0	47	X	REDDY C. R. I. & P. Crossing D. M. U. Crossing C. R. I. & P. Crossing C. R. I. & P. Crossing C. B. & Q. Crossing Not Interlocked 0.3	7.10	11.49 PM			5.40	5.55	8.15	⁶³ 5.15
222.7			C. G. W. JUNCTION 0.8	¹ 7.07	11.47						
221.9			EAST DES MOINES 0.7	f 7.05	11.45						
221.2		B-K-T	DES MOINES U. D. 0.7	7.00 s 6.30	11.40 s 11.25						
220.5			DES MOINES UNION JCT. 0.5								
220.4			BRIDGE JUNCTION								
220.3	Yard	★	C. B. & Q. Crossing—Not Interlocked SOUTH DES MOINES	6.20 AM	11.17 PM			⁶⁶ 5.25 AM	⁶⁰ 5.35 AM	8.00 AM	⁸¹ 4.40 PM
				Leave	Leave			Leave	Leave	Leave	Leave
				4	2			60	66	80	64

DES MOINES UNION RY. TIME TABLE & RULES WILL GOVERN

C., B. & Q. R. R. TIME TABLE AND RULES WILL GOVERN

IOWA DIVISION — SIXTH DISTRICT

Miles from Chicago	Car Capacity	Sidings	SIGNS	TIME TABLE NO. 51 Effective August 1, 1934 STATIONS	WESTWARD					
					FIRST CLASS			SECOND CLASS		
					3 Passenger Mail Daily	1 Passenger Mail Daily		61 Time Freight Daily	69 Time Freight Daily	63 Time Freight Daily
378.7	Yard		★	SO. DES MOINES 7.7	AM 1.15	AM 7.28		AM 3.00	PM 1.00	PM 6.00
386.4	68		X	ORILLIA 2.8	1.30	7.41		3.20	1.25	6.20
389.2	80			CUMMING 4.4	1.35	f 7.45		3.25	1.35	6.30
393.6	76		W	LIDA 2.5	1.42	7.51		⁶⁶ 3.35	⁶⁴ 1.50	6.40
396.1	16			CHURCHVILLE 1.8	1.47	f 7.55		3.43	1.58	6.50
397.9	6			MARTENSDALE 1.7	1.50	7.58		3.48	2.03	6.55
399.6	80			CONGER 6.2	1.53	8.03		⁶⁰ 4.00	2.08	7.00
405.8	32			HANLEY 6.8	2.02	8.12		4.15	2.22	7.16
412.6	74		D-W	PERU 6.9	2.11	f 8.22		4.30	2.39	7.31
419.5	71			BARNEY 4.4	⁶⁶ 2.21	f 8.32		4.45	2.54	7.46
423.9	75		D	LORIMOR 3.6	2.29	f 8.41		⁴ 5.06	3.09	8.00
427.5	38			MONETTE 4.2	2.34	8.47		5.14	3.17	8.10
431.7	66		C-W-X	TALMAGE 0.5	⁶⁰ 2.41	f 8.54		5.29	3.35	8.30
432.2			N	AFTON JUNCTION 2.4	f 2.42	f 8.55				
434.6				SHEPARD 5.3	2.47	9.00		5.38	3.45	8.43
439.9	100			ARISPE 4.3	2.55	f 9.08		5.50	3.56	8.55
444.2	36		Y	SHANNON CITY 8.0	3.01	f 9.15		5.59	4.08	9.05
452.2	73		D-W-X	DIAGONAL 7.8	f 3.13	f 9.27		6.15	4.24	² 9.28
460.0	93			BENTON 3.6	3.25	f 9.39		6.31	4.42	9.45
463.6	36			MALOY 5.7	3.30	f 9.45		6.38	4.50	9.53
469.3	75		T-W-X	BLOCKTON 4.7	f ⁴ 3.38	f 9.54		6.55	5.05	10.03
474.0	36			ATHELSTAN 5.7	3.45	f 10.01		7.05	5.15	10.12
479.7	100		D	SHERIDAN 5.4	3.53	f 10.09		7.15	5.25	⁶⁶ 10.22
485.1	71		D	PARNELL 6.8	4.01	f ⁶⁴ 10.17		7.25	5.35	10.31
491.9	78		D	RAVENWOOD 5.8	4.12	f 10.26		7.40	5.47	10.43
497.7	Yard		B-K-T X-Y	CONCEPTION	s 4.27 AM	f 10.35 AM		8.00 AM	6.10 PM	11.00 PM
					3	1		61	69	63

IOWA DIVISION — SIXTH DISTRICT

Miles from Kansas City	Car Capacity Sidings	SIGNS	TIME TABLE NO. 51 Effective August 1, 1934 STATIONS	EASTWARD					
				FIRST CLASS			SECOND CLASS		
				4 Passenger Mail Daily	2 Passenger Mail Daily		64 Time Freight Daily	66 Oil Merchandise Daily	60 Time Freight Daily
			Arrive	Arrive	Arrive				
220.3	Yard	★	SO. DES MOINES 7.7	AM 6.20	PM 11.17		PM 3.00	AM 4.20	AM 4.45
212.6	68	X	ORILLIA 2.8	6.07	11.04		2.30	3.55	4.30
209.8	80		CUMMING 4.4	6.02	11.00		2.10	3.45	4.25
205.4	76	W	LIDA 2.5	5.55	10.53		⁶⁹ 1.50	⁶¹ 3.35	4.17
202.9	16		CHURCHVILLE 1.8	5.51	10.49		1.40	3.23	4.11
201.1	6		MARTENSDALE 1.7	5.47	10.46		1.35	3.16	4.05
199.4	80		CONGER 6.2	5.44	10.43		1.30	3.10	⁶¹ 4.00
193.2	32		HANLEY 6.8	5.35	10.34		1.17	2.55	3.39
186.4	74	D-W	PERU 6.9	s 5.25	10.25		1.04	2.40	3.25
179.5	71		BARNEY 4.4	5.15	10.16		12.50	³ 2.21	3.12
175.1	75	D	LORIMOR 3.6	s ⁶¹ 5.06	s 10.10		12.40	1.40	3.03
171.5	38		MONETTE 4.2	4.58	10.04		12.32	1.20	2.55
167.3	66	C-W-X	TALMAGE 0.5	f 4.49	9.57		12.14	12.56	³ 2.41
166.8		N	AFTON JUNCTION 2.4	s 4.46	9.56				
164.4			SHEPARD 5.3	4.39	9.52		12.04 PM	12.36	2.05
159.1	100		ARISPE 4.3	f 4.31	9.44		11.55 AM	12.25	1.50
154.8	36	Y	SHANNON CITY 8.0	s 4.21	9.38		11.40	12.10 AM	1.35
146.8	73	D-W-X	DIAGONAL 7.8	s 4.07	s ⁶³ 9.28		11.24	11.50 PM	1.18
139.0	93		BENTON 3.6	f 3.53	9.17		11.08	11.25	1.00
135.4	36		MALOY 5.7	3.47	9.12		11.00	11.10	12.51
129.7	75	T-W-X	BLOCKTON 4.7	s ³ 3.38	9.05		10.50	10.55	12.40
125.0	36		ATHELSTAN 5.7	3.24	8.59		10.40	10.40	12.29
119.3	100	D	SHERIDAN 5.4	f 3.16	8.52		10.30	⁶³ 10.22	12.17
113.9	71	D	PARNELL 6.8	s 3.08	8.45		¹ 10.17	9.50	12.07 AM
107.1	78	D	RAVENWOOD 5.8	f 2.58	8.36		9.55	9.25	11.55 PM
101.3	Yard	B-K-T X-Y	CONCEPTION	2.39 AM	8.27 PM		9.35 AM	8.40 PM	11.40 PM
				4	2		64	66	60

