

LIST OF SURGEONS

STATION	NAME	PHONE NUMBER	
		OFFICE	RESIDENCE
Baxter, Iowa	DR. P. L. SPENCER	91-R3	91-R2
Blockton, Iowa	DR. C. E. BUCKLEY	55	55
Creston, Iowa	DR. J. G. MACRAE	640	1233-W
Dearborn, Mo.	DR. M. H. MOORE	7	61
Des Moines, Iowa	DR. ARNOLD L. NELSON	4-3239	6-0422
Des Moines, Iowa	DR. E. R. POSNER	4-4151	5-2688
	If no answer, call Physicians' Bureau, 5-1126		
Des Moines, Iowa	DR. WALTER KIRCH (Oculist)	2-3110	7-0743
Diagonal, Iowa	DR. E. J. WATSON	2-105	3-105
Gladbrook, Iowa	DR. G. T. McDOWELL	74-R2	74-R3
Kansas City, Mo.	DR. R. D. IRLAND	Grand 0174	Hiland 1311
	Union Station Hospital, Union Station		
Kansas City, Mo.	DR. A. E. EUBANK (Oculist)	Harrison 1030	Fleming 1211
Leavenworth, Kans.	DR. ROBERT H. MOORE	Lansing 2	Lansing 83
Marshalltown, Iowa	DR. A. C. CONAWAY	4548	5183
Oelwein, Iowa	DR. R. J. GALVIN	158	204
Oelwein, Iowa	DR. L. W. WARD	199	199
Oelwein, Iowa	DR. J. W. FELD (Dental Surgeon)	341	314
Oelwein, Iowa	DR. G. M. THEIN (Oculist)	313	492
Reinbeck, Iowa	DR. C. H. BARTRUFF	257-2	257-3
Shannon City, Iowa	DR. F. W. LOOMIS	62	62
St. Charles, Iowa	DR. IVAN K. SAYRE	46-R3	46-R2
St. Joseph, Mo.	DR. R. W. CONRAD	2-8054	2-9977
St. Joseph, Mo.	DR. F. G. THOMPSON	4-2752	2-8808
St. Joseph, Mo.	DR. W. H. MINTON (Oculist)	4-0412	2-9845
Waterloo, Iowa	DR. F. H. REULING (Oculist)	5557	6714
Waterloo, Iowa	DR. C. N. COOPER	7546	2-3568
Waterloo, Iowa	DR. C. J. MIKELSON	7546	3-0633
Weston, Mo.	DR. LEWIS C. CALVERT	128	Weston 128

CLAIM DEPARTMENT

G. N. REILLY, General Claim Agent, Chicago, Ill.
309 West Jackson Blvd.

J. H. HULSE, Claim Agent, Des Moines, Ia.
Phone—Office 4-5454 Residence 5-2389

CHICAGO GREAT WESTERN RAILWAY

IOWA DIVISION

TIME TABLE

No. 11a

Taking Effect at 12:01 a. m.

Sunday, February 13, 1949

Superseding Time Table No. 11

Dated Sept. 5, 1948

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

S. M. GOLDEN, Vice-President

H. BOLLER, General Superintendent

A. A. FREIBERGER, Superintendent

BETWEEN OELWEIN AND MARSHALLTOWN — FOURTH DISTRICT

Miles from Chicago	Car Capacity Sidings	SIGNS	TIME TABLE NO. 11a Effective February 13, 1949 STATIONS	WESTWARD							
				FIRST CLASS			SECOND CLASS				
				15 Passenger Daily			63 Time Freight Daily	65 Time Freight Daily			
				Leave							
245.8	Yard	★	OELWEIN 7.4	PM 8.15			AM 11.50	PM 9.30			
253.2	100	D	FAIRBANK 7.7	f 8.26			PM 12.15	9.50			
260.9	73	D	DUNKERTON 4.6	f 8.36			⁶⁴ 12.30	10.05			
265.5	73		DEWAR 6.2	8.42			12.40	10.15			
271.7	125	T-X	WATERLOO Ill. Cent. Crossing—Interlocked 0.5	s 8.50			1.00	⁶² 10.30			
272.2	138	X	C. R. I. & P. Crossing—Interlocked WEST WATERLOO 5.7	9.03			1.10	10.45			
277.9	61		CEDAR FALLS JUNCTION 3.3	9.10			1.20	10.58			
281.2	82	D	HUDSON 4.9	f 9.15			1.27	11.05			
286.1	53		HICKS C. & N.-W. Crossing Automatic Signal Protection 4.4	⁶² 9.21			1.35	11.15			
290.5	82	D-W-X	REINBECK C. R. I. & P. Crossing—Stop 7.1	s 9.29			1.45	¹² 11.36			
297.6	106	D	LINCOLN 5.5	f 9.41			2.03	AM 12.04			
303.1	97	T	C. & N.-W. Crossing—Interlocked GLADBROOK 8.9	s 9.49			2.14	12.16			
312.0	61	D	GREEN MOUNTAIN 5.7	10.02			2.32	12.35			
317.7	98	X	ARMOUR SIDING 2.0	10.09			2.45	12.45			
319.7	123	B-C T-W-X-Y	C. & N.-W. Crossing—Stop MARSHALLTOWN	¹² s 10.15 PM			3.05 PM	12.50 AM			
				Arrive							
				15			63	65			

SPEED TABLE

Miles per hour	Time per mile	
	Min.	Sec.
5.....	12	0
10.....	6	0
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

BETWEEN OELWEIN AND MARSHALLTOWN — FOURTH DISTRICT

Miles from Kansas City	Car Capacity Sidings	SIGNS	TIME TABLE NO. 11a Effective February 13, 1949 STATIONS	EASTWARD									
				FIRST CLASS				SECOND CLASS					
				12 Passenger Daily				62 Time Freight Daily	64 Time Freight Daily				
Arrive				Arrive	Arrive								
353.2	Yard	★	OELWEIN 7.4	s 1.35 AM				12.30 AM	1.00 PM				
345.8	100	D	FAIRBANK 7.7	f 1.20				12.01 AM	12.45				
338.1	73	D	DUNKERTON 4.6	f 1.03				11.35	12.30 ⁶³				
333.5	73		DEWAR 6.2	12.50				11.00	12.15 PM				
327.3	125	T-X	WATERLOO Ill. Cent. Crossing—Interlocked 0.5	12.40 s12.10				10.30 ⁶⁵	11.55				
326.8	138	X	C. R. I. & P. Crossing—Interlocked WEST WATERLOO 5.7	12.03 AM				10.05	11.35				
321.1	61		CEDAR FALLS JUNCTION 2.3	11.56				9.50	11.22				
317.8	82	D	HUDSON 4.9	f11.50				9.40	11.15				
312.9	53		HICKS C. & N-W. Crossing Automatic Signal Protection 4.4	11.41				9.21 ¹⁵	11.05				
308.5	82	D-W-X	REINBECK C. R. I. & P. Crossing—Stop 7.1	s11.36 ⁶⁵				9.10	10.50				
301.4	106	D	LINCOLN 5.5	f11.24				8.55	10.35				
295.9	97	T	C. & N-W. Crossing—Interlocked GLADBROOK 8.9	s11.15				8.40	10.25				
287.0	61	D	GREEN MOUNTAIN 5.7	f11.01				8.20	10.05				
281.3	98	X	ARMOUR SIDING 3.0	10.52				8.00	9.40				
279.3	123	B-C T-W-X-Y	C. & N-W. Crossing—Stop MARSHALLTOWN	s10.45 ¹⁵ PM				7.50 PM	9.35 AM				
				12				62	64				

IOWA. Revised Statutes, 1939. Sec. 8018.

