

DISTRICTS

CHICAGO—	
Chicago to Oelwein.....	245.8 Miles
DeKalb Branch	6.0 "
DES MOINES—	
Oelwein to Des Moines.....	132.4 "
Cedar Falls Branch.....	7.7 "
KANSAS CITY—	
Des Moines to Kansas City.....	220.5 "
Total.....	612.4 Miles

SAFETY

Is of

FIRST IMPORTANCE

in the

Discharge of Duty

ASSISTANT SUPERINTENDENT, TRAINMASTERS, ASSISTANT TRAINMASTERS AND DISPATCHERS

H. Boller, Asst. Supt.....	Des Moines, Iowa
C. B. Angelo, Trainmaster.....	Chicago, Ill.
R. D. Fry, Inspector Transpt.....	Oelwein, Iowa
B. N. Howery, Trainmaster.....	" "
R. A. Clark, Asst. Trainmaster.....	" "
S. G. Gerard, Asst. Trainmaster.....	" "
J. F. Michels, Chief Dispatcher.....	" "
R. E. Hagelberg, Night Chief Dispatcher....	" "
L. B. Blann, Dispatcher.....	" "
I. H. Latimer, "	" "
E. G. Jordan, "	" "
W. J. Murphy, "	" "
N. J. Kjar, "	" "
D. O. Porter, "	" "
D. F. Gifford, "	" "
R. W. Silver, "	" "

CHICAGO GREAT WESTERN

RAILWAY COMPANY

RECEIVED
OCT 3 1952
PUBLIC SERVICE COMMISSION

EASTERN DIVISION

TIME TABLE No. 2

EFFECTIVE AT 12:01 A. M.

SUNDAY, OCTOBER 5, 1952

FOR EMPLOYEES ONLY

E. T. REIDY,
General Manager,
Chicago, Illinois

H. R. HALVERSON,
Superintendent of Transportation,
Oelwein, Iowa

H. MORGAN,
Superintendent,
Oelwein, Iowa

LIST OF SURGEONS — EASTERN DIVISION

		Phone Number				Phone Number	
		Office	Residence			Office	Residence
Bellwood, Ill.....	Dr. Edmund G. Brust 154 Broadway, Melrose Park, Ill.	Melrose Park 800	Melrose Park 803	Freeport, Ill.....	Dr. J. M. Linden	Main 8	Main 118
Byron, Ill.....	Dr. R. F. Dearborn	190 R2	190 R3	Gladbrook, Ia.....	Dr. G. T. McDowell	74-R2	74-R3
Chicago, Ill.....	Dr. J. R. Ulrich 523 So. Cicero Ave.	Austin 7-2433 Austin 7-9446	Gladstone 3-7197 (Elmwood Park)	Kansas City, Mo...	Dr. E. A. Wilkinson	Baltimore 1040	Gilmore 2224
Chicago, Ill.....	Dr. Geo. J. Pope Rm. 540, Trans Bldg. 608 S. Dearborn St.	Wab. 2-3908	Irving 8-9449	Kansas City, Mo...	Dr. R. D. Irland Union Station Hos- pital, Union Station	Grand 0174	Hiland 1311
Chicago, Ill.....	Dr. Earl S. McRoberts (Oculist) 55 East Washing- ton St.	Cent. 6-6751	Greenleaf 5-4426	Kansas City, Mo...	Dr. A. E. Eubank (Oculist)	Harrison 1030	Fleming 1211
Chicago, Ill.....	Barber Ambulance Service		Kedzie 3-2864	Leavenworth, Ks..	Dr. Robert H. Moore	Lansing 414	Lansing 573
Chicago, Ill.....	Berz Ambulance Service		Seeley 3-2400	Marshalltown, Ia..	Dr. Vernon B. Blaha	2-2317	2-2743
Creston, Ia.....	Dr. Robert H. Kuhl	865	1365	Oelwein, Ia.....	Dr. L. W. Ward	199	122
Dearborn, Mo.....	Dr. M. H. Moore	7	61	Oelwein, Ia.....	Dr. J. W. Feld (Dental Surgeon)	341	436
Des Moines, Ia....	Dr. Arnold L. Nelson	4-3239	6-0422	Oelwein, Ia.....	Dr. G. M. Thein (Oculist)	313	492
Des Moines, Ia....	Dr. James B. Fraser	4-3239	6-4830	Pearl City, Ill....	Dr. R. L. Walgren	17	17
Des Moines, Ia....	Dr. E. R. Posner (If no answer, call Physicians' Bureau	4-4151	5-2688	Reinbeck, Ia.	Dr. C. H. Bartruff	257-2	257-3
Des Moines, Ia....	Dr. Walter Kirch (Oculist)	8-1951	7-0743	St. Charles, Ill...	Dr. C. A. Potter	167	2771
Diagonal, Ia.....	Dr. E. J. Watson	2-105	3-105	St. Charles, Ia....	Dr. Ivan K. Sayre	46-R3	46-R2
Dubuque, Ia.....	Dr. C. E. Lynn	3-3571	3-7181	St. Joseph, Mo....	Dr. F. G. Thompson	3-1311	2-8808
Dyersville, Ia.....	Dr. B. C. Luehrsmann	3091	3091	St. Joseph, Mo....	Dr. W. H. Minton (Oculist)	4-0412	2-9845
Elizabeth, Ill.....	Dr. E. J. Wiley	48-R-6	48-R-7	Stockton, Ill.....	Dr. G. D. Runkle	259	259
				Sycamore, Ill.....	Dr. J. W. Ovitz	2184	4276
				Waterloo, Ia.....	Dr. F. H. Reuling (Oculist)	5557	6714
				Waterloo, Ia.....	Dr. C. N. Cooper	7546	2-3568
				Waterloo, Ia.....	Dr. C. J. Mikelson	7546	3-0633
				Weston, Mo.....	Dr. Lewis C. Calvert	128 Weston	128

SPECIAL RULES

MOVEMENT OF TRAINS

1. Superiority of trains by direction is shown at the bottom of schedule pages. (See Rule No. 71.) Districts are designated in the time table for the operation of trains as per amended Rule 4 of Book of Rules. (See time table Rule 21a.)