IOWA DIVISION — SEVENTH DISTRICT

Miles from Chicago	Car Capacity Sidings	SIGNS	TIME TABLE NO. 51 Effective August 1, 1934 STATIONS	WESTWARD					
				FIRST CLASS		SECOND CLASS			
				3 Passenger Mail Daily	1 Passenger Mail Daily	61 Merchandise Daily	69 Time Freight Daily	63 Time Freight Daily	
497.7	Yard	B-K T-X-Y	CONCEPTION 7.6	AM 4.27	f10.35	AM 8.00	PM 6.10	PM 11.00	
505.3	118	W	GUILFORD 3.9	4.38	f10.45	8.30	6.30	⁶⁰ 11.20	
509.2			CAWOOD 3.6	4.43	f10.50	8.40	6.38	11.31	
512.9	59		REA 3.3	4.50	f10.57	⁶⁴ 8.55	6.48	11.45	
516.1	71		WYETH 6.3	4.56	f11.02	9.05	6.55	PM 11.54	
522.5	120	D	SAVANNAH 5.1	5.06	f11.12	9.25	⁶⁶ 7.10	AM 12.15	
527.6	72		DEAN 6.5	5.13	11.20	9.35	7.20	12.25	
534.1	Yard	B-C-K O-T-W-X	SHOPS 1.2	5.30	11.35	10.05	² 7.39	12.55	
535.3			FRANCIS STREET 0.8	5.35	11.40	10.15	8.10	1.05	
536.1			FIFTH STREET—C.B.&Q.R.R. 0.1	C., B & Q. R. R. TIME TABLE AND RULES WILL GOVERN					
536.2			SIXTH STREET 0.1						
536.3		T	ST JOSEPH U. D. 0.2	s 5.40	s11.45				Passenger trains will use Union Depot tracks between 6th Street and Monterey Street.
536.5			C.,B.&Q. MONTEREY STREET C.,R.I.&P. Crossing—Not Interlocked 0.1	5.45	11.50				
536.6			TERMINAL 0.5						
537.1			C.,B.&Q. HICKORY STREET C.,R.I.&P. Crossing—Not Interlocked 0.3						
537.4			H. & ST J. CROSSING Not Interlocked 0.4						
537.8			C., R. I. & P. CROSSING Not Interlocked 3.0	A., T. & S. F. RY. TIME TABLE AND RULES WILL GOVERN					
540.8			AJAX 3.4						
544.2		T-X	BEE CREEK 2.1	6.03	12.08	10.55	9.00	1.50	
546.3	120		WILLOW BROOK 2.3	6.07	12.12	11.05	⁶⁰ 9.10	1.55	
548.5	52		FAUCETT 5.6	6.11	12.16	11.15	9.20	2.00	
554.1	75	D-W	DEARBORN 2.1	⁶⁴ 6.20	f12.25	11.30	9.35	2.12	
556.2			NEW MARKET 4.2	6.24	12.29	11.35	9.45	2.21	
560.4			WOODRUFF 3.6	6.31	12.36	11.45	9.55	2.29	
564.0	74		WEST PLATTE 3.1	6.37	12.42	AM 11.59	10.05	2.37	
567.1	57	T	C., B. & Q. Crossing—Interlocked BEVERLY 3.6	6.42	12.47	PM 12.10	10.15	2.45	
570.7	61	T-W	STILLINGS JUNCTION 1.2	6.48	12.55	12.35	10.45	2.55	
571.9		T-X	LEAVENWORTH	s 6.55 AM	s 1.00 PM	12.50 PM	11.00 PM	3.00 AM	
				3	1	61	69	63	

IOWA DIVISION — SEVENTH DISTRICT

Miles from Kansas City	Car Capacity	Stations	TIME TABLE NO. 51						EASTWARD			
			Effective August 1, 1934									
			STATIONS						FIRST CLASS			SECOND CLASS
			4 Passenger Mail Daily	2 Passenger Mail Daily			64 Time Freight Daily	66 Oil Merchandise Daily	60 Time Freight Daily			
101.3	Yard	B-K T-X-Y	CONCEPTION 7.6	s 2.39	s 8.27		AM 9.35	PM 8.40	PM 11.40			
93.7	118	W	GUILFORD 3.9	s 2.29	⁶⁶ 8.17		9.20	² 8.17	⁶³ 11.20			
89.8			CAWOOD 3.6	2.21	8.13		9.04	8.00	11.10			
86.2	59		REA 3.3	f 2.15	8.08		⁶¹ 8.55	7.50	11.01			
82.9	71		WYETH 6.3	2.07	8.03		8.40	7.30	10.50			
76.6	120	D	SAVANNAH 5.1	s 1.58	7.55		8.25	⁶⁹ 7.10	10.35			
71.5	72		DEAN 6.5	1.46	7.47		8.10	6.47	10.17			
65.0	Yard	B-C-K O-T-W-X	SHOPS 1.2	1.35	⁶⁹ 7.39		7.50	6.30	10.00			
63.8			FRANCIS STREET 0.8	1.30	7.27		7.20	6.01	9.45			
63.0			FIFTH STREET--C.,B.&Q. R.R. 0.1	C., B. & Q. R. R. TIME TABLE AND RULES WILL GOVERN								
62.9			SIXTH STREET 0.1									
62.8		T	ST. JOSEPH U. D. 0.2	s 1.25	s 7.22							
62.6			C.,B.&Q. MONTEREY STREET C.,R.I.&P. Crossing—Not Interlocked 0.1	s 1.20	s 7.17							Passenger trains will use Union Depot tracks between 6th Street and Monterey Street
62.5			TERMINAL 0.5									
62.0			C.,B.&Q. HICKORY STREET C. R. I. & P. Crossing—Not Interlocked 0.3									
61.7			H. & ST. J. CROSSING Not Interlocked 0.4									
61.3			C., R. I. & P. CROSSING Not Interlocked 3.0	A. T. & S. F. RY. TIME TABLE AND RULES WILL GOVERN								
58.3			AJAX 3.4									
54.9		T-X	BEE CREEK 2.1	1.01	6.59		6.50	5.25	9.20			
52.8	120		WILLOW BROOK 2.3	12.57	6.55		6.41	5.17	⁶⁹ 9.10			
50.5	52		FAUCETT 5.6	12.53	6.51		6.35	5.10	9.00			
44.9	75	D-W	DEARBORN 2.1	f 12.44	6.42		³ 6.20	4.55	8.47			
42.8			NEW MARKET 4.2	12.40	6.38		6.00	4.50	8.42			
38.6			WOODRUFF 3.6	12.33	6.31		5.45	4.40	8.32			
35.0	74		WEST PLATTE 3.1	12.27	6.25		5.35	4.33	8.23			
31.9	57	T	C. B. & Q. Crossing—Interlocked BEVERLY 3.6	12.22	6.20		5.25	4.20	8.15			
28.3	61	T-W	STILLINGS JUNCTION 1.2	12.15	6.13		5.15	4.10	8.05			
27.1		T-X	LEAVENWORTH 1.2	12.10 AM	6.10 PM		5.00 AM	4.00 PM	8.00 PM			
				4	2		64	66	60			