A bell and a steam whistle shall be placed on each locomotive engine operated on any railway, which whistle shall be twice sharply sounded at least sixty rods before a road crossing is reached, and after the sounding of the whistle the bell shall be rung continuously until the crossing is passed; but at street crossings within the limits of cities or towns the sounding of the whistle may be omitted, unless required by ordinance or resolution of the council thereof; and the company shall be liable for all damages which shall be sustained by any person by reason of such neglect.

BETWEEN MARSHALLTOWN AND SOUTH DES MOINES — FIFTH DISTRICT

Miles from Chicago	Car Capacity Sidings	SIGNS	TIME TABLE NO. 11a Effective February 13, 1949 STATIONS	WESTWARD						
				FIRST CLASS			SECOND CLASS			
				15 Passenger Daily			63 Time Freight Daily	65 Time Freight Daily		
319.7	123	B-C T-W X-Y	MARSHALLTOWN C. & N.-W. Crossing M. & St. L. Crossing Interlocked 1.0	PM 12 10.30			PM 8.05	AM 1.15		
320.7	66	X	WEST MARSHALLTOWN 5.5	10.35						
326.2	71		LURAY 6.9	10.45			3.25	1.30		
333.1	73	D	MELBOURNE 9.1	f10.55			3.39	1.42		
342.2	58	D	BAXTER 4.9	f11.09			3.55	1.58		
347.1	58		IRA 4.3	f11.15			4.05	2.05		
351.4	66	D	MINGO 4.7	f11.22			4.12	2.12		
356.1	98		VALERIA 8.0	11.30			4.21	2.20		
364.1	70	D	BONDURANT 5.1	f11.41			4.41	2.38		
369.2	Spur 5		BERWICK 1.6	11.45			4.50	2.47		
370.8	65		NORWOOD 1.6	11.49			62 5.00	2.50		
372.4			HIGHLAND JUNCTION 2.9							
375.3		X	C. R. I. & P. Crossing—Interlocked 0.7							
376.0	42	X	REDDY Railroad Crossings—Stop C. R. I. & P. D. M. U. C. R. I. & P. C. R. I. & P. C. B. & Q. 0.3	AM 12.01			5.15	3.00		
376.3			C. G. W. JUNCTION 0.8	12.03						
377.1			EAST DES MOINES 0.7							
377.8		B-K-T	DES MOINES U. D. 0.7	s12.10 12.30						
378.5			DES MOINES UNION JCT. 0.5							
379.0			BRIDGE JUNCTION							
378.7	Yard	★	SOUTH DES MOINES	12.40 AM			5.30 PM	3.15 AM		
				15			63	65		

DES MOINES UNION RY. TIME TABLE & RULES WILL GOVERN

BETWEEN MARSHALLTOWN AND SOUTH DES MOINES — FIFTH DISTRICT

Miles from Kansas City	Car Capacity Sidings	SIGNS	TIME TABLE NO. 11a Effective February 13, 1949 STATIONS	EASTWARD						
				FIRST CLASS			SECOND CLASS			
				12 Passenger Daily			62 Time Freight Daily	64 Time Freight Daily		
279.3	123	B-C T-W X-Y	MARSHALLTOWN C. & N.-W. Crossing M. & St. L. Crossing Interlocked 1.0	PM 15 s10.30			PM 7.50	AM 9.15		
278.3	66	X	WEST MARSHALLTOWN 5.5	10.27						
272.8	71		LURAY 6.9	10.19			7.00	9.00		
265.9	73	D	MELBOURNE 9.1	f10.10			6.40	8.33		
256.8	58	D	BAXTER 4.9	f 9.51			6.20	8.13		
251.9	58		IRA 4.3	f 9.43			6.05	7.54		
247.6	66	D	MINGO 4.7	f 9.34			5.55	7.36		
242.9	98		VALERIA 8.0	f 9.25			5.45	7.20		
234.9	70	D	BONDURANT 5.1	f 9.12			5.15	6.58		
229.8	Spur 5		BERWICK 1.6	f 9.05			5.05	6.40		
228.2	65		NORWOOD 1.6	9.02			⁶³ 5.00	6.35		
226.6			HIGHLAND JUNCTION 2.9							
223.7		X	C. R. I. & P. Crossing—Interlocked 0.7							
223.0	42	X	REDDY Railroad Crossings—Stop C. R. I. & P. D. M. U. C. R. I. & P. C. R. I. & P. C. B. & Q. 0.3	8.54			4.45	6.20		
222.7			C. G. W. JUNCTION 0.8	8.52						
221.9			EAST DES MOINES 0.7							
221.2		B-K-T	DES MOINES U. D. 0.7	s 8.45 8.15						
220.5			DES MOINES UNION JCT. 0.5							
220.4			BRIDGE JUNCTION							
220.3	Yard	★	SOUTH DES MOINES	7.50 PM			4.30 PM	5.50 AM		
				12			62	64		

DES MOINES UNION RY. TIME TABLE & RULES WILL GOVERN

Des Moines Union
Railway
C. B. & Q.
R. R.