2. MOVEMENT OF TRAINS OVER FOREIGN LINES:

Between Chicago (Grand Central Station) and C.G.W. Junction, Forest Park, trains will be governed by B.&O.C.T. R.R. time table and rules.

Between Sycamore and DeKalb trains will be governed by C.&N.W. Ry. time table and rules.

Between Galena Junction and Portage trains will be governed by C.B.&Q. rules. Trains will not require clearance or train orders but movements will be governed by signal indication.

Between Portage and Dubuque Junction trains will be governed by I.C. R.R. rules. Trains will not require clearance. Train movements will be governed by signal indication.

At St. Joseph

Between Francis Street and Fifth Street trains will be governed by C.B.&Q. rules.

Between Fifth Street and Monterey Street first class trains will run over the tracks of St. Joseph Union Depot Company, and between Monterey Street and H.&St.J. crossing over the tracks of the St. Joseph Terminal Railroad Company.

Between Fifth Street and H.&St.J. crossing freight trains will run over tracks of St. Joseph Terminal Railroad Company.

Between H.&St.J. crossing and B.C. Junction trains will be governed by A.T.&S.F. rules. Trains will be governed by block signals whose indications supersede superiority of trains for both opposing and following movements on the same track. Signals are controlled by operator at Terminal Yard, St. Joseph. A white light on side of concrete house at B.C. Jct is indication that Terminal Yard wishes to communicate with member of crew of train standing at Junction.

Between Leavenworth and Kansas City:

First class trains between Missouri Pacific Connection, Leavenworth, and K.C.T. Ry. connection (0.37 miles north of Kansas City, Kansas, station) will be operated over tracks of the M.P. R.R., and between connection K.C.T. Ry. and Kansas City Union Station over tracks of the K.C.T. Ry.

Freight trains between Missouri Pacific Connection, Leavenworth, and Kaw Point will operate over tracks of the Missouri Pacific R.R.

For movements over the Missouri Pacific R.R. tracks trains will be governed by M.P. R.R. time table and rules. For movements over Kansas City Terminal tracks trains will be governed by K.C.T. Ry. rules.

3. The automatic block signal system is operated:

Between Forest Park (M.P. 10.3) and Galena Jct. (M.P. 157.6).

Between Eleventh Street, Dubuque (M.P. 172.1) and C.R.I.&P. crossing Oelwein (M.P. 245.2).

Between Marshalltown (M.P. 275.9) and Easton Boulevard, Des Moines (M.P. 222.2).

Between Southwest 30th Street, Des Moines (M.P. 217.1) and Diagonal (M.P. 145.6).

Be governed by Rules 501 to 517, inclusive.

4. Automatic protection signals are operated between Q Junction (M.P. 26.3) and south end Leavenworth Bridge (M.P. 25.3).

All trains and engines will run under control between Q Junction and Leavenworth Bridge, expecting to find main track occupied and unprotected, or draw span of Leavenworth Bridge open.

C.B.&Q. southward trains or engines before entering on C.G.W. tracks at Q Junction will first make certain there are no C.G.W. trains approaching and then may operate the switch and be governed by indication of signal per Rules 501-A and 501-B. If signal does not immediately clear, after waiting five minutes the movement may proceed with caution, following flagman through the block.

5. Two main tracks are operative between
 Forest Park and Elmhurst
 East Stockton and Golden
 Aiken and Galena Junction
 Portage and East Cabin—I.C.R.R. tracks
 Dubuque Junction and Fair Ground
 Felton and Oelwein
 Francis Street and St. Joseph Union Depot—C.B.&Q. and
 St. Joseph Terminal R.R. tracks
 Kansas City, Kansas, and Kansas City—K.C.T. tracks

6. At the following train order offices, trains must obtain clearance card, Form 389, as indicated:

C.G.W. Jct., Forest Park—All trains starting from Grand Central Station, Chicago, also obtain train order register check.

St. Joseph Union Depot—Trains using St. Joseph Union Depot tracks.

7. Register Stations:

- Chicago (G.C. Station) . . . All first class trains.
 Chicago Transfer All trains except first class.
 C.G.W. Jct., Forest Park. All trains by register ticket, Form 367.
 Sycamore All first class trains (for information of yard engines), and trains starting and terminating.
 Portage All trains by register ticket, Form 367.
 East Cabin. All trains by register ticket, Form 367.
 Fair Ground. All trains by register ticket, Form 367, except when displaying signals for a following section.
 Oelwein All trains.
 Waterloo All first class trains (for information of yard engines only).
 Marshalltown All first class trains (for information of yard engines only).
 Des Moines All trains.
 Shops All first class trains (may register by ticket, Form 367, when operator is on duty). (For information of yard engines only.)
 St. Joseph Union Depot. (Trains using Union Depot tracks.)
 St. Joseph Terminal Yard. All trains by register ticket, Form 367, for information of A.T.&S.F. Ry.
 Ohio Avenue Yard. All trains starting or terminating.
 Kansas City Union Station. All trains starting or terminating.

8. Standard Clocks:

- Chicago—Grand Central Station
 Chicago Transfer—Yard office
 Chicago Transfer—Engine house
 Sycamore—Telegraph office
 Stockton—Telegraph office
 Fair Ground—Telegraph office
 Oelwein—Dispatcher's office
 Oelwein—Telegraph office
 Oelwein—Enginemen's locker room
 Marshalltown—Telegraph office
 Des Moines—Telegraph office
 Des Moines—Roundhouse foreman's office
 Conception—Telegraph office
 Shops—Yard office
 Kansas City—Ohio Avenue Yard office
 Kansas City Union Station Telegraph office

9. Bulletin Boards:

- Chicago—Grand Central Station
 Chicago Transfer—Yard office
 Chicago Transfer—Engine house
 Sycamore—Telegraph office
 Stockton—Telegraph office
 Fair Ground—Telegraph office
 Oelwein—Telegraph office
 Oelwein—Yard office
 Oelwein—Enginemen's locker room
 Waterloo—Telegraph office
 Marshalltown—Telegraph office
 Des Moines—Telegraph office

- Des Moines—Roundhouse locker room
 Conception—Telegraph office
 Shops—Yard office
 Kansas City—Ohio Avenue Yard office
 Kansas City—Enginemen's locker room, Ohio Avenue
 Kansas City—Union Station

10. Stations protected by Yard Limit Boards are as follows:

- | | |
|--------------------|------------------------------|
| Forest Park | Marshalltown |
| Maywood | Reddy |
| Bellwood | Des Moines |
| Sycamore | Conception |
| Stockton | Shops |
| Dubuque | B.C. Junction |
| Fair Ground | Q Junction |
| Felton | Kirmeyer |
| Oelwein | Leavenworth |
| Waterloo | Kansas City Ohio Avenue yard |
| Cedar Falls Branch | |

11. Auxiliary Lines:

- | | |
|------------------|---------------------|
| Oelwein | Des Moines District |
| Cedar Falls Jct. | Cedar Falls Branch |
| B.C. Junction | C.G.W. Ry. |

12. Conditional Flag Stops:

Nos. 5 and 6, and 7 and 8 will stop at any station to receive or discharge pay passengers.