IOWA DIVISION — EIGHTH DISTRICT

Miles from Chicago	Car Capacity Sidings	SIGNS	TIME TABLE NO. 51		WESTWARD									
			Effective August 1, 1934		FIRST CLASS				SECOND CLASS					
			3 Passenger Mail Daily	1 Passenger Mail Daily	63 Time Freight Daily	61 Time Freight Daily	69 Time Freight Daily							
			STATIONS											
571.9		T-X	LEAVENWORTH Mo. Pac. Crossing—Interlocked 0.6		AM 6.55	PM 1.00			AM 3.00	PM 12.50	PM 11.00			
572.5			EAST LEAVENWORTH 3.0											
575.5			COCHRANE 3.3											
578.8			POPE 3.6											
582.4			WOLCOTT 2.6											
585.0			POMEROY 3.4											
588.4			NEARMAN 3.9											
592.3			RAMAPO 1.5											
593.8			EDGEWATER JUNCTION 1.8											
595.6	Yard	B-C-K O-T-W-X	OHIO AVENUE 1.7						4.00 AM	2.00 PM	12.30 AM			
595.9			KANSAS CITY, KANS. 3.1		f 7.30	f 1.35								
599.0		B-K-T	KANSAS CITY Union Station		7.40 AM	1.45 PM								
					Arrive	Arrive			Arrive	Arrive	Arrive			
					3	1			63	61	69			

MISSOURI PACIFIC RAILROAD TIME TABLE AND RULES WILL GOVERN

Missouri Pacific Railroad

K. C. T.

IOWA DIVISION — EIGHTH DISTRICT

Miles from Kansas City	Car Capacity Sidings	SIGNS	TIME TABLE NO. 51 Effective August 1, 1934 STATIONS	EASTWARD						
				FIRST CLASS			SECOND CLASS			
				2 Passenger Mail Daily	4 Passenger Mail Daily		64 Time Freight Daily	66 Oil Merchandise Daily	60 Time Freight Daily	
27.1		T-X	LEAVENWORTH Mo. Pac. Crossing—Interlocked 0.6	s 6.10 PM	s 12.10 AM		5.00 AM	4.00 PM	8.00 PM	
26.5			EAST LEAVENWORTH 3.0							
23.5			COCHRANE 3.3							
20.2			POPE 3.6							
16.6			WOLCOTT 2.6							
14.0			POMEROY 3.4							
10.6			NEARMAN 3.9							
6.7			RAMAPO 1.5							
5.2			EDGEWATER JUNCTION 1.8							
3.4	Yard	B-C-K O-T-W-X	OHIO AVENUE 1.7				4.00 AM	3.00 PM	7.00 PM	
3.1			KANSAS CITY, KANS. 3.1	f 5.38	f 11.38 PM					
0.0		B-K-T	KANSAS CITY Union Station	5.30 PM	11.30 PM					
				2	4		64	66	60	

MISSOURI PACIFIC RAILROAD TIME TABLE AND RULES WILL GOVERN

ILLINOIS DIVISION — DE KALB BRANCH

WESTWARD				Miles from Chicago	Car Capacity Siding	SIGNS	TIME TABLE No. 51 Effective August 1, 1934 STATIONS	EASTWARD			
Engines operating between Sycamore and DeKalb will be governed by Rule 93 and will not require train orders.				56.6		B-C-K-T-W-X	SYCAMORE C. & N. W. Crossing—Interlocked 4.7	Engines operating between Sycamore and DeKalb will be governed by Rule 93 and will not require train orders.			
				61.3			DE KALB JUNCTION C. & N. W. Crossing 1.3				
				62.6		X	DE KALB				

SPECIAL INSTRUCTIONS

(1). Watch inspectors (see Rule 2) are located as follows:

LOCATION	NAME
Byron, Ill.....	J. A. OSBORN
Cedar Falls, Ia.....	ELMER H. PARMEN
Chicago, Ill.....	THE BALL R. R. TIME SERVICE, Brechner & McCoy, 58 E. Washington St.
Chicago, Ill.....	CHAS. H. BERN, LaSalle Station
Chicago, Ill.....	A. M. GREFFENSON, 719 S. Crawford Ave.
Chicago, Ill.....	M. GOLDBLATT, 12 N. Cicero Ave.
Conception, Mo.....	CHRIS LABEL
Des Moines, Ia.....	S. JOSEPH & SONS
Dubuque, Ia.....	E. L. SCHEPPELE
Kansas City, Kans.....	N. A. FASENMYER
Kansas City, Mo.....	MACE-RYER & CO.
Marshalltown, Ia.....	HOFFMAN JEWELRY CO.
Oelwein, Ia.....	NUTTING & STEVENS
St. Joseph, Mo.....	C. D. HAYNIE
Stockton, Ill.....	C. W. ROBISON
Sycamore, Ill.....	WETZEL BROS.
Waterloo, Ia.....	L. A. COBB
Waterloo, Ia.....	FESSLOR & CO.

(2). Register Stations.

Aurora	All Westward Trains—See Note (1).
Byron	Nos. 81-82-83 and 84.
Chicago	All First Class Trains.
Chicago Transfer	All Trains Except First Class.
Conception	All Trains Except First Class. See Note (1).

Des Moines Union

Depot	
Elmhurst	All Trains—See Note (1).
Fair Ground	All Trains—See Note (1).
Kansas City Union Station	

Kent	All Westward Trains—See Note (1).
Oelwein	All Trains—See Note (2).
Ohio Avenue	
South Des Moines.....	All Trains—See Note (3).
St. Joseph Union Depot	All First Class Trains. See Note (3).

Note (1). All trains may register by Form 367 except when displaying signals for a following section.

Note (2). All first class and passenger trains "WI" office; all other trains "BA" office.

Note (3). First class trains may register by Form 367 except when displaying signals for a following section.

(2-A). Train order signals are not displayed at the following train order offices: (All trains must obtain Clearance Card Form 389 at such offices.)

Des Moines Union Depot	
St. Joseph Union Depot	All First Class Trains.
Stillings Junction.....	All Eastward Trains.
Waterloo	

(2-B). All trains will leave Form 367 with operators Bee Creek and Beverly for information to operators.

(3). Auxiliary Lines.

Bee Creek.....	C. G. W. Railroad.
Cedar Falls Jct.....	Cedar Falls Branch.
Oelwein	Fourth District.
Sycamore	DeKalb Branch.

See Rules 14-F and 14-G.

(4). EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. (See Rule 71.)

(5). Conditional stops:

No. 1 will stop at any station on Illinois Division to receive pay passengers for Rochester, So. St. Paul, St. Paul or Minneapolis; at any station on Iowa Division to discharge pay passengers from Minnesota Division trains 2 and 10 and Illinois Division No. 1.

No. 2 will stop at Savannah to discharge pay passengers from Kansas City, and to pick up pay passengers where Minnesota Division train No. 9 is scheduled to stop; at Sheridan to discharge pay passengers from Kansas City or St. Joseph; and will stop at any station on Illinois Division to discharge pay passengers from points on Minnesota Division.

No. 21 will stop at any station on Illinois Division to receive pay passengers for Oelwein or stations beyond.

All trains will stop at any point to discharge pay passengers holding tickets routed through Chicago, St. Paul, Minneapolis, Kansas City or Omaha.