BETWEEN SOUTH DES MOINES AND CONCEPTION — SIXTH DISTRICT

Miles from Chicago	Car Capacity Sidings	SIGNS	TIME TABLE NO. 11a Effective February 13, 1949 STATIONS	WESTWARD			
				FIRST CLASS		SECOND CLASS	
				15 Passenger Daily		63 Time Freight Daily	65 Time Freight Daily
378.7	Yard	★	SO. DES MOINES	AM 12.50		PM 6.45	AM 8.35
			— 2.1 —				
380.8		X	BURCH				
			— 1.4 —				
382.2	Spur 10		MILLMAN				
			— 4.2 —				
386.4	63		ORILLIA	1.07		6.09	8.55
			— 2.8 —				
389.2	117	N	GUMMING	f 1.11		6.15	4.00
			— 4.4 —				
393.6	71		LIDA	1.17		6.28	⁶⁴ 4.17
			— 2.5 —				
396.1	Spur 2		CHURCHVILLE	1.23		6.30	4.24
			— 1.8 —				
397.9	Spur 7		MARTENSDALE	1.26		6.35	4.29
			— 1.7 —				
399.6	75		CONGER	1.29		¹³ 6.52	4.34
			— 6.2 —				
405.8	28		HANLEY	f 1.87		7.07	4.54
			— 6.8 —				
412.6	69	D	PERU	f 1.51		7.28	5.17
			— 6.9 —				
419.5	69		BARNEY	2.00		7.44	5.30
			— 4.4 —				
423.9	70	D	LORIMOR	f 2.12		8.02	5.45
			— 3.6 —				
427.5	33		MONETTE	2.16		8.10	5.53
			— 4.2 —				
431.7	62	N-W	TALMAGE	⁶⁴ 2.23		8.20	6.08
			— 8.2 —				
439.9	95		ARISPE	f 2.37		8.35	6.30
			— 4.3 —				
444.2	33	Y	SHANNON CITY	f 2.44		8.43	6.38
			— 8.0 —				
452.2	68	C-D-W	DIAGONAL	f 2.57		8.55	6.50
			— 7.8 —				
460.0	88		BENTON	f 3.15		9.10	7.03
			— 3.6 —				
463.6	31		MALOY	f 3.22		9.19	7.10
			— 5.7 —				
469.3	70	D-W	BLOCKTON	f 3.35		9.28	7.25
			— 4.7 —				
474.0	31		ATHELSTAN	f 3.42		9.36	7.35
			— 5.7 —				
479.7	93	D	SHERIDAN	f 3.52		9.45	7.45
			— 5.4 —				
485.1	69		PARNELL	f 4.01		9.54	7.55
			— 6.8 —				
491.9	73	D	RAVENWOOD	f 4.11		10.03	8.10
			— 5.8 —				
497.7	Yard	B-K-T X-Y	CONCEPTION	s 4.22 AM		10.15 PM	8.25 AM
				15		63	65

BETWEEN SOUTH DES MOINES AND CONCEPTION — SIXTH DISTRICT

Miles from Kansas City	Car Capacity Sidings	SIGNS	TIME TABLE NO. 11a Effective February 13, 1949 STATIONS	EASTWARD			
				FIRST CLASS		SECOND CLASS	
				12 Passenger Daily		62 Time Freight Daily	64 Time Freight Daily
220.3	Yard	★	SO. DES MOINES	PM 7.40		PM 3.00	AM 5.00
			2.1				
218.2		X	BURCH				
			1.4				
216.8	Spur 10		MILLMAN				
			4.2				
212.6	63		ORILLIA	7.22		2.40	4.45
			2.8				
209.8	117	N	CUMMING	f 7.17		2.30	4.35
			4.4				
205.4	71		LIDA	7.05		2.15	⁶⁵ 4.17
			2.5				
202.9	Spur 2		CHURCHVILLE	6.59		2.05	4.11
			1.8				
201.1	Spur 7		MARTENSDALE	6.55		1.55	4.05
			1.7				
199.4	75		CONGER	⁶³ 6.52		1.50	4.00
			6.2				
193.2	28		HANLEY	f 6.43		1.35	3.39
			6.8				
186.4	69	D	PERU	f 6.34		1.20	3.25
			6.9				
179.5	69		BARNEY	6.22		1.05	3.12
			4.4				
175.1	70	D	LORIMOR	f 6.16		12.55	3.03
			3.6				
171.5	33		MONETTE	6.08		12.47	2.55
			4.2				
167.3	62	N-W	TALMAGE	6.01		12.32	¹⁵ 2.23
			8.2				
159.1	95		ARISPE	f 5.47		12.15 PM	2.00
			4.3				
154.8	33	Y	SHANNON CITY	f 5.40		11.55	1.45
			8.0				
146.8	68	C-D-W	DIAGONAL	s 5.28		11.37	1.25
			7.8				
139.0	88		BENTON	f 5.06		11.19	1.00
			3.6				
135.4	31		MALOY	f 4.58		11.12	12.51
			5.7				
129.7	70	D-W	BLOCKTON	f 4.50		11.02	12.40
			4.7				
125.0	31		ATHELSTAN	f 4.41		10.54	12.29
			5.7				
119.3	93	D	SHERIDAN	f 4.34		10.45	12.17
			5.4				
113.9	69		PARNELL	f 4.25		10.35	12.07 AM
			6.8				
107.1	73	D	RAVENWOOD	f 4.15		10.25	11.55
			5.8				
101.3	Yard	B-K-T X-Y	CONCEPTION	s 4.00 PM		10.10 AM	11.40 PM
				12		62	64

BETWEEN CONCEPTION AND KANSAS CITY — SEVENTH DISTRICT

WESTWARD

TIME TABLE
NO. 11a
Effective February 13, 1949
STATIONS

Miles from Chicago	Car Capacity	Stations	FIRST CLASS				SECOND CLASS			
			15 Passenger Daily				63 Time Freight Daily	65 Time Freight Daily		
497.7	Yard	B-K T-X-Y CONCEPTION 7.6	AM 4.25				PM 10.15	AM 8.25		
505.3	106	W GUILFORD 3.9	f 4.36				10.25	8.40		
509.2	Spur 10	CAWOOD 3.6					10.32	8.50		
512.8	75	REA 3.3	f 4.48				10.42	⁶² 9.00		
516.1	69	WYETH 6.3	4.53				⁶⁴ 10.52	9.10		
522.4	105	D SAVANNAH 5.1	f 5.08				11.03	9.25		
527.5	70	DEAN 6.5	5.16				11.13	9.35		
534.0	Yard	B-C-K T-W-X SHOPS 1.2	5.32				11.23	10.05		
535.2		FRANCIS STREET 0.8	5.35				11.40	10.15		
536.0		FIFTH STREET 0.1								
SEE TIME TABLE RULES 28-29-30-31 & 32										
536.1		SIXTH STREET 0.1								
536.2	T	ST JOSEPH U. D. 0.2	s 5.45 5.50							
536.4		C., B. & Q.—C., R. I. & P. Crossing—Stop 0.1								
536.5		TERMINAL 0.5								
537.0		HICKORY STREET C., B. & Q.—C., R. I. & P. Crossing—Stop 0.3								
537.3		H. & ST. J. CROSSING—Stop 0.4								
537.7		C., R. I. & P. CROSSING—Stop 6.4								
SEE TIME TABLE RULE 37										
544.1	25	T-X B. C. JCT. 2.1	6.08				AM 12.15	10.55		
546.2	113	WILLOW BROOK 2.3	6.11				12.25	11.05		
548.5	48	FAUCETT 5.6	f 6.16				12.35	11.15		
554.1	69	D-W DEARBORN 2.1	f ⁶² 6.28				12.45	11.30		
556.2	Spur 10	NEW MARKET 4.2	6.31				12.55	11.35		
560.4	Spur 8	WOODRUFF 3.6					1.10	11.45		
564.0	82	WEST PLATTE 3.1	6.40				1.25	11.59		
567.1	53	T C., B. & Q. Crossing—Interlocked BEVERLY 3.6	6.45				1.55	PM 12.10		
570.7	57	X STILLINGS 0.4	6.52				2.10	12.30		
571.1		X-Y KIRMEYER 0.8								
571.9		T-X LEAVENWORTH 23.7	s 7.00				2.30	12.40		
595.6	Yard	B-C-K O-T-W-X OHIO AVENUE (Kansas City Freight Yard) 1.7					4.00 AM	2.00 PM		
595.9		KANSAS CITY, KANS. 3.1	f 7.35							
599.0		B-K-T KANSAS CITY Union Station	7.45 AM							
			Arrive				Arrive	Arrive		
			15				63	65		