USE OF TRACK

13. Between Reddy and Des Moines, all trains and engines before entering on main track must clear their movement with operator, Des Moines.

14. Trains or engines operating between Cedar Falls Junction and Cedar Falls will be governed by Rule 93 and will not require train orders.

15. Unless otherwise instructed, trains taking siding at Conception will meet in South Yard.

16. All first class trains will move under control within switching district of Oelwein Terminal.

17. All first class trains will move under control between north switch Reddy and Hawkeye Cement Plant connection, Des Moines Terminal.

18. Engines using packing house track, Marshalltown, must flag movements over main track and sidings in addition to making regular crossing stops.

RESTRICTIONS IN OPERATION OF LOCOMOTIVES

19. Diesels heavier than D-2 class must not be operated on the Cedar Falls Branch, except for 1,000 feet north of house track switch at Cedar Falls Jct.

Maximum depth of water, over top of rail, through which equipment may be handled is as follows, except where greater depths are authorized by special instructions:

- | | |
|--------------------------|-----------|
| Diesel engine. | 5 inches |
| Passenger cars | 9 inches |
| Freight cars. | 25 inches |

When trains are operated through water a maximum speed of five (5) miles per hour must not be exceeded.

20. The following signs placed in column provided on face of schedule pages indicates:

- | |
|-------------------------------|
| W—Water |
| O—Fuel for Diesel locomotives |
| T—Turntable |
| S—Track scales |
| Y—Wye |
| PH—Telephone or telegraphone |
| R—Radio base station |
| Ry—Radio yard station |

21(a). RULE 4 IS AMENDED TO READ AS FOLLOWS:

Each Time Table, from the moment it takes effect, supersedes the preceding Time Table, and its schedules take effect on any district at the leaving times at the initial stations on such district. But when a schedule of the preceding Time Table corresponds in number, class, day of leaving, direction, and initial and terminal stations with a schedule of the new Time Table, a train authorized by the preceding Time Table will retain its train orders and assume the schedule of the corresponding number of the new Time Table.

Schedules on each district date from the initial stations on such district.

Not more than one schedule of the same number and day shall be in effect on any district.

21(b). THE THIRD PARAGRAPH OF RULE NO. 90 IS AMENDED TO READ AS FOLLOWS:

"At long sidings on single track where there are intermediate crossovers ALL TRAINS taking siding will head in at the first switch unless otherwise directed by train order."

22. Precautions to be taken to insure safe train operation during and following severe storms:

OPERATORS—Notify Train Dispatcher promptly of 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 doubt as to safety of movement, 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 as quickly as possible. If necessary, have Operator call Section Foreman.

23. Agents and Operators (with card Form 874, ready for use) must take a position on station platform and closely observe all passing trains, signaling trainmen or enginemen to stop if anything is 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 employes at work in yards and between stations must also inspect passing trains.

When trains are entering or leaving sidings 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 a similar inspection.

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 employes must be on the alert to receive, transmit, and act promptly on these signals.

24. CLOSE CLEARANCES:

CHICAGO	Viaducts and trolley wires over various foreign line tracks in Chicago terminals used by C.G.W. trains, transfers and yard engines will not clear man on top or side of car.
BELLWOOD	IHB railway bridge will not clear man on top or side of car.
GALENA JCT.	Bridge over Galena River will not clear man on top or side of car.
MARSHALLTOWN	Guard against close clearances between main track and siding between First and Second Avenue. Between South track and adjacent tracks serving coal and oil companies.
TALMAGE	C.B.&Q. overhead bridge will not clear man on top or side of car.
CONCEPTION	Wabash overhead bridge will not clear man on top or side of car.
LEAVENWORTH	Bridge over Missouri River will not clear man on top or side of car.

25. OPERATION OF RADIO:

Radio communication systems are under the jurisdiction of the Federal Communications Commission. The Railroad Company and its employes are governed by the Commission's Operating Rules. Violation is a Federal offense for which severe penalties are provided.

Federal Communications Commission Rule 2 reads as follows:

"No employe shall knowingly transmit any false distress communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent or profane language via radio."

Communication via the radio must NOT be utilized by any employe in any manner that would have the effect of supplanting or modifying strict compliance with transportation rules and special instructions.

Radio will NOT be used in the transmission of train orders directly to a train or engine, except in extreme emergencies. When so used, every precaution must be taken to prevent any misunderstanding. Transportation rules covering train orders transmitted by telephone will be followed.

Employes are prohibited from advising approaching trains as to the position of train order signal or informing them of the contents of any train orders for their train or for any other train. Train and engine crews are prohibited from requesting such information by radio.

26. LOCATION OF SPRING SWITCHES.

Station	Location	Normal Position
East Stockton	End of double track	For westbound trains
Golden	End of double track	For eastbound trains
North Hanover	West switch siding	For main track
Aiken	End of double track	For westbound trains
Fair Ground	End of double track	For eastbound trains
Almoral	West switch siding	For main track
Felton	End of double track	For westbound trains
Des Moines	North entrance to yard	For main track
Des Moines	South entrance to yard	For main track
Sheridan	North switch siding	For main track
Savannah	South switch siding	For main track

Movement over spring switches will be governed by signal indications and following instructions:

In automatic block signal territory three-indication color light type signals are in use, located in advance of spring switches for approaching trains in either direction. (Rules 501-A, 501-B, 501-C.)