(6). The following letters shown in column of signs opposite stations indicate:

B—	Bulletin Books and Boards.
C—	Coal.
D—	Day Telegraph or Telephone Office.
K—	Standard Clocks.
N—	Night Telegraph or Telephone Office.
O—	Turn Table.
T—	Day and Night Telegraph or Telephone Office.
W—	Water Station.
X—	Yard Limit Station.
Y—	Wye.

(7). Unless otherwise ordered, when trains meet at Kent, or Aurora, the westward train will have right on the single main track up to the switch at the end of the double track. (See Rules 88, 89, 90 and 90-A).

(7-A). Trains will expect to find cars at all times on all parts of sidings at Bellewood, Winston, Galena Jct.; the north siding Ingalton and south siding Wilkinson.

(7-B). C. G. W. and Hanover trains using siding at North Hanover will keep sharp lookout for, and protect against, each other. Hanover trains have right to use only the house track and that portion of siding between the east switch and highway crossing west of the depot.

(7-C). C. G. W. and M. & O. trains using siding at Oneida will keep sharp lookout for, and protect against, each other. M. & O. trains have right to use the house track and siding only.

(7-D). Train movements between Winston and Rice are governed by electric controlled signal system of train operation. Trains will move by signal indication. Signal indications will supersede time table superiority of trains, but will not dispense with use of or observance of other signals whenever or wherever they may be required.

In case of failure of electric controlled signal system trains will be moved under the direction of train dispatcher.

Dispatchers telephones are located in Stations at Winston and Rice.

Indicator attached to remote control house, Winston, for westbound trains; white light showing indicates westward train order signal, Fan House, is clear; no light indicates westward train order signal, Fan House, at stop. This does not relieve train or engine men from observing position of train order signal, Fan House.

(8). While using tracks of other companies trainmen and enginemen will be governed by the rules and time tables of such companies, a copy of which must be in their possession.

(9). All movements must stop and be flagged over following street crossings: Fox River, Elgin Road on new hole track; Sycamore, DeKalb Branch, State Street to Edwards Street inclusive; at DeKalb, Pleasant Street to Sixth Street inclusive.

Trains will reduce speed when passing fixed distant signals at DeKalb Jct., and will approach the crossing under full con-

SPECIAL INSTRUCTIONS

trol, prepared to stop before reaching the crossing in the event crossing is occupied by a train on C. M. St. P. & P. track, or gate is set against the C. G.W.R.R., but may proceed over the crossing without stopping, at a speed not exceeding fifteen (15) miles per hour, providing track is clear, crossing unobstructed, gate properly set against the C. M. St. P. & P. and Yellow light displayed from top of gate post.

(11). Speed Restrictions—General:

FREIGHT TRAINS, 25 MILES PER HOUR OVER ALL RAILROAD CROSSINGS.

LIGHT ENGINES IN FORWARD MOTION, 35 MILES PER HOUR, AND EASTWARD ON CURVE WEST OF DUNDEE, 30 MILES PER HOUR, AND BETWEEN FAIR GROUND AND FARLEY ON ALL CURVES, 25 MILES PER HOUR.

ENGINES IN BACKWARD MOTION, 15 MILES PER HOUR.

TRAINS HANDLING STEAM DERRICK, SCALE TEST CAR OR PILE DRIVER, 35 MILES PER HOUR.

FREIGHT ENGINES HAULING PASSENGER TRAINS, MAXIMUM SPEED AUTHORIZED FOR FREIGHT TRAINS.

TEXAS TYPE ENGINES, 5 MILES PER HOUR THROUGH CROSSOVERS, TURNOUTS ENTERING AND LEAVING SIDINGS; THROUGH SHARP CURVES ON SIDINGS AND OTHER TRACKS, AND 25 MILES PER HOUR OVER FOX RIVER BRIDGE AND OVER BRIDGE F-408 TWO MILES EAST OF SHERIDAN.

OELWEIN TERMINAL, WITHIN YARD LIMITS, PASSENGER TRAINS MUST NOT EXCEED 25 MILES PER HOUR, FREIGHT TRAINS 15 MILES PER HOUR IN MAKING MAIN TRACK MOVEMENTS AND ALL TRAINS WILL NOT EXCEED 10 MILES PER HOUR WHILE PASSING THROUGH TURNOUTS, EXCEPT AT JEFF, AT END OF DOUBLE TRACK, PASSENGER TRAINS 25, FREIGHT TRAINS 20 MILES PER HOUR.

1st District. (Between Forest Park and East Stockton):

	Miles Per Hour	
	Passenger Trains	Freight Trains
Maximum speed	60	45
Over Junction switches Forest Park.....	10	10
Between Elmhurst and Forest Park.....	50	35
Over Fox River Bridge (except Texas type engines)	45	35
DeKalb Branch	15	15
Between DeKalb Jct. and 11th St., DeKalb..	10	10
Between 11th St. and DeKalb depot.....	6	6
Over C. B. & Q. crossing Holcomb.....	25	25
On curve at east end of Rock River bridge Byron	25	25
Between Kent and East Stockton.....	50	35
Eastward trains at end of double track, Kent	20	10
Elmhurst	20	10

2nd District. (Between East Stockton and Oelwein):

Maximum speed	60	45
Between Mile Posts 134 and 135.....	40	30
Between East Stockton and Galena Jct.....	50	35
Winston Tunnel	20	20
Eastward when fan is running.....	10	10
Over Junction switches at Galena Jct.....	10	10
Over Galena River Bridge 171.64.....	10	10
Over C. B. & Q. crossing west end of tunnel East Dubuque	10	10
City ordinance calls for speed of 6 miles per hour Dubuque	6	6
Between Fair Ground and Farley on all curves	35	25
Over C. M. St. P. & P. crossing Oneida....	35	20
Eastward on curve west of Dundee station..	40	30
Between Aurora and Oelwein.....	50	35

	Miles Per Hour	
	Passenger Trains	Freight Trains

At ends of double track, Winston	20	10
Rice	20	10
Eastward trains at end of double track, Aurora	20	10
Fair Ground	20	10

4th District. (Between Oelwein and Marshalltown):

Maximum speed	50	35
Oelwein to Lincoln.....	45	35
Hicks over C. & N. W. Crossing.....	25	25
Gladbrook over C. & N. W. Crossing.....	25	25
Cedar Falls Branch.....	15	15

5th District. (Between Marshalltown and So. Des Moines):

Maximum speed	50	35
Between Melbourne and South Des Moines.	45	35
Marshalltown Crossing, C. & N. W. and M. & St. L.....	20	15
Between Mile Posts 358-20 and 362-10 on Santiago Hill	35	25

6th District. (Between South Des Moines and Conception):

Maximum speed	50	35
Between bridge F291 and east switch Conger	40	25
Between Mile Posts 420 and 421 between Barney and Lorimor.....	40	30
Between Monette and Talmage.....	40	30
Between Mile Posts 433 and 434 between Afton Jct. and Shepard.....	40	30
Between Mile Posts 436 and 436-15 between Shepard and Arispe	40	25

7th District. (Between Conception and Leavenworth):

	Miles Per Hour	
	Passenger Trains	Freight Trains
Maximum speed	50	35
Between Bee Creek and Beverly.....	40	30
Beverly over C. B. & Q. Crossing.....	25	25
Over Leavenworth bridge and curve west thereof	10	8

Engines backing up must not exceed 6 miles per hour between Main Street and Terminal Yard, St. Joseph.