C.B. & Q.
St. Joseph Terminal R. R.
A.T. & S.F.Ry.

Missouri Pacific Railroad Time
Tables and Rules Will Govern

BETWEEN CONCEPTION AND KANSAS CITY — SEVENTH DISTRICT

Miles from Kansas City	Car Capacity Sidings	SIGNS	TIME TABLE NO. 11a Effective February 13, 1949 STATIONS	EASTWARD							
				FIRST CLASS			SECOND CLASS				
				12 Passenger Daily			62 Time Freight Daily	64 Time Freight Daily			
101.3	Yard	B-K T-X-Y	CONCEPTION 7.6	s	PM 4.00			AM-11 10.10	PM 11.40		
93.7	106	W	GUILFORD 3.9	f	3.48			9.30	11.20		
89.8	Spur 10		CAWOOD 3.6		3.40			9.15	11.10		
86.2	75		REA 3.3	f	3.38			⁶⁵ 9.00	11.01		
82.9	69		WYETH 6.3		3.25			8.40	⁶³ 10.52		
76.6	105	D	SAVANNAH 5.1	s	3.15			8.25	10.35		
71.5	70		DEAN 6.5		3.05			8.10	10.17		
65.0	Yard	B-C-K T-W-X	SHOPS 1.2		2.55			7.50	10.00		
63.8			FRANCIS STREET 0.8		2.45			7.25	9.45		
63.0			FIFTH STREET-- 0.1								
62.9			SIXTH STREET 0.1								
62.8		T	ST. JOSEPH U. D. 0.2	s	2.40 2.30						
62.6			C., B. & Q.—C., R. I. & P. Crossing—Stop 0.1								
62.5			TERMINAL 0.5								
62.0			HICKORY STREET C., B. & Q.—C., R. I. & P. Crossing—Stop 0.3								
61.7			H. & ST. J. CROSSING—Stop 0.4								
61.3			C., R. I. & P. CROSSING—Stop 6.4								
54.9	25	T-X	B. C. JCT. 2.1		2.10			7.01	9.20		
52.8	113		WILLOW BROOK 2.3		2.03			6.52	9.10		
50.5	48		FAUCETT 5.6		1.59			6.48	9.02		
44.9	69	D-W	DEARBORN 2.1	f	1.52			¹⁵ 6.28	8.48		
42.8	Spur 10		NEW MARKET 4.2		1.48			6.00	8.42		
38.6	Spur 8		WOODRUFF 3.6		1.42			5.45	8.32		
35.0	82		WEST PLATTE 3.1		1.38			5.35	8.28		
31.9	53	T	C. B. & Q. Crossing—Interlocked BEVERLY 3.6		1.34			5.25	8.15		
28.3	57	X	STILLINGS 0.4		1.28			5.15	8.05		
27.9		X-Y	KIRMAYER 0.8								
27.1		T-X	LEAVENWORTH 23.7	s	1.25			5.00	8.00		
3.4	Yard	B-C-K O-T-W-X	OHIO AVENUE (Kansas City Freight Yard) 1.7					4.00 AM	7.00 PM		
3.1			KANSAS CITY, KANS. 3.1	f	12.52						
0.0		B-K-T	KANSAS CITY Union Station		12.45 PM						
					12			62	64		

SEE TIME TABLE RULES 28-29-30-31 & 32

SEE TIME TABLE RULE 37

Missouri Pacific Railroad Time
Tables and Rules Will Govern

C. B. & Q.
St. Joseph Terminal R. R.
A., T. & S. F.
M. P. R. R.
K. C. T. I.

BETWEEN CEDAR FALLS AND CEDAR FALLS JUNCTION — FOURTH DISTRICT (Freight Service Only)

WESTWARD				Miles from Chicago	Car Capacity Sidings	SIGNS	TIME TABLE NO. 11a Effective February 13, 1949		EASTWARD			
							STATIONS					
Train and engine movements between Cedar Falls and Cedar Falls Junction will be made under control; train orders not required. Speed limit 15 m. p. h.				277.9	63		CEDAR FALLS JUNCTION 7 7 C. R. I. & F. Crossing (Gated)		Train and engine movements between Cedar Falls and Cedar Falls Junction will be made under control; train orders not required. Speed limit 15 m. p. h.			
				285.6	20	D-W-X	CEDAR FALLS					

No steam engine will be run over Cedar Falls branch without permission of chief dispatcher. Tracks between 13th and 24th streets, Cedar Falls, are used jointly with W. C. F. & N. in switch and yard movements under the authority and restrictions of yard limit rule 93. In the movement of high equipment, cranes, etc., guard against the overhead power wires, seeing that booms, etc., clear and are not elevated.