For reverse movement at end of double track, and for movements from sidings over spring switches, a two-indication color light type dwarf signal will govern train movements except at Aiken. (Rules 601-D and 601-F.)

At Aiken, no signal for reverse movements from double track is provided and Signal 155-34 will govern.

When signals indicate "STOP" trains must stop before reaching switch, and movement must not be made contrary to signal indication except by authority of caution card, Form 384, issued by Train Dispatcher, and not then until some member of crew shall have examined switch points and operated and secured switch by hand for the movement to be made. When switch has been operated by hand, and after the train has completely cleared the switch, the conductor (or engineer if there is no conductor) must see that switch is restored to and locked in normal position.

In non-automatic block signal territory two-indication color light type signals are in use in advance of facing point of spring switch, and a proceed signal indicates only that switch points are in their normal position.

If any train moving through a spring switch is stopped before entire train has passed through the spring switch, NO REVERSE MOVEMENT SHALL BE MADE, NOR SLACK PERMITTED TO RUN BACK, UNTIL SWITCH IS LINED OVER BY HAND AND LATCHED IN REVERSE POSITION.

27. DRAGGING EQUIPMENT DETECTORS.

Dragging equipment detectors connected with the automatic block signal system are in operation at various locations between Dyersville and Fair Ground.

Dragging equipment signal indication light is located on the mast of the automatic signal, five feet below the signal head, and will display red indication when the detector arms have been broken by dragging equipment.

Trains finding the dragging equipment signal displaying red indication will immediately stop, thoroughly inspect entire train, correcting trouble if possible.

Dispatcher must be notified as to cause. After train is in condition for movement dispatcher will instruct trainmen to operate knife switch located in the small iron box on top of signal case and locked with a switch lock. Placing the knife switch in the down position will cause the red detector light on the signal mast to be extinguished, and will permit automatic signal to clear providing there is no train or other obstruction in the block.

28.....SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Main track except as otherwise restricted by yard limits, specific slow orders, slow boards, slow flags, special rules, or other proper notice.		
Between Forest Park and M.P. 76.0	60	45
Except: Junction switches at Forest Park	10	10
Maywood, over Street Crossings	30	25
Bellwood, over Street Crossings	30	25
Over Fox River bridge M.P. 36.5	45	35
Between M.P. 76.0 and M.P. 107.0	65	50
Except: Over Rock River bridge M.P. 87.2	25	25
Between M.P. 107.0 and Galena Jct.	60	45
Except: M.P. 133.0 to M.P. 135.0	50	35
Winston Tunnel M.P. 152.4	20	20
Over Junction switches at Galena Jct.	10	10
Between Dubuque and Oelwein	60	45
Except: M.P. 171.8 to M.P. 174.5	25	20
M.P. 174.5 to M.P. 195.0	40	30
Between Oelwein and Marshalltown	55	45
Except: M.P. 297 to Green Mountain	40	30
Between Marshalltown and Reddy	60	45
Except: M.P. 239.2 to M.P. 235.1 (Santiago Hill)	35	35
Except: Grand Ave., East Des Moines and Reddy	45	30
Between Des Moines and Diagonal	60	40
Except: M.P. 207.5 to M.P. 199.0	50	35
M.P. 199.0 to M.P. 176.5	45	30
M.P. 161.0 to M.P. 160.7	40	25
Between Diagonal and Leavenworth	55	45
Except: On St. Joseph Terminal R. R.	10	10
M.P. 32 and M.P. 30	50	35
Q. Jct. and Leavenworth Bridge	20	15
Over Leavenworth Bridge and Mo. P. connection	10	8
MISCELLANEOUS:		
All trains and engines operating through spring switch turnouts will not exceed	20	20
All trains and engines operating through crossover, junction, siding and yard switches, except spring switches, will not exceed	15	15
Passenger trains handling box cars equipped for passenger train service	60	
TRAINS HANDLING:		
Mixed freight and passenger equipment	45	45
Steam derricks, scale test car, pile driver, or cranes on their own wheels		35
Derricks X-200 and X-250 class (Cooper's rating E-72.3) must not be operated over Missouri River bridge at Leavenworth or on the DeKalb and Cedar Falls branch lines.		
Scale test car restricted to movement in way freight trains only.		

29. Maximum Speed Over Railroad Crossings as Follows:

CROSSING	Mile	CLASS OF SERVICE	
		Passenger Trains	Freight Trains
Chicago District:			
I. C.	17.2	40	30
C. & N. W.	56.9	20	20
C. M. St. P. & P.	61.9	40	30
C. B. & Q.	78.4	25	25
C. M. St. P. & P.	88.3	35	25
C. B. & Q.	171.3	25	25
C. M. St. P. & P.	172.1	15	15
C. M. St. P. & P.	215.2	35	20
C. R. I. & P.	245.2	15	15
Des Moines District:			
I. C.	325.3	20	20
C. R. I. & P.	324.8	20	20
C. & N. W.	310.9	35	25
C. R. I. & P.	306.5	20	20
C. & N. W.	293.9	20	20
C. & N. W.	277.7	Stop	Stop
C. & N. W.	276.7	20	20
M. & St. L.	276.7	20	20
C. R. I. & P.	221.7	20	20
C. R. I. & P.	220.9	Stop	Stop
D. M. U.			
C. B. & Q.			
Kansas City District:			
Missouri Pacific	61.5	Under Control	Under Control
C. B. & Q.	60.5	" "	" "
C. R. I. & P.	60.5	" "	" "
C. B. & Q.	60.0	" "	" "
C. R. I. & P.	60.0	" "	" "
H. & St. J.	59.7	" "	" "
C. R. I. & P.	59.3	" "	" "
C. B. & Q.	29.9	20	20
Mo. Pac.	25.3	10	8

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
30. Through City Limits of the following towns, speed of trains is restricted as follows by city ordinance:		
Dubuque—over streets	30	25
Dyersville—Union and Chestnut Streets	45	45
Waterloo—over street crossings	20	20
Marshalltown—over street crossings	30	25

31. Except where other restrictions require slower speed, all trains will reduce speed to twenty-five (25) miles per hour while meeting or passing another train occupying a siding.