(12). Viaducts and trolley wires over the various foreign tracks in Chicago and vicinity, used by C. G. W. trains and yard engines, will not clear a man on top or side of car.

Overhead bridges at Bellwood, Galena Jct., Afton Jct., Diagonal and Conception will not clear man on top or side of car.

(13). Agents and Operators (with card Form 874, ready for use), must take a position on station platform and closely observe all passing trains, signalling trainmen or enginemen to stop if anything noticed that might imperil the safety of the train or employees. Card Form 874, to be properly filled out and handed to rear end when a hot box, a flat wheel, a brake beam dragging, etc., is noticed. If nothing irregular detected, a proceed signal must be given.

Signal Maintainers, Bridgemen, Sectionmen and other employees at work in yards and between stations must also inspect passing trains and signal Stop or Proceed according to what inspection reveals.

When trains are entering or leaving siding and when pulling away from coal and water stations and at other places where practicable, at least one member of the train crew must station himself where the entire train will be pulled by him at slow speed and make similar inspection.

Enginemen, Firemen and Trainmen must be on the alert to receive, transmit and act promptly on these signals.

Trainmen will exchange signals with trainmen on other trains from platform of caboose or passenger car when practicable, such signals to indicate whether or not train movement has the appearance of being normal.

SPECIAL INSTRUCTIONS

(14). Precautions to be taken to insure safe train operation during and following severe storms.

OPERATORS—Notify train dispatcher promptly nature and extent of storm. Call section foreman, if not on duty. If so advised by section foreman, hold trains until it is known track is safe.

SECTION FOREMEN—Have section patrolled day or night. Call Operator, if none on duty, and ascertain time trains will pass over section; time patrol as near fifteen minutes ahead of train as possible. If necessary to hold train to patrol track notify Operator to do so. Report promptly to Roadmaster and Train Dispatcher condition of track and speed limit. **DO NOT WAIT TO BE CALLED.**

TRAIN AND ENGINEMEN—Bring train under control and proceed through territory affected by storm at a rate of speed that will insure safety; notify Train Dispatcher condition of track. If unable to communicate with Dispatcher or Section Foreman and there is a doubt as to it being safe to move, take siding and wait for instructions or until advised track is safe.

TRAIN DISPATCHER—On receipt of report of storm notify trains liable to be affected; see Superintendent Division Engineer, and Roadmaster are properly notified and that Section Foremen are patrolling track and get all information necessary to protect safe movement of trains quickly as possible. If necessary have Operator call Section Foreman.

(15). **Trains and Engines between Reddy and South Des Moines will be governed by block and must get permission from operator at South Des Moines before using freight line. Such instructions do not relieve them from complying with yard limit rules.**

(16). Trains registered at Des Moines Union Depot will be considered as having arrived at C. G. W. Junction, if westward, and at South Des Moines, if eastward. If green signals have been carried to South Des Moines from the west, or to C. G. W. Junction from the east, the information will be shown on the Des Moines Union train register.

(17). Engines heavier than 900 class must not run over Cedar Falls and DeKalb branches.

(17-A). **Texas type engines must not be operated on tracks:**

Ingalton—South siding.

Sycamore—Tracks 3 and 4.

Wilkinson—Turn outs connecting with both ends C. M. St. P. & P. interchange tracks.

Byron—South siding.

East Stockton—Lead track between East switch and water crane.

Winston—Siding and wood spur.

Dubuque—I. C. Interchange track.

East Waterloo—I. C. Interchange track (except in emergency) and back track East of freight house.

Waterloo—Herrick-Schultz tracks; and Meany Casket Co. track.

Hudson—Lumber yard spur track.

Reinbeck—Mahoney track; brick yard track and canning spur.

Marshalltown—Fruit house track; and hill track.

Berwick—Siding and house track.

Orillia Mine—All tracks except the run-around track.

Churchville—Spur track.

Talmage—Coal chute track.

Parnell—Egg spur.

Conception—Wabash and transfer tracks; and No. 4 track.

Cawood—All tracks.

Bee Creek—House track.

Faucett—Transfer track and house track.

Dearborn—Mill spur and tobacco track.

Woodruff—Siding.

Beverly—House track.

Leavenworth—Leavenworth bridge.

(17-B). Mikado engines must not be operated on Chapman or I. C. Transfer tracks East Waterloo for more than one car length beyond frogs, except that I. C. Transfer track may be used in emergencies at slow and careful speed.

Mikado engines headed east must not be operated on Canning Factory spur, Reinbeck; when headed west, may do so at speed of five (5) miles per hour, and must not operate over Egg Spur Parnell.

"G" class engines may be operated over D. M. U. Des Moines River bridge at speed of not more than ten (10) miles per hour; must not double head with motor cars over that structure unless separated by cars to the extent of at least 70 feet and will not double head with steam locomotive except when separated by cars to extent of at least 125 feet.

"E-7" and "K-5" type engines may double head motor cars over Des Moines River, D. M. U. Railway bridge.

Mikado and heavier type engines must not be operated over Des Moines Union Bridge.

East lead Conception can only be used far enough South to allow turning of engines on wye.

House track, Savannah, cannot be used west of depot.

At Shops, close clearance between East end of No. 4 track and roundhouse track will not permit of Texas engines passing other engines at this point, and close clearance between freight house lead and "Old Main Line" turnout at Main Street, will not clear cars or engines.

Between First and Second Avenues, Marshalltown, there is close clearance between main and passing tracks, where markers of trains on adjacent track will not clear.

(18). **Eastward trains taking siding at Hicks will sound three long blasts of the whistle for passing track.**

(18-B). Westward trains taking siding at Gladbrook will sound three long blasts of the whistle for passing track.

(19). Motormen are prohibited from employing any unauthorized device or means for making ineffective the "Deadman Control" of motor units so equipped.

(19-B). Passenger trains taking siding for other trains, will pull entirely into clear before slowing up for brakeman to board train.

(20). Trains or engines using Marshalltown interlocker, will be governed by the following:

Lower arm on two-arm westbound semaphore signal governs movement from main track to M. & St. L. transfer and to the west passing track. The westbound dwarf signal on passing track governs movements to the M. & St. L. transfer, to the main track and the west passing track. All these movements must be made under control.

(21). Engines using packing house track Marshalltown must flag movements over main and passing tracks. This does not relieve trains using main or passing tracks from making regular crossing stops.

(22). East Waterloo passing track includes No. 1 track from the crossover near W. C. F. & N. Transfer to the east end of No. 1 track. Except as specified by Rule 90, or otherwise provided, westward trains required to take siding at East Waterloo will head in at extreme east switch.

(22-A). Trains meeting at Conception will meet at West Yard unless otherwise ordered. Crossover Switch West Yard Conception is the West Switch of passing track; track between this switch and extreme West Switch is storage track.

(23). Crossover switch at coal chute and switch at Main Street are passing track switches at Shops for all trains. Operator will handle connection switch at Francis Street and crossover switches at Felix Street.

(24). Trains and yard engines using the Chicago Junction Railway tracks in the territory between 15th Street and approximately Western Avenue on the north, Brighton Park to Lake Avenue and 42nd Street on the west, and to 49th Street on the south, **MUST MOVE UNDER ABSOLUTE CONTROL, AND WITH THE CURRENT OF TRAFFIC** at all times, expecting to find other trains occupying the same tracks, connecting tracks and railroad crossings without markers, lights or flag protection. In the event of accident the responsibility rests with the approaching train. "Under Control" means to be able to stop within the range of vision.