NON-CONTINUOUS TRAIN ORDER OFFICES—OPEN

Station	Week Days	Sundays and Holidays
FAIRBANK	6:15 AM to 11:30 AM and 12:30 PM to 3:15 PM	
DUNKERTON	6:45 AM to 11:30 AM and 12:30 PM to 3:45 PM	
CEDAR FALLS	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	
HUDSON	7:45 AM to 11:45 AM and 12:45 PM to 4:45 PM	
REINBECK	7:45 AM to 11:45 AM and 12:45 PM to 4:45 PM	
LINCOLN	8:00 AM to 11:30 AM and 12:30 PM to 5:00 PM	
GREEN MOUNTAIN	7:45 AM to 11:45 AM and 12:45 PM to 4:45 PM	
MELBOURNE	7:45 AM to 11:45 AM and 12:45 PM to 4:45 PM	
BAXTER	7:45 AM to 11:45 AM and 12:45 PM to 4:45 PM	
MINGO	6:45 AM to 11:30 AM and 12:30 PM to 3:45 PM	
BONDURANT	7:00 AM to 11:30 AM and 12:30 PM to 4:00 PM	
CUMMING	8:45 PM to 11:45 PM and 12:45 AM to 5:45 AM	8:45 PM to 11:45 PM and 12:45 AM to 5:45 AM
PERU	7:30 AM to 11:30 AM and 12:30 PM to 4:30 PM	
LORIMOR	7:30 AM to 12:00 Noon and 1:00 PM to 4:30 PM	
TALMAGE	8:45 PM to 11:45 PM and 12:45 AM to 5:45 AM	8:45 PM to 11:45 PM and 12:45 AM to 5:45 AM
DIAGONAL	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	
BLOCKTON	7:45 AM to 11:45 AM and 12:45 PM to 4:45 PM	
SHERIDAN	7:45 AM to 11:45 AM and 12:45 PM to 4:45 PM	
RAVENWOOD	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	
SAVANNAH	7:45 AM to 11:30 AM and 12:30 PM to 4:45 PM	
DEARBORN	7:45 AM to 11:30 AM and 12:30 PM to 4:45 PM	

OPERATING INSTRUCTIONS FOR MARS COMBINATION WHITE AND RED FIGURE "8" HEADLIGHT**WHITE LIGHT**

To be used in figure "8" position whenever the standard locomotive headlight is in operation.

RED LIGHT

ON SINGLE TRACK—When head end protection is required as provided by Rule 99, enginemen will immediately display RED HEADLIGHT. This will not relieve forward trainman or fireman from complying with third paragraph of Rule 99. When occupying main track meeting an opposing train, RED HEADLIGHT will be displayed approaching and while standing on main track awaiting arrival of opposing train.

ON DOUBLE TRACK—When a train is disabled or stopped suddenly by an emergency application of air brakes or when engineman finds it necessary to stop train due to some defect or under circumstances which might cause derailments, resulting in fouling adjacent tracks, or when necessary to provide protection when doing station work, enginemen will immediately display RED HEADLIGHT. Enginemen on approaching train on adjacent tracks will immediately stop and proceed only after knowing track is clear.

THE OPERATION AND USE OF RED HEADLIGHT WILL NOT RELIEVE ENGINEMEN OR TRAINMEN FROM COMPLYING WITH RULES 99, 102A and D-152.

SPECIAL INSTRUCTIONS

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

Location	Name
Oelwein, Ia.....	SIBBINGS JEWELRY STORE
Waterloo, Ia.....	ASQUITH JEWELRY Co.
Waterloo, Ia.....	FESSLER & Co.
Cedar Falls, Ia.....	G. R. CUMMINGS
Marshalltown, Ia.....	HOFFMAN JEWELRY Co.
Des Moines, Ia.....	DANIELS JEWELRY Co.
St. Joseph, Mo.....	C. D. HAYNIE
St. Joseph, Mo.....	V. R. EMERSON
Leavenworth, Kans....	E. H. LAVERY JEWELRY Co.
Kansas City, Mo.....	J. H. MACE Co.

(2). Register Stations.

Oelwein	All Trains—See Note (1).
Des Moines Union Depot	
South Des Moines.....	All Trains—See Note (2).
Ohio Avenue	
Kansas City Union Station	

Note (1). All first class and passenger trains "WI" office; all other trains "BA" office.

Note (2). First class trains may register by Form 367 except when displaying signals for a following section.

(2-A). Clearance Card Form 389 must be obtained at:

Des Moines Union Depot. (Trains using Union Depot tracks)	
Talmage and So. Des Moines—C. B. & Q. Starting trains	
St. Joseph Union Depot. (Trains using Union Depot tracks)	
B. C. Jct. (Eastward trains)	

(3). Auxiliary Lines.

Oelwein	Fourth District.
Cedar Falls Jct.....	Cedar Falls Branch.
B. C. Jct.....	C. G. W. Railway.

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. 15 will stop at any station to discharge pay passengers from Illinois and Minnesota Division Trains.

All trains will stop at any station to discharge passengers holding tickets routed through Chicago, Kansas City, Omaha, St. Joseph and Des Moines or from Rochester, St. Paul and Minneapolis.

(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—Continuous Telegraph or Telephone Office.
W—Water Station.
X—Yard Limit Station.
Y—Wye.

(8). While using tracks of other companies trainmen and enginemen will, unless otherwise provided, be governed by the rules and time tables of such companies.

(11). Speed Restrictions—General:

ALL TRAINS 20 MILES PER HOUR APPROACHING AND PASSING OVER RAILROAD CROSSINGS PROTECTED BY AUTOMATIC SIGNALS.

FREIGHT TRAINS NOT TO EXCEED 25 MILES PER HOUR OVER OTHER CROSSINGS.

LIGHT STEAM ENGINES, MAXIMUM SPEED AUTHORIZED FOR FREIGHT TRAINS BUT NOT TO EXCEED 35 MILES PER HOUR.

STEAM ENGINES IN BACKWARD MOTION, 15 MILES PER HOUR.

TRAINS HANDLING STEAM DERRICKS, SCALE TEST CAR, PILE DRIVER OR CRANES ON THEIR OWN WHEELS. 35 MILES PER HOUR. SCALE TEST CAR RESTRICTED TO MOVEMENT IN WAY FREIGHT TRAINS ONLY.

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

TEXAS TYPE ENGINES. 5 MILES PER HOUR THROUGH CROSSOVERS, TURNOUTS, AND SHARP CURVES ON SIDINGS AND OTHER TRACKS.

WITHIN OELWEIN YARD LIMITS ON MAIN TRACKS PASSENGER TRAINS 25 MILES AND FREIGHT TRAINS 15 MILES PER HOUR. ALL TRAINS NOT TO EXCEED 10 MILES PER HOUR THROUGH YARD TRACKS OR TURNOUTS.

	(Miles Per Hour)	
	Passenger Trains	Freight Trains
(BETWEEN OELWEIN AND MARSHALLTOWN)		
Maximum speed	55	45
Between Mile Post 300 and Green Mountain	50	35
(BETWEEN MARSHALLTOWN AND REDDY)		
Maximum speed	60	45
Marshalltown Crossing, C. & N.W. and M. & St.L.	20	15
Around curves each side of Bridge F-181, near Mile Post 339	55	40
Between Mile Posts 358-20 and 362-10 on Santiago Hill	35	35
Between Grand Avenue, East Des Moines, and Reddy	45	30
D. M. U. Jct. turnouts:		
End of double track.....	10	10
Single engine truck engines	5	5
(BETWEEN SOUTH DES MOINES AND DIAGONAL)		
Maximum speed	60	45
Between South Des Moines and Bridge F-291 and between West Switch Barney and Blockton	50	35
Between bridge F-291 and east switch Conger	40	25
Between Mile Posts 420 and 421 just west of Barney	40	30
Between Monette and Talmage	40	30
Between Mile Posts 433 and 434 between Talmage and Arispe	40	30
Between Mile Posts 436 and 436-15 between Talmage and Arispe	40	25
(BETWEEN DIAGONAL AND LEAVENWORTH)		
Maximum speed	55	45
Between Conception and west passing track switch Savannah	50	35
Curves Mile Post 526, one mile east of Dean	45	35
Between Middle Yard Office, St. Joseph, and St. Joseph Union Depot connections at 6th Street	10	10
Between West Platte and Stillings	50	35
Beverly C.B. & Q. Crossing	20	20
On curves west of Beverly and at Stillings	20	15
Between Stillings and Leavenworth bridge	20	15
Over Leavenworth bridge and curve west thereof	10	8

SPECIAL INSTRUCTIONS

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

(12). Texas engines, when doubleheaded, must be spaced at least ten (10) car lengths.