32. Passenger trains and light engines taking siding for other trains will stay back 500 feet from the leaving switch until train to be met has passed.

CHICAGO DISTRICT — CHICAGO TO OELWEIN

WESTBOUND					TIME TABLE						HOURS OF TELEGRAPH SERVICE			
SECOND CLASS		FIRST CLASS	No. 2			Distance from Chicago.	Station Numbers.	Office Calls.	Monday Thru Friday		Saturdays, Sundays, Holidays			
91 Manifest Freight	143 Manifest Freight	7 Passenger	Effective						October 5, 1952					
Depart Daily	Depart Daily	Depart Daily												
		4.30 ^{PM}	PH	CHICAGO			0.0	425		6.00 AM to 2.00 PM		6.00 AM to 2.00 PM		
11.00 ^{PM}	7.00 ^{AM}		PH-R	CHICAGO TRANSFER			7.3	417	JR	9.00 PM to 5.00 AM		9.00 PM to 5.00 AM		
				C. G. W. Jct. B.&O.C.T. Rules gov.										
11.45 ^{PM}	7.50	4.55	PH	FOREST PARK			10.3	415	KC	Continuous		Continuous		
				1.3										
		4.58	PH	MAYWOOD			11.6	414						
12.15 ^{AM}	7.55	5.01	PH-R	BELLWOOD			13.1	412	BQ	7.00 AM to 3.00 PM		7.00 AM to 3.00 PM		
12.45	8.15	5.07	PH	ELMHURST			16.8	409	PR	9.00 PM to 5.00 AM		9.00 PM to 5.00 AM		
				0.4										
				End of Double Track I. C. R. R. Crossing										
	1.00	8.30	f 5.24	PH	GREINA			17.2	400	GA	7.00 AM to 12 Noon		7.00 AM to 3.00 PM	
	1.10	8.40	f 5.32	PH-R	INGALTON			25.6	395	NI	1.00 PM to 4.00 PM		7.45 AM to 11.30 AM	
	1.20	8.50	s 5.43	PH	ST. CHARLES			30.7	390	SB	7.45 AM to 11.30 AM		12.30 PM to 4.45 PM	
	1.30	9.00	s 5.52	PH	WASCO			35.9	384	WO	7.00 AM to 12 Noon		1.00 PM to 4.00 PM	
	1.40	9.08	s 6.00	PH	LILLY LAKE			41.4	384	WO	1.00 PM to 5.00 PM		8.00 AM to 12 Noon	
	1.45	9.13	s 6.05	PH	VIRGIL			45.6	380		1.00 PM to 5.00 PM		1.00 PM to 5.00 PM	
	2.00	9.25	s 6.24	PH	SYCAMORE			48.6	377	VX	8.45 AM to 12.30 PM		1.30 PM to 5.45 PM	
					C. & N. W. Crossing									
					5.3									
					C. M. St. P. & P. Crossing									
	2.15	9.35	s 6.36	PH	CLARE			56.6	369	DX	7.45 AM to 11.45 AM		7.45 AM to 11.45 AM	
	2.25	9.45	s 6.46	PH	ESMOND			58.9	369	DX	12.45 PM to 4.45 PM		12.45 PM to 4.45 PM	
	2.35	10.00	s 6.55	PH	LINDENWOOD			61.9	361	KU	7.45 AM to 11.45 AM		12.45 PM to 4.45 PM	
					2.2									
					C. B. & Q. Crossing									
	2.43	10.07	s 7.02	PH	HOLCOMB			64.1	356	UY	12.45 PM to 4.45 PM		1.30 AM to 5.45 AM	
	3.00	10.25	s 7.22	PH	BYRON			69.8	356	UY	8.00 AM to 12 Noon		1.00 PM to 5.00 PM	
					5.1									
					C. M. St. P. & P. Crossing									
	3.12	10.35	f 7.32	PH	MYRTLE			74.9	350	WD	7.30 AM to 12 Noon		1.00 PM to 4.30 PM	
	3.25	10.45	s 7.44	PH	GERMAN VALLEY			78.4	347		1.00 PM to 5.00 PM		1.00 PM to 5.00 PM	
	3.35	11.30	f 7.52	PH	SOUTH FREEPORT			87.8	337	BY	6.30 AM to 11.30 AM		12.30 PM to 3.30 PM	
	3.55	11.55	AM 8.11	PH	PEARL CITY			88.3	332		7.00 AM to 11.45 AM		12.45 PM to 4.00 PM	
					9.0									
					End of Double Track									
	4.10	12.10 ^{PM}	8.25	PH	EAST STOCKTON			98.8	325	GY	6.30 AM to 11.30 AM		12.30 PM to 3.30 PM	
	4.20	12.15	s 8.34	PH-R	STOCKTON			100.9	319	DA	7.00 AM to 11.45 AM		12.45 PM to 4.00 PM	
	4.25	12.20	8.37	PH	GOLDEN			106.7	319	DA	6.45 AM to 11.30 AM		12.30 PM to 3.45 PM	
					2.1									
					End of Double Track									
					10.0									
					ELIZABETH			129.0	294	NS	4.30 AM to 12.30 PM		4.30 AM to 12.30 PM	
					3.3									
	4.50	12.49	s 9.02	PH	NORTH HANOVER			131.1	282	ZA	6.30 AM to 11.30 AM		12.30 PM to 3.30 PM	
					8.8									
	5.10	1.10	f 9.18	PH	AIKEN			133.3	279	AF	6.30 AM to 11.30 AM		12.30 PM to 3.30 PM	
					2.2									
					End of Double Track									
	5.15	1.15	f 9.23	PH	GALENA JCT.			143.3	268	RQ	Continuous		Continuous	
					End of Double Track									
					0.5									
					PORTAGE			157.6	268	RQ	Continuous		Continuous	
					12.8									
					C. B. & Q. Crossings									
					0.4									
	5.45	1.45	9.43	PH	DUBUQUE JCT.			170.9	251	CB	Continuous		Continuous	
					0.2									
					C. M. St. P. & P. Crossing									
					2.7									
					End of Double Track									
					13.7									
					GRAF			171.9	253	JC	Continuous		Continuous	
					8.1									
					FARLEY			172.1	251	RZ	5.00 PM to 9.00 AM		5.00 PM to 9.00 AM	
					5.5									
					DYERSVILLE			174.2	237		7.45 AM to 11.30 AM		12.30 PM to 4.45 PM	
					5.0									
					PETERSBURG			187.9	229	DY	6.30 PM to 11.30 PM		6.30 PM to 11.30 PM	
					3.1									
					ALMORAL			196.0	223	PB	12.30 AM to 3.30 AM		12.30 AM to 3.30 AM	
					4.4									
					ONEIDA			202.5	217		7.45 AM to 11.30 AM		12.30 PM to 4.45 PM	
					C. M. St. P. & P. Crossing									
					15.2									
					LAMONT			207.5	210		7.30 AM to 11.30 AM		12.30 PM to 4.30 PM	
					4.8									
					AURORA			210.6	215	DJ	12.30 PM to 4.30 PM		7.45 AM to 11.30 AM	
					7.3									
					FELTON			215.2	210	OU	7.30 AM to 11.30 AM		12.30 PM to 4.30 PM	
					End of Double Track									
					2.7									
					C. R. I. & P. Crossing									
					0.5									
	8.10	4.05	12.05 ^{AM}	PH	OELWEIN			230.4	195	WI	7.30 AM to 11.30 AM		12.30 PM to 4.30 PM	
					245.8									
					PH-R-BY			235.2	190		7.45 AM to 12 Noon		1.00 PM to 4.45 PM	
					245.8									
	8.15 ^{AM}	4.15 ^{PM}	12.15 ^{AM}	PH-R-BY				245.8	180		Continuous		Continuous	
					245.8									
9.15	9.15	7.45	Time on District											