(25). Second District trains in either direction do not require clearance or train order to proceed on C. B. & Q. track, but will be governed by position of the semaphore at Galena Junction and Portage and the train order signal at Galena Junction.

(26). Illinois Central Railroad rules governing use of joint track between Dubuque Junction and Portage are:

"Standard clocks: East Cabin and Portage.

"Between Dubuque Junction and Portage, trains may display signals as provided by train orders of their respective roads.

"Train Registers: East Cabin.

"Trains may register at East Cabin by register ticket.

"Second class, third class and extra trains, except work extras, receiving clear train order signal at East Cabin and clear home signal at Portage may run ahead of overdue first class trains between these stations.

"Yards: East Cabin and Dubuque Junction.

"First class trains must move within yard limits at East Cabin prepared to stop, unless the main track is seen or known to be clear.

"Between Dubuque Junction and Portage trains may run without train orders.

"Trains must stop at stop boards located 300 feet from junction switches at East Cabin and not proceed until signaled by switch tender.

"On two or more tracks, trains may pass "Stop and Proceed" signals without stopping, proceeding at a speed not to exceed 15 miles per hour.

"Speed Restrictions: Between Portage and East Cabin:

	Miles Per Hour
Passenger trains with passenger engines, passenger engines running light or with caboose.....	60
Passenger trains with freight engines.....	40
Dispatch, local freight and mixed trains.....	40
Freight engines running light or with caboose.....	40
All other trains, including work.....	40
Engines not equipped with trucks, eight-wheel locomotive cranes, or trains handling them.....	15
Engines backing up light or with cars.....	15
All trains moving over cross-over, junctions and siding switches unless board at switch authorized greater speed	10
Derricks	25
Between East Cabin and Dubuque Jct., all trains.....	10

"Following restrictions will apply in connection with the operation of Texas type locomotives of the C. G. W. Railroad over Dubuque District:

"Texas type engines must not be double headed at any time and there must be at least nine cars between two such engines to avoid over-weight of spans on the D. & D. Bridge. These engines must not exceed 15 miles per hour over the following bridges:

- W-172-19 in westward main two miles east of Menominee.
- W-172-20 in eastward main two miles east of Menominee.
- W-174-06 in westward main at Menominee.
- W-182-03 Mississippi River bridge at Dubuque.

"Two Tracks: Between East Cabin and Portage.

No.	Location	Use
1	North	Westward trains
2	South	Eastward trains

"Between Dubuque Junction and East Cabin, controlled manual block signals govern the use of the blocks, their indications supersede time table superiority and take the place of train orders; they do not dispense with the use or observance of other signals whenever and wherever they may be required."

(26-A). Between Beverly and Stillings Jct., C. R. I. & P. tracks, passenger trains will not exceed 20 miles per hour, and freight trains 15 miles per hour, between Mile Posts 514.2 and 514.8, and between Mile Posts 516.10 and 516.15.

(27). Movement over the C., B. & Q. track between Des Moines Union Junction and Bridge Junction will be governed by automatic block signals. Normal position of switches at Des Moines Union Junction and Bridge Junction are for C., B. & Q. track. C. G. W. engines or cars must not foul C., B. & Q. tracks and switches

must not be opened until it is seen that there is no train approaching from either direction, and that automatic signals indicate proceed. In case of signal failure trains or engines may proceed when preceded by a flagman. Speed of trains and engines must not exceed 15 miles per hour.

(28). Interlocked signals govern movements, C. G. W. track to and from C. B. & Q. tracks, and crossing of Union Terminal track at Francis Street, St. Joseph.

Two arm semaphore type home signal located on north side of C. G. W. track, 300 feet east of junction switch, top arm operating in two positions, lower quadrant, governs westward movements with current of traffic; lower arm operating in two positions, lower quadrant, governs westward movements against current of traffic, on instructions of operator at Francis Street.

Two arm semaphore type home signal located on east side of C. B. & Q. track, 675 feet south of junction switch, lower arm operating in two positions, lower quadrant, governs C. G. W. eastward movements with current of traffic to C. G. W. connection.

Four light dwarf signal located between C. B. & Q. main tracks, just south of crossover, 675 feet south of junction switch, lower yellow light governs eastward movements from southward C. B. & Q. main track through crossover to C. G. W. connection.

One arm semaphore type home signal located on north side of Union Terminal track, 225 feet east of C. B. & Q. crossing, and one arm semaphore type home signal located on south side of Union Terminal track, 425 feet west of C. B. & Q. crossing operating in two positions, lower quadrant, govern movements over C. B. & Q. crossing.

(29). C. G. W. connection switch at C. B. & Q. Middle Yard and crossover switch east of Middle Yard are handled by switch tenders and trains must pass these switches only on signal from switch tender. Trains must approach Missouri Pacific crossing east of Fourth Street under control and be governed by signal from switch tender, and must not exceed six miles per hour between Middle Yard office and Union Station connection at Sixth Street.

(30). Westward trains at St. Joseph, will not proceed until given semaphore at Main Street. Westward trains, moving with current of traffic from Francis Street, will be governed by automatic signal S-64.0 located just South of crossover South of Francis Street Station. This signal governs to the manually controlled signal North of crossover near Fourth Street, which is operated by switch tenders at Middle Yard. Switch at end of double track near Fourth Street will be handled by switch tender and must be left set for track leading to Union Depot.

(31). Eastward trains will be governed by semaphore located between Fourth and Fifth Streets, St. Joseph, on C., B. & Q. single track, and must not proceed until given proper signal by switch tender at Middle Yard. Switch at Fourth Street will be handled by switch tender.

(32). The normal position of switch connecting C., B. & Q. and St. J. Terminal tracks at Fifth Street, St. Joseph, is for the C., B. & Q. track, but trains must keep sharp lookout for switch engines going to or from the Terminal freight house on Fifth Street.

(33). The normal position of the slip puzzle switch at C., R. I. & P. Ry. crossing at Monterey Street is for C., R. I. & P. Ry. tracks.

(34). Switch just west of the C., B. & Q.-C., R. I. & P. crossing at Monterey Street will be handled by freight trainmen and must be left set for track leading to Union Depot.

(35). Trains and engines must move under control between Francis and Hickory Streets, St. Joseph.

(36). Trains must come to a full stop before passing over crossings at Monterey and Hickory Streets, and before passing over C., B. & Q. crossing near South Eleventh Street, and K. C., C., C. & St. J. Ry. crossing on South Eleventh Street, St. Joseph; and will be governed by current A., T. & S. F. instructions on C. R. I. & P. crossing near Connett. All of these crossings between Hickory Street and Connett, must be flagged except C., R. I. & P. crossing, near Connett.

SPECIAL INSTRUCTIONS

(37). Between Bee Creek Jct. and Terminal yard office, St. Joseph, trains will be operated in accordance with A. T. & S. F. Ry. Co. Missouri Division time table, rules and regulations, under a permissive manual block system. (See Rules 735 to 763.)

Trains are authorized to meet at Ajax only as provided by Rule 760.

Switch at Terminal Junction will be left set for A. T. & S. F. Missouri Division trains.

Between Terminal Junction and St. Joseph Union Depot, all trains will run at restricted speed, expecting to find track occupied by other engines and trains, and be prepared to stop when necessary.

(38). The normal position of the Junction switch at Bee Creek is for Sante Fe main track. Switch will be handled by operator.