(12-A). Texas engines must not be operated on following tracks (nor on such other tracks as are not known to be safe):

Waterloo—I. C. Connection track (except in detour service); Chapman track and back track east of freight house.

West Waterloo—Herrick-Schultz, Meany Casket Co. and middle tracks.

Hudson—Lumber yard spur track.

Reinbeck—Mahoney track and canning spur.

Gladbrook—Elevator track.

Marshalltown—Fruit house track; hill track; and west end City track.

Berwick—Spur track east of derail.

Cumming—West 100 feet Elevator track.

Churchville—Spur track.

Hanley—House track spur.

Barney—House track.

Conception—No. 4 track west yard.

Cawood—Spur track.

Savannah—Sanitarium spur.

St. Joseph—Track scales on St. Joseph Terminal track No. 1.

Bee Creek—House track spur.

Faucett—House track.

Dearborn—Tobacco track.

Woodruff—Spur track.

Leavenworth—Leavenworth bridge.

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

(12C). Mikado type engines, except 750 class, must not be operated on St. Joseph Union Depot tracks. 750 class engines may use No. 4 track, only, at a speed of not more than five (5) miles per hour.

(12-D). G and L class engines operating over Des Moines River bridge on D.M.U. tracks will not exceed 15 miles per hour.

(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 shall 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 is detected, a proceed signal must be given.

All employees at work in yards and between stations must also inspect passing trains.

Freight trains after having been stopped for 5 minutes at any point on the division, in pulling out will not exceed 6 miles per hour to give trainmen chance to inspect train and get on rear end.

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.

Train and engine employees must be on the alert to receive, transmit and act promptly on these signals.

(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.

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 until advised track is safe.

TRAIN DISPATCHERS—On receipt of report of storm notify trains likely to be affected; see that Superintendent, Division Engineer and Roadmaster are 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). At interlocking stations where there is a train order signal operated by operator-leverman, except where automatic block system is in effect, train order signal must not be changed to display a "Proceed" indication for a train until after the interlocking signal has been changed to permit the train to proceed.

(16). Trains and Engines operating between Reddy and South Des Moines must receive permission from operator South Des Moines before using freight line; and will then proceed as provided by Rule 93.

(16-A). All trains and Engines will approach Reddy freight line switch prepared to stop, expecting to find switch set for either the freight line or the passenger line.

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

(18). 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.

(19). East lead Conception can only be used far enough west to allow turning of engines on wye.

(20). Overhead bridges at Talmage (C.B.&Q.), Conception and Leavenworth will not clear man on top or side of car.

(21). Guard against close clearances at West Waterloo—between C. R. I. & P. crossing and one block east thereof between main tracks and passing tracks, and between Shore's industry track and passing track near Park Avenue, one block west of Rock Island depot; at Marshalltown, between First and Second Avenues, between main and passing tracks, and between South track and adjacent tracks.

(22). At Marshalltown interlocker, be governed by the following:

Lower arm on two-arm westbound semaphore signal governs movements from main track to M. & St. L. and to West Marshalltown Passing Track. The westbound dwarf signal on Marshalltown passing track governs movements to the M. & St. L., to the main track and to West Marshalltown Passing Track. (Under Control.)

(23). Engines using packing house track Marshalltown must flag movements over main and passing tracks in addition to making regular crossing stops.

(24). Unless otherwise provided by train order, all westward first class trains required to take siding at Savannah, will head in at extreme east switch.

(24-A). Trains meeting at Conception will meet at West Yard unless otherwise directed by train order.

(25). Crossover switch at coal chute and switch at Main Street, St. Joseph, are the east and west passing track switches respectively for all trains at Shops. When it is desired to use the side tracks known as "east main" or "elevator track" such tracks will be designated in train orders as "east main siding" and "elevator siding".

(26). Movement over the C., B. & Q. track between Des Moines Union Junction and Bridge Junction will be governed by automatic block signals. Engines or cars must not foul C., B. & Q. tracks 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.

(27). Between Burch and South Des Moines telegraph Office (within yard and switching limits of South Des Moines) the electric remote control signal system governs movement of trains and engines, and signal indications supersede time table superiority and take the place of train orders; they neither dispense with the use or observance of other signals whenever and wherever they may be required, nor with the restrictions of Rule 93.

In case of failure of electrically controlled signal system, trains will be moved under the direction of Train Dispatcher.

Burlington passenger trains leaving Des Moines Union Station will receive clearance card Form 389, and will be governed by the information contained in the Des Moines Union register with respect to Great Western first-class trains.

Great Western eastward first-class trains having registered arrival at Des Moines Union Depot, will be considered as having arrived at Bridge Junction and South Des Moines. If green signals have been carried by Great Western first-class trains to South Des Moines from the West, or out of Des Moines Union Depot for the West, the information will be shown on the Des Moines Union train register.

All Burlington freight trains and yard engines before departure from their yard, must secure permission from Operator, South Des Moines, before occupying Great Western tracks.

BETWEEN SOUTH DES MOINES TELEGRAPH OFFICE AND BRIDGE JUNCTION, ALL TRAINS OR ENGINES WILL, IN EITHER DIRECTION, MOVE UNDER CONTROL.

WESTWARD TRAIN MOVEMENTS.

Westward trains, when given a clear train order signal indication, or a clearance card Form 389 at South Des Moines Yard Telegraph Office, may, if not otherwise restricted, proceed to the signals 3-L and 3-R at West end South Des Moines yard.

Westward signal No. 3-L, three color light type, located just East of West switch South Des Moines, corresponds as to indication requirement to Rules 601-A, 601-B and 601-C.

Westward dwarf signal 3-R, two color light type, corresponding to Rules 601-D and 601-F, located opposite signal 3-L between main and yard tracks, just East of West switch South Des Moines yard, governs the movement of trains out of the yard to signals 1-L and 1-LA at Burch.