Eastbound trains are superior to westbound trains of the same class. Rule 71.

CHICAGO DISTRICT — OELWEIN TO CHICAGO

Capacity of Other Trains, Location of Water and Fuel Stations, etc., Rules, Track Source, etc.	Capacity of Sidings.	Distance from Council Bluffs.	PH	TIME TABLE			EASTBOUND		
				No. 2			FIRST CLASS		
				Effective			SECOND CLASS		
				October 5, 1952			8 Passenger	90 Manifest Freight	192 Manifest Freight
			Arrive Daily	Arrive Daily	Arrive Daily				
		504.6	PH	CHICAGO.....	11.00 ^{AM}				
Yard W-O-S-Y		497.3	PH-R	CHICAGO TRANS.....		1.45 ^{AM}	1.00 ^{PM}		
Interlocked		494.3	PH	C. G. W. Jct. FOREST PARK.....	10.30				
		493.0	PH	MAYWOOD.....	10.27				
Yard		491.5	PH-R	BELLWOOD.....	10.24	1.00 ^{PM}	12.10 ^{PM}		
Connection	43	487.8	PH	ELMHURST.....	10.17	12.45 ^{PM}	11.40 ^{AM}		
Interlocked		487.4		{ End of Double Track I. C. R. R. Crossing }					
		470.0	PH	GRETNA.....	9.58	12.20	11.20		
Yard	87	473.9	PH-R	INGALTON.....	9.49	12.10 ^{AM}	11.10		
	96	468.7	PH	ST. CHARLES.....	9.40	11.59 ^{PM}	10.55		
	65	463.2	PH	WASCO.....	9.27	11.47	10.40		
	116	459.0	PH	LILY LAKE.....	9.19	11.40	10.33		
34		456.0	PH	VIRGIL.....	9.13 ¹⁴³	11.35	10.28		
Connection	222	448.0	PH	{ SYCAMORE..... }	9.00	11.20	10.13		
Auto. Signals		447.7		{ C. & N. W. Crossing }					
		442.7	PH	C. M. St. P. & P. Crossing					
37		440.5	PH	CLARE.....	8.39	11.05	9.58 ¹⁴³		
	138	434.8	PH	ESMOND.....	8.28	10.54	9.49		
46		429.7	PH	LINDENWOOD.....	8.17	10.44	9.41		
Connection	55	426.2	PH	{ C. R. & O. Crossing }					
Auto. Signals		416.3	PH	HOLCOMB.....	8.10	10.36	9.33		
Connection	79	416.3	PH	{ BYRON..... }	7.50	10.17	9.15		
Auto. Signals		416.3		{ C. M. St. P. & P. Crossing }					
	82	410.8	PH	MYRTLE.....	7.39	10.05	9.03		
17		403.7	PH	GERMAN VALLEY.....	7.25	9.52	8.50		
Yard	222	397.9	PH	SOUTH FREEPORT.....	7.15	9.40	8.40		
25		384.6	PH	PEARL CITY.....	6.55	9.13	8.15		
		375.6	PH	{ End of Double Track }					
W-Yard		373.5	PH-R	EAST STOCKTON.....	6.38	8.55	8.00		
		371.3	PH	STOCKTON.....	6.35	8.50	7.55		
		371.3	PH	GOLDEN.....	6.20	8.37	7.50		
		361.3	PH	{ End of Double Track }					
31		358.0	PH	ELIZABETH.....	6.00				
	222	358.0	PH	NORTH HANOVER.....	5.50	8.10	7.20		
		349.2	PH	AIKEN.....	5.30	7.40	6.50		
		347.0	PH	{ End of Double Track }					
Connection		346.5	PH	GALENA JCT.....	5.25 ⁰¹	7.35	6.45		
Interlocked		333.7	PH	{ End of Double Track }					
Interlocked		333.3	PH	PORTAGE.....					
Interlocked		332.7	PH	EAST CABIN.....					
Interlocked		332.7	PH	{ C. B. & O. Crossings }					
Auto. Signals		332.5	PH	DUBUQUE JCT.....	5.06 ⁹¹	7.05	6.15		
Yard W-O-S		330.4	PH-R	{ C. M. St. P. & P. Crossing }					
Interlocked	94	330.4	PH-R	DUBUQUE.....	5.05				
		330.4	PH-R	{ End of Double Track }					
	145	316.7	PH	FAIR GROUND.....	4.50	6.55	6.05 ⁹¹		
	64	308.6	PH	GRAF.....	4.23	6.25	5.30		
	53	302.1	PH	FARLEY.....	4.07	6.00	5.05		
	297.1	302.1	PH	DYERSVILLE.....	3.55	5.47	4.50		
32		297.1	PH	PETERSBURG.....	3.42				
	222	294.0	PH	ALMORAL.....	3.37	5.35	4.35		
Auto. Signals	88	289.4	PH	ONEIDA.....	3.30	5.25	4.25		
		289.4	PH	{ C. M. St. P. & P. Crossing }					
	94	274.2	PH	LAMONT.....	2.59	4.55	3.45		
32		269.4	PH	AURORA.....	2.50				
		262.1	PH	FELTON.....	2.38	4.30 ¹⁴³	3.00		
Yard W-O-S-Y		259.4		{ End of Double Track }					
Connection		258.8	PH-R-Ry	C. R. I. & P. Crossing					
Auto. Signals		258.8		OELWEIN.....	2.30 ^{AM}	4.00 ^{PM}	2.00 ^{AM}		
		245.8			Depart Daily	Depart Daily	Depart Daily		
				Time on District	8.30	9.45	11.00		