(39). Movements of trains between Beverly and Stillings Junction and between Stillings Junction and west end of Missouri River bridge at Leavenworth is governed by electric train staff system. No westward train must leave Beverly and no train in either direction must leave Stillings Junction and no eastward train must go on the Missouri River bridge, unless the engineer of such train has in his possession a train staff. Possession of the train staff is authority for the engineer to proceed regardless of opposing trains.

Westward trains approaching Beverly will sound one long and one short blast of the whistle, calling for the crossing and staff. If home semaphore indicates "proceed," engineer will pick up staff giving him right to proceed as far as Stillings Junction. On approaching Stillings Junction engineer will sound one long and one short blast of the whistle, calling for junction switch and staff; if home semaphore indicates "proceed," engineer will give up the staff taken at Beverly and pick up another staff which will give him right to proceed to the west end of the bridge, where he will give up staff to the operator at that point.

Eastward trains, at Leavenworth, will signal to the staff operator in the tower at the west end of the bridge by four short blasts of the whistle, and will approach home semaphore under control, and if it indicates "proceed," engineer will pick up staff which will give him right to proceed to Stillings Junction. Approaching Stillings Junction engineer will sound one long and one short blast of the whistle, calling for junction switch and staff; if home semaphore indicates "proceed" engineer will give up staff received at Leavenworth and pick up another staff which will give him right to proceed to Beverly, giving up such staff on arrival at that point.

The eastward home semaphore at Stillings Junction has three arms. The top arm governs the movements of C., B. & Q. trains. When middle arm indicates proceed, switches are set for C., R. I. & P. main track. When lower arm indicates proceed, switches are set for passing track. The east bound home semaphore at Beverly has three arms. The top arm governs the movements of C., R. I. & P. trains. When middle arm indicates proceed, switches are set for C. G. W. main track. When bottom arm indicates proceed, switches are set for C. G. W. passing track.

The east switch of the siding at Stillings Junction is locked with a staff lock, and can only be unlocked with a staff. A westward train heading in at this switch must deliver staff to the operator at Stillings Junction as soon as train is into clear and has pulled down to the tower. An eastward train does not require a staff when heading into this siding, but cannot pull out of the east end without having a staff.

When two or more engines are coupled together the engineer of the leading engine must carry the staff, but the engineers of the other engine or engines must know that the leading engineer has the staff, before proceeding.

Under no circumstances must a staff be transferred from one train to another, but in all cases it must be delivered to the operator.

(40). Train movements between west end Missouri river bridge and Leavenworth freight depot are yard movements. C. G. W., C., B. & Q., C., R. I. & P. trains and all switch engines have equal rights in this territory and movements must be made under control.

Between C. G. W. connection, Leavenworth, with Missouri Pacific and west end Missouri river bridge at Leavenworth all trains and engines must move under control.

(41). Between Kansas City, Kansas, and Union Station, Kansas City, Mo., passenger trains will use Mo. Pac. tracks between Kansas City, Kansas, and Mo. Pac. Jct. and K. C. T. tracks between Mo. Pac. Jct. and Kansas City Union Station.

ADDITIONAL STATIONS

	Location	Capacity
North Glen Ellyn.....	M. P. 23.3	4—connected both ends
Lovells Crossing	M. P. 53.3	2—connected east end
Five Points.....	M. P. 59.3	15—connected east end
Bruceville	M. P. 110.2	11—connected east end
Woodspur at Winston.....		25—connected east end
Frith's Spur.....	M. P. 175.9	17—connected west end
Monastery	M. P. 499.8	2—connected east end

The attention of engineers is called to the following laws:

IOWA. Revised Statutes, 1888. Sec. 2003.

Signals at Crossings.—A bell and a steam whistle shall be placed on each locomotive engine operated on any railway in this State, and said whistle shall be twice sharply sounded at least sixty rods before a highway crossing is reached, and after the sounding of the whistle, the bell shall be rung continuously until the crossing is passed; **Provided**, that at street crossings within the limits of incorporated cities or towns, the sounding of the whistle may be omitted, unless required by the council of any such city or town; and the company shall also be liable for all damages which shall be sustained by any person by reason of such neglect.

ILLINOIS. Revised Statutes, 1893.

Bell and Whistle at Crossings.—Every railroad corporation shall cause a bell, of at least thirty pounds weight, and a steam whistle placed and kept on each locomotive engine, and shall cause the same to be rung or whistled by the engineer or fireman, at the distance of at least eighty rods from the place where the railroad crosses or intersects any public highway, and shall be kept ringing or whistling until such highway is reached.

Speed Table

Miles		Time Per Mile		Miles		Time Per Mile	
Per Hour	Min.	Sec.	Per Hour	Min.	Sec.	Per Hour	Min.
3.....	20	0	36.....	1	40	3.....	20
4.....	15	0	37.....	1	37	4.....	15
5.....	12	0	38.....	1	35	5.....	12
6.....	10	0	39.....	1	32	6.....	10
7.....	8	34	40.....	1	30	7.....	8
8.....	7	30	41.....	1	28	8.....	7
9.....	6	40	42.....	1	26	9.....	6
10.....	6	0	43.....	1	23	10.....	6
11.....	5	27	44.....	1	22	11.....	5
12.....	5	0	45.....	1	20	12.....	5
13.....	4	36	46.....	1	18	13.....	4
14.....	4	17	47.....	1	16	14.....	4
15.....	4	0	48.....	1	15	15.....	4
16.....	3	45	49.....	1	13	16.....	3
17.....	3	32	50.....	1	12	17.....	3
18.....	3	20	51.....	1	10	18.....	3
19.....	3	9	52.....	1	9	19.....	3
20.....	3	0	53.....	1	8	20.....	3
21.....	2	51	54.....	1	7	21.....	2
22.....	2	44	55.....	1	5	22.....	2
23.....	2	36	56.....	1	4	23.....	2
24.....	2	30	57.....	1	3	24.....	2
25.....	2	24	58.....	1	2	25.....	2
26.....	2	18	59.....	1	1	26.....	2
27.....	2	13	60.....	1	0	27.....	2
28.....	2	8	61.....	0	59	28.....	2
29.....	2	4	62.....	0	58	29.....	2
30.....	2	0	63.....	0	57	30.....	2
31.....	1	56	64.....	0	56	31.....	1
32.....	1	52	65.....	0	55	32.....	1
33.....	1	49	70.....	0	51	33.....	1
34.....	1	46	75.....	0	48	34.....	1
35.....	1	43	80.....	0	45	35.....	1

TRAIN ORDER OFFICES—OPEN.