The next westward signal, 1-L and 1-LA, located just East of Burch switch, corresponds to and its indications will be regarded the same as the 2-arm semaphore signals shown by Rules 601-D, 601-E and 601-F.

Signal indications corresponding to Rule 601-E (2-arm) will govern westward movements on Great Western main track.

Signal indications corresponding to Rule 601-F (2-arm) will govern westward movements to Burlington tracks.

See Burlington blue print diagram No. 76195, posted at bulletin stations.

EASTWARD TRAIN MOVEMENTS.

Eastward signal, 1-RD, three color light type, located near Mile Post 382, will govern the movements of Great Western trains approaching Burch, as per Rules 501-A, 501-B and 501-C.

Eastward signal, 1-R, two color light type, located just West of Burch switch, corresponds as to indication requirements to Rules 601-A and 601-B and governs Great Western movements.

Eastward Burlington trains will approach Burch under the restrictions of inoperative semaphore type distant signal. Signal 1-RA, two color light type, located just West of Burch switch on Burlington tracks, corresponds as to indication requirements to Rules 601-A and 601-B.

Eastward signal 4-R, two color light type, located just West of West switch South Des Moines, corresponds as to indication requirements to Rules 601-A and 601-B. When signal displays YELLOW indication, Burlington trains and Great Western first class trains not otherwise instructed, will proceed to South Des Moines yard telegraph office train order signal. (Great Western East-bound freight trains, unless otherwise instructed, will head in.) If train order signal is clear, or upon receipt of clearance card Form 389 if train order signal is not clear, trains will, unless otherwise instructed, continue movement to Bridge Junction, under control.

If signal 4-R indicates RED, and indication not immediately changed, trains will be governed by instructions of Operator, South Des Moines. (Telephone located near West switch.)

See Burlington blue print diagram No. 76195, posted at bulletin stations.

The normal position of spring switch at West end of South Des Moines yard is for main track movement.

If a Westward train or engine moving from yard track is stopped before entire train has passed through the spring switch, NO REVERSE MOVEMENT SHALL BE MADE, NO SLACK PERMITTED TO RUN BACK, UNTIL SWITCH IS LINED OVER BY HAND AND LATCHED IN REVERSE POSITION.

When necessary to make a westward movement through spring switch, west end of South Des Moines yard contrary to the signal indication, such movement will only be made by authority of the Operator, South Des Moines, and not then until the switch has been properly set by hand, the points examined, and it is known that same is safe for passage of trains. After so using, the switch must be then lined back by hand to the normal position.

(28). The movement of trains over C., B. & Q. tracks between Francis Street and Middle Yard, St. Joseph, will be made according to the following C., B. & Q. instructions:

Interlocking signals at Francis Street, crossover switches between the northward and southward main tracks and Great Western Junction switch, will be operated by remote control from C. B. & Q. Dispatcher's office.

Southward movement of trains against the current of traffic Francis Street to Middle Yard, will be governed by signal indication only.

Southward movements of C. G. W. Ry., trains will be governed by 3-indication color light signal, located 300 feet east of junction switch. Top signal inoperative, indication red. Middle signal indications are red and green and govern movements to CB&Q southward track through crossover. Lower signal indications are red and yellow and govern movements to the CB&Q northward main track against the current of traffic.

Northward movements are governed by color light signal located 675 feet south of junction switch. Top 3-indication signal governs CB&Q trains; lower 2-indication signal governs movements to C. G. W. Ry., track. Indications red and yellow.

Dwarf signal located between the two main tracks south end of crossover will display green for against the current movement on the southward track; yellow for movement through the crossover

SPECIAL INSTRUCTIONS

with the current of traffic on the northward track, or to the Chicago Great Western main line.

In case of signal failure or other delay, trainmen or enginemen will communicate with the Dispatcher from nearest telephone. Telephones are located as follows:

One east of C. B. & Q. main line north of Union Terminal crossing.

One on east side of main line at northward signal south of the crossover.

When so instructed by the Dispatcher, trainmen or enginemen will operate switches as shown in instructions No. 6 to 10, inclusive, which are posted in a frame in each telephone box. When switches are operated on these instructions, head brakeman should remain at the switches to restore them to normal position.

A bracket train order signal, supporting two signal arms governing northward C. B. & Q. movements only with the current of traffic and against the current of traffic, has been installed just west of the southbound main track opposite the General Office Building.

Northward engines on the Union Terminal Railway track desiring to cross the C. B. & Q. main tracks at Francis Street will sound one long and one short blast of the whistle when passing the C. B. & Q. Middle Yard office. Switchtender at Middle Yard office will, in turn, notify Dispatcher by telephone of the movement desired.

(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.

(30). Westward trains at Shops, will not proceed until given semaphore at Main Street. Westward trains, moving with current of traffic from Francis Street, will be governed by manually operated signal located north of crossover near Fourth Street. Westward trains moving against current of traffic will stop clear of other tracks in Middle Yard unless signal is received for continued movement. 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, St. Joseph; and will be governed by A., T. & S. F. instructions concerning C., R. I. & P. crossing near Connett. All crossings between Hickory Street and Connett, must be flagged except C., R. I. & P. crossing near Connett.

(37). C. G. W. trains using A. T. & S. F. tracks between B. C. Jct. and Terminal Yard, St. Joseph, are governed by A. T. & S. F. Ry. Co. Missouri Division time table and C. G. W. Ry. Transportation rules, except as modified by the following A. T. & S. F. Ry. Co. rules:

SIGNALS.

"10(A). Temporary signals, yellow flag, disc or light will be displayed not less than one mile in advance of locations where speed of trains must be reduced. When so displayed, trains must not exceed fifteen miles per hour, unless otherwise directed by train order or special instructions, until rear of train has passed a temporary resume speed signal, green flag, disc or light, which indicates the end of the reduced speed area.

"15. The explosion of two torpedoes is a signal to proceed prepared to stop short of train, obstruction or switch not properly lined, for one mile. The explosion of one torpedo will indicate the same as two, but the use of two is required. The explosion of torpedoes must be acknowledged by two short blasts of whistle.

"19. A. T. & S. F. trains use markers with red and yellow lenses.

"35. When going out to flag, flagman must take with him not less than 8 torpedoes and 6 fusees.

SIGNAL SYSTEM ONE.

"271. Aspect	Name	Indication
Red without number plate	Stop signal	Stop.
"276. Green	Clear signal	Proceed.

GENERAL RULES:

"297. Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time table or train rules and do not dispense with the use of the observance of other signals, whenever or wherever they may be required; except, that interlocking signals govern the use of the routes of an interlocking and as to movements within home signal limits, their indications supersede the superiority of trains.

"299. Trains or engines may run to, but not beyond, a signal indicating "stop," except as otherwise provided. If a train or engine overruns a stop signal the fact must be reported to the trainmaster.