SIDINGS AND SPURS BETWEEN STATIONS	STATION NO.	MILE POST	CAR CAPACITY	CONNECTED
Villa Park.....	407	18.5	20	Both ends
Lombard.....	405	20.9	20	Both ends
North Glen Ellyn.....	402	23.3	3	West end
Campbell's Spur.....		29.7	15	East end
Fox River.....	388	37.3	97	Both ends
Five Points.....	365	59.3	15	East end
Stillman Valley.....	342	66.7	24	Both ends
Egan.....	329	96.7	27	Both ends
Bolton.....	311	114.3	25	Both ends
Kent.....	301	124.9	20	East end
Woodbine.....	287	138.6	21	Both ends
Wood Spur.....	278	151.7	25	Both ends
Rice.....	271	153.6	10	Both ends
Friths Spur.....	250	176.0	17	West end
Durango.....	245	180.1	25	East end
Dunde.....	200	225.3	15	West end
Stanley.....	185	239.7	15	East end

On branch 6 miles south of Sycamore Yard

Eastbound trains are superior to westbound trains of the same class. Rule 71.

DES MOINES DISTRICT — OELWEIN TO DES MOINES

SOUTHBOUND			TIME TABLE No. 2 Effective October 5, 1952	Distance from Kansas City.	Station Numbers.	Office Calls.	HOURS OF TELEGRAPH SERVICE	
SECOND CLASS		FIRST CLASS					Monday Thru Friday	Saturdays, Sundays, Holidays
43 Manifest Freight	41 Manifest Freight	5 Passenger						
Depart Daily	Depart Daily	Depart Daily						
8.00 ^{PM}	11.00 ^{AM}	7.15 ^{PM}	PH-R-Ry.....OELWEIN.....	351.2	2180	WI	Continuous	Continuous
8.30	11.30 ^f	7.26	PH.....FAIRBANK.....	343.8	2187	FK	7.45 AM to 11.30 AM 12.30 PM to 4.45 PM	
8.50	11.50 ^f	7.37	PH.....DUNKERTON.....	336.1	2195	KN	7.45 AM to 12 Noon 1.00 PM to 4.45 PM	
9.30	12.45 ^{PM}	8.15	PH-R {WATERLOO..... } I. C. R. R. Crossing	325.3	2205	WA	Continuous	Continuous
			C. R. I. & P. Crossing	324.8				
9.45 ⁹²	1.00	8.25	PH.....CEDAR FALLS JCT.....	319.1	2212			
9.55	1.10 ^s	8.30	PH.....HUDSON.....	315.8	2215	CF	7.45 AM to 11.45 AM 12.45 PM to 4.45 PM	
			C. & N. W. Crossing	310.9				
10.10	1.30 ^s	8.44	PH {REINBECK..... } C. R. I. & P. Crossing	306.5	2224	RK	7.45 AM to 11.45 AM 12.45 PM to 4.45 PM	
10.23	1.45 ^f	8.56	PH.....LINCOLN.....	299.4	2231	RN	8.00 AM to 11.30 AM 12.30 PM to 5.00 PM	
			C. & N. W. Crossing	293.9				
10.35	1.58 ^s	9.05 ⁹²	PH {GLADBROOK..... } C. & N. W. Crossing	293.9	2237	GB	7.00 AM to 11.30 AM 12.30 PM to 4.00 PM	
			C. & N. W. Crossing	285.0				
	2.15	9.20	PH.....GREEN MOUNTAIN.....	285.0	2246	GM	7.45 AM to 11.45 AM 12.45 PM to 4.45 PM	
11.15 ⁶	2.25	9.29	PH.....ARMOUR SIDING.....	279.3				
			C. & N. W. Crossing	277.7				
12.01 ^{AM}	2.55 ^s	9.50	PH-R.....MARSHALLTOWN.....	277.5	2254	RA	10.00 AM to 6.00 PM 9.00 PM to 5.00 AM	10.00 AM to 6.00 PM 9.00 PM to 5.00 AM
			C. & N. W. - M. & St. L. Crossings	276.7				
12.35	3.30 ^f	10.11 ⁶	PH.....MELBOURNE.....	263.9	2267	MB	7.45 AM to 11.45 AM 12.45 PM to 4.45 PM	
12.55	3.50 ^f	10.25	PH.....BAXTER.....	254.8	2276	BX	7.45 AM to 12 Noon 1.00 PM to 4.45 PM	
1.15	4.10 ^f	10.40	PH.....MINGO.....	245.6	2285	MI	7.45 AM to 12.15 PM 1.15 PM to 4.45 PM	
1.40	4.35 ^f	10.59	PH.....BONDURANT.....	232.9	2298	BU	7.45 AM to 11.30 AM 12.30 PM to 4.45 PM	
1.55	4.50	11.10	PH.....NORWOOD.....	228.2	2305			
			HIGHLAND.....	224.6	2306			
			C. R. I. & P. Crossing	221.7				
2.07	5.02	11.17	PH.....REDDY.....	221.0	2310			
			{C. R. I. & P.—D. M. U. and C. B. & Q. Crossings } 2.1	220.9				
2.20 ^{AM}	5.15 ⁹²	11.22 ^{PM}	PH-R.....DES MOINES.....	218.8	2313	SF	Continuous	Continuous
Arrive Daily	Arrive Daily	Arrive Daily	132.4					
6.20	6.15	4.07	Time on District					