Station	Week Days	Sundays	Holidays
1st DISTRICT			
CHICAGO	6:00 AM to 10:00 PM.....	6:00 AM to 2:00 PM.....	6:00 AM to 2:00 PM
CHICAGO TRANSFER.	Continuous	Continuous	Continuous
ELMHURST	Continuous	Continuous	Continuous
GRETNA	7:45 AM to 4:45 PM.....		
INGALTON	Continuous	Continuous	Continuous
ST. CHARLES	7:00 AM to 12:00 Noon and 1:00 PM to 4:30 PM		
WASCO	8:45 AM to 5:45 PM.....		
LILY LAKE	8:45 AM to 5:45 PM.....		
VIRGIL	8:45 AM to 5:45 PM.....		
SYCAMORE	Continuous	Continuous	Continuous
WILKINSON	Continuous	Continuous	Continuous
CLARE	8:30 AM to 5:30 PM.....		
ESMOND	8:15 AM to 5:15 PM.....		
HOLCOMB	Continuous	Continuous	Continuous
BYRON	Continuous	Continuous	Continuous
GERMAN VALLEY	8:00 AM to 5:00 PM.....		
So. FREEPORT	8:30 AM to 4:30 PM and 7:30 PM to 3:30 AM	8:30 AM to 4:30 PM and 7:30 PM to 3:30 AM.....	8:30 AM to 4:30 PM and 7:30 PM to 3:30 AM
PEARL CITY	8:00 AM to 5:00 PM.....		
KENT	Continuous	Continuous	Continuous
2nd DISTRICT			
ELIZABETH	8:00 AM to 5:00 PM.....		
No. HANOVER	8:00 AM to 5:00 PM.....		
FAN HOUSE	Continuous	Continuous	Continuous
GALENA JCT.	Continuous	Continuous	Continuous
FAIR GROUNDS	Continuous	Continuous	Continuous
GRAF	8:45 PM to 5:45 AM.....	8:45 PM to 5:45 AM	8:45 PM to 5:45 AM
DYERSVILLE	8:00 AM to 5:00 PM.....		
PETERSBURG	6:45 AM to 3:45 PM.....		
ONEIDA	Continuous	Continuous	Continuous
LAMONT	7:35 AM to 4:35 PM.....		
AURORA	Continuous	Continuous	Continuous
STANLEY	7:30 AM to 4:30 PM.....		
OELWEIN	Continuous	Continuous	Continuous
4th DISTRICT			
FAIRBANK	7:00 AM to 11:30 AM and 12:30 PM to 4:00 PM		
DUNKERTON	7:00 AM to 12:30 PM and 1:30 PM to 4:00 PM		
WATERLOO	Continuous	Continuous	Continuous
CEDAR FALLS	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM		
HUDSON	7:30 AM to 11:30 AM and 12:30 PM to 4:30 PM		
HICKS	9:00 AM to 5:00 PM and 9:45 PM to 5:45 AM	9:00 AM to 5:00 PM and 9:45 PM to 5:45 AM.....	9:00 AM to 5:00 PM and 9:45 PM to 5:45 AM
REINBECK	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM		
LINCOLN	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM		
GLADBROOK	Continuous	Continuous	Continuous
GREEN MOUNTAIN ..	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM		

TRAIN ORDER OFFICES—OPEN—CONTINUED.

Station	Week Days	Sundays	Holidays
5th DISTRICT			
MARSHALLTOWN	Continuous	Continuous	Continuous
MELBOURNE	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM		
BAXTER	7:30 AM to 12:00 Noon and 1:00 PM to 4:30 PM		
MINGO	6:30 AM to 11:30 AM and 12:30 PM to 3:30 PM		
BONDURANT	6:15 AM to 12:15 PM and 1:15 PM to 3:15 PM		
So. Des Moines.....	Continuous	Continuous	Continuous
6th DISTRICT			
PERU	7:30 AM to 12:00 Noon and 1:00 PM to 4:30 PM		
LORIMOR	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM		
AFTON JUNCTION ...	8:45 PM to 12:30 AM and 1:30 AM to 5:45 AM	8:45 PM to 12:30 AM and 1:30 AM to 5:45 AM	8:45 PM to 12:30 AM and 1:30 AM to 5:45 AM
DIAGONAL	8:00 AM to 12:30 PM and 1:30 PM to 5:00 PM		
BLOCKTON	8:00 AM to 4:00 PM and 8:30 PM to 4:30 AM	8:30 PM to 4:30 AM.....	8:30 PM to 4:30 AM
SHERIDAN	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM		
FARNELL	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM		
RAVENWOOD	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM		
7th and 8th DISTRICTS			
CONCEPTION	Continuous	Continuous	Continuous
SAVANNAH	8:45 AM to 12:30 PM and 1:30 PM to 5:45 PM		
SHOPS	Continuous	Continuous	Continuous
DEARBORN	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM		
KANSAS CITY	Continuous	Continuous	Continuous

DIVISION OFFICERS

C. J. FOSTER.....	Superintendent	Oelwein
J. D. LORDEN	Trainmaster	Oelwein
E. E. DEYO.....	Trainmaster	Des Moines
F. U. MAYHEW.....	Division Engineer	Oelwein
J. PLASHAL.....	Terminal Trainmaster	Oelwein
THEO. OLSON	Traveling Engineer	Oelwein
L. E. HARTMAN.....	Assistant Traveling Engineer.....	Des Moines
J. M. REINES.....	Chief Dispatcher	Stockton
W. T. NISH.....	Chief Dispatcher	Des Moines
L. O. ROSS.....	Assistant Chief Dispatcher.....	Stockton
A. COVINGTON.....	Assistant Chief Dispatcher.....	Des Moines
L. S. BEATTIE.....	Train Dispatcher	Stockton
L. B. BLANN.....	Train Dispatcher	Stockton
A. J. SCHMITT.....	Train Dispatcher	Stockton
W. J. MURPHY.....	Train Dispatcher	Stockton
C. K. COLE.....	Train Dispatcher	Stockton
W. A. GIBSON.....	Train Dispatcher	Des Moines
C. UNGER.....	Train Dispatcher	Des Moines
R. D. BEDGOOD.....	Train Dispatcher	Des Moines
I. H. LATIMER.....	Train Dispatcher	Des Moines
G. JORDAN.....	Train Dispatcher	Des Moines
R. O. DOUGHERTY.....	Roadmaster	Stockton
C. L. FINCH.....	Roadmaster	Oelwein
H. C. LARSON.....	Roadmaster	Des Moines
W. O. RUTHERFORD.....	Roadmaster	St. Joseph

SAFETY FIRST

SAFETY ALWAYS

DIVISION OFFICERS

C. J. FORTNER	Chief Engineer	St. Joseph
J. D. LORDBY	Patrolmaster	Oswein
E. E. DEVO	Patrolmaster	Des Moines
N. H. MAYHEW	Division Engineer	Oswein
I. PASHAL	Technical Instructor	Oswein
THEO. OLSON	Traveling Engineer	Oswein
L. E. HARTMAN	Assistant Traveling Engineer	Des Moines
L. M. BEINER	Chief Dispatcher	St. Joseph
W. T. NICHOLS	Chief Dispatcher	Des Moines
L. O. ROSS	Assistant Chief Dispatcher	St. Joseph
A. COVINGTON	Assistant Chief Dispatcher	Des Moines
L. S. BEATTIE	Train Dispatcher	St. Joseph
L. E. BLANN	Train Dispatcher	St. Joseph
A. J. SCHMITT	Train Dispatcher	St. Joseph
W. J. MURPHY	Train Dispatcher	St. Joseph
C. R. COLLE	Train Dispatcher	St. Joseph
W. A. EISSON	Train Dispatcher	Des Moines
G. HUNGER	Train Dispatcher	Des Moines
M. D. REDGOOD	Train Dispatcher	Des Moines
L. H. EATNER	Train Dispatcher	Des Moines
G. JORDAN	Train Dispatcher	Des Moines
N. C. DOUGHERTY	Bookkeeper	St. Joseph
CE. TITCHEL	Bookkeeper	Oswein
H. G. LARSON	Bookkeeper	Des Moines
W. O. R. SHEPHERD	Bookkeeper	St. Joseph

SAFETY FIRST / SAFETY ALWAYS