"299(B). Interlocking signals must display the most restrictive indication, except when changed to allow a movement. Where no operator is on duty signals must be left as directed by special instructions.

"301. Hand signals must not be used when the proper indication can be displayed by fixed signals. When hand signals are necessary they must be given from such a point and in such a way that there can be no misunderstanding on the part of the enginemen or trainmen as to the signals, or as to the train or engine for which they are intended. At interlocking stations it must be definitely known that the route is set up and proceed hand signals must be given by yellow flag or yellow light.

MANUAL BLOCK SYSTEM RULES.

Definition.

"MANUAL BLOCK SYSTEM. A series of consecutive blocks governed by block signals operated manually, upon information by telegraph, telephone or other means of communication.

"306. Home interlocking and train order signals may be used as manual block signals, and rules applying to manual block signals will apply when so used.

"310. When a train enters a block, the operator must report it to the operator at the block station in advance, and when the

rear of the train has passed his manual block signal, or the conductor of the train has reported his train clear of the block, he will report it to the operator in the rear.

"312. A passenger train must not accept a permissive block signal indication.

"313. A passenger train will not be admitted to the block when occupied by another train, except when preceded by a flagman.

"314. No train will be admitted to a block when occupied by an opposing train or by a passenger train, except when preceded by a flagman.

"315. A train, other than a passenger train, will not be permitted to follow a train, other than a passenger train, into a block, except when authorized by train order or permissive signal, and when such movement is authorized the following train must proceed through the block prepared to stop short of a train or obstruction, but not exceeding fifteen miles per hour.

"317. At a station where signal cannot be cleared because of existing train orders, or at a station where there is no signal, clearance card will indicate block clear, except at such station, if block is occupied by other than a passenger train, a train order in the following form will be issued to the operator and to the following train, other than passenger train: '(state train) may follow (state train) in block.'

"319. When a train clears the main track at a block office but the markers do not pass the manual block signal, the conductor must immediately advise the operator when his train is clear of the block.

"321. Manual Block Signals:

Name	Indication	Aspect
Clear Block	Proceed; block clear	Green
Permissive Block	Proceed prepared to stop short of another train, obstruction, or switch not properly lined, but not exceeding 15 miles per hour; block occupied.	Yellow
Stop Block	Stop; block occupied	Red

INTERLOCKING RULES.

"605. Where there are two or more arms on a home signal governing movements over an interlocked switch, the route to which each arm is assigned will be shown in special rule in time table.

"606. Hand signals must not be given which conflict with interlocking signals, except:

"(a) When signals of an interlocking at an open interlocking station cannot be operated, and a train, or engine, is to be moved through the interlocking, operator may give permission verbally or by proceed signal with yellow flag or yellow light. In such cases, member of crew must precede train or engine and examine each interlocked switch and derail affecting such movement and flag over any railroad crossings within the limits. If unable to communicate with operator, spike interlocked switches and derails protected by such signal for the route desired, and proceed, leaving switches and derails spiked in position found and report from first office of communication.

"(b) While an interlocking station is closed, should a signal for an open route indicate 'stop,' a member of the crew will endeavor to communicate with the operator for instructions, and if not accomplished, movement must be protected as pre-

scribed above, except that the switches need not be spiked. The facts must be reported to the trainmaster from the first open office of communication.

"609. No engine, train or portion of a train, must be allowed to stand within the interlocking limits while opposing routes are cleared or being cleared for trains."

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

(39). Between Terminal Junction and St. Joseph Union Depot, all trains or engines must move under control.

(40). At Beverly be governed by the following:

Top arm of eastbound high signal west of crossing governs movements on main track; lower arm governs movements into passing track.

Westbound high signal located near main track east of crossing, governs westward movements on main track.

Dwarf signal near base of high signal governs movements into transfer track.

Eastbound dwarf signal near clearance point of transfer track, governs movements out of transfer track to main track.

Westbound dwarf signal at right of clearance point of passing track, governs movements westbound from passing track to main track and through the interlocking plant.

Trains desiring to use connection track with C. B. & Q., will signal towerman with 2 short and 2 long blasts of whistle.

(41). Between Leavenworth Bridge and freight depot and C. G. W. connection with Missouri Pacific, Leavenworth, all trains and engines will move under control.

(42). All train and engine movements between junction switch Stillings and west end of River Bridge Leavenworth will be governed by automatic signals of the color light type, and will be made under control.

C. G. W.—C. B. & Q. main track junction and west end of Stillings passing track is provided with standard hand operated switches and switch lamps; switches are normally set for Great Western main track movements.

C. G. W. westward trains and engines will be governed by approach signal (Rule 501-D) located 6000 feet east of junction switch Stillings and two-position automatic signal (Rule 501-A and 501-B) located 200 feet east of junction switch Stillings.

C. B. & Q. westward trains and engines will be governed by approach signal (Rule 501-D) located 4000 feet east of junction switch Stillings and two-position automatic signal located 200 feet east of junction switch Stillings. Normal indication of signal will be "STOP" (Rule 501-A). After stopping at signal, junction switch, Stillings, engines or cars must not foul C. G. W. main track until it is seen there is no train approaching from either direction. If no train approaching from either direction junction switch may be operated and movement made according to signal indication (Rules 501-A and 501-B).

All C. G. W. and C. B. & Q. eastward train and engine movements will be governed by two-position automatic stop signal (Rules 501-A and 501-C) located at west end of River Bridge Leavenworth.

When signals found in stop position and no train or engine movement is evident, after waiting five minutes, train or engines may proceed upon authority of Operator Leavenworth tower, or when preceded by a flagman, to opposing signal, expecting to find broken rail, switch improperly set, bridge locked, drawspan open, or other obstruction.

DIVISION OFFICERS

A. A. FREIBERGER.....	Superintendent	Oelwein
W. L. SMITH.....	Trainmaster	Des Moines
R. D. BEDGOOD.....	Chief Dispatcher	Des Moines
J. P. ESHOUSE.....	Train Dispatcher.....	Des Moines
C. UNGER.....	Train Dispatcher	Des Moines
I. H. LATIMER.....	Train Dispatcher.....	Des Moines
G. JORDAN.....	Train Dispatcher	Des Moines
R. W. SILVER.....	Train Dispatcher	Des Moines
R. R. HURD.....	Train Dispatcher	Des Moines
E. L. MORROW.....	Road Foreman of Engines.....	Des Moines
W. O. RUTHERFORD.....	Division Engineer	Oelwein
HAROLD ALLEN	General Roadmaster.....	Oelwein
R. L. McMACKIN.....	Roadmaster	Marshalltown
H. D. SINGER.....	Roadmaster	Des Moines
J. L. McKAHAN.....	Roadmaster	St. Joseph

SAFETY FIRST

SAFETY ALWAYS