**Southbound trains are superior to northbound trains of the same class. Rule 71.
At Waterloo and Marshalltown time of First Class trains applies at the passenger stations.**

LOCATION OF MAIL CRANES

	Mile No.
Fairbank	343.8
Dunkerton	336.1
Dewar	331.5
Hudson	315.8
Lincoln	299.4
Gladbrook	293.9
Green Mountain	285.0
Melbourne	263.9
Baxter	254.8
Mingo	245.6
Valeria	240.9
Bondurant	232.9

DES MOINES DISTRICT — DES MOINES TO OELWEIN

Capacity of Other Tracks, Locations and Fuel Stations, Turntables, Track Scales, Wyes.	Capacity of Sidings.	Distance from St. Paul.	TIME TABLE			NORTHBOUND				
			No. 2			FIRST CLASS		SECOND CLASS		
			Effective			6	92		42	
			October 5, 1952			Passenger	Manifest Freight	Manifest Freight		
				Arrive Daily	Arrive Daily	Arrive Daily				
W-O-S-Y		178.5	PH-R-Ry.....	OELWEIN	1.50AM	12.15AM	11.59AM ⁴¹			
21	97	185.9	PH.....	FAIRBANK	f 1.34	11.50PM	11.30			
17		193.6	PH.....	DUNKERTON	f 1.21	11.30	11.10			
O-S-W Yard Connection Interlocked	128	204.4	PH-R {	WATERLOO	s 1.05	11.00	10.45			
Auto. Signals		204.9		I. C. R. R. Crossing						
11 Conn. So. End	20-S	210.6	PH.....	CEDAR FALLS JCT.	12.23	10.00	9.52			
45	80	213.9	PH.....	HUDSON	s 12.18	9.55 ⁴³	9.45			
Auto. Signals		218.8		C. & N. W. Crossing						
Connection 22 Auto. Signals		223.2	PH {	REINBECK	s 12.03AM	9.35	9.25			
39	116	230.3	PH.....	LINCOLN	f 11.49PM	9.20	9.10			
Auto. Signals		235.8	PH {	GLADBROOK	s 11.40	9.05 ⁵	9.00			
40 Conn. No. End		244.7	PH.....	GREEN MOUNTAIN	f 11.25	8.45	8.40			
28		250.4	PH.....	ARMOUR SIDING	11.15 ⁴³	8.30	8.25			
Not Gated		252.0		C. & N. W. Crossing						
O-S-W-Y	141	252.2	PH-R.....	MARSHALLTOWN	s 11.10	8.20	8.15			
Connection Interlocked		253.0		C. & N. W.-M. & St. L. Crossings						
	66	265.8	PH	MELBOURNE	f 10.38	7.25	7.10			
30		274.9	PH	BAXTER	f 10.25 ⁵	7.05	6.50			
22	34	284.1	PH	MINGO	f 10.10	6.45	6.30			
25	131	296.8	PH	BONDURANT	f 9.53	6.15	6.00			
27		303.5	PH	NORWOOD	9.44	6.00	5.45			
		305.1		HIGHLAND						
Interlocked		308.0		C. R. I. & P. Crossing						
	39	308.7	PH.....	REDDY	9.37	5.45	5.30			
Connections Not Gated		308.8	{	C. R. I. & P.—D. M. U. and C. B. & Q. Crossings						
W-O-S Yard		310.9	PH-R.....	DES MOINES	9.30PM	5.30PM ⁴¹	5.15AM			
				132.4	Depart Daily	Depart Daily	Depart Daily			
				Time on District	4.20	6.45	6.44			

Southbound trains are superior to northbound trains of the same class. Rule 71.
At Waterloo and Marshalltown time of First Class trains applies at the passenger stations.

SIDINGS AND SPURS BETWEEN STATIONS

	STATION NO.	MILE	CAR CAPACITY	CONNECTED
Dewar	2179	331.5	9	North end
Valeria	2290	240.9	12	North end

CEDAR FALLS BRANCH—STATIONS

	STATION NO.	FALLS JCT.	CAR CAPACITY	CONNECTED
Normal School Spur..	8217	6.2	—	North end
Cedar Falls.....	8219	7.7	20	Both ends

KANSAS CITY DISTRICT — DES MOINES TO KANSAS CITY

SOUTHBOUND			TIME TABLE				Distance from Kansas City.		Station Numbers.	Office Calls.	HOURS OF TELEGRAPH SERVICE	
SECOND CLASS		FIRST CLASS	No. 2								Monday Thru Friday	Saturdays, Sundays, Holidays
43 Manifest Freight	41 Manifest Freight	5 Passenger	Effective October 5, 1952									
Depart Daily	Depart Daily	Depart Daily										
3.20 ^{AM 42}	6.15 ^{PM}	12.01 ^{AM}	PH-R	.....	DES MOINES.....	218.8	2313	SF	Continuous		Continuous
3.55	6.45	12.15	PH	.....	CUMMING.....	207.8	2323		7.00 AM to 11.30 AM 12.30 PM to 4.00 PM		
4.45	7.50 ^f	12.48	PH	.....	PERU.....	184.4	2346	RU	7.30 AM to 11.30 AM 12.30 PM to 4.30 PM		
5.05	8.15 ^f	1.06	PH-R	.....	LOBIMOR.....	173.1	2358	RF	8.45 AM to 11.45 PM 12.45 AM to 5.45 AM		
5.25	8.35	1.20	PH	.....	TALMAGE.....	165.3	2365	ZB	8.00 AM to 12 Noon 1.00 PM to 5.00 PM		
6.05	9.30 ^f	1.57 ⁴²	PH	.....	DIAGONAL.....	145.0	2386	GI	7.45 AM to 11.45 AM 12.45 PM to 4.45 PM		
6.45	10.15 ^f	2.31	PH	.....	BLOCKTON.....	127.7	2403	CK	7.00 AM to 11.30 AM 12.30 PM to 4.00 PM		
7.05	10.35 ^f	2.49	PH	.....	SHERIDAN.....	117.3	2413	NE	8.00 AM to 12 Noon 1.00 PM to 5.00 PM		
7.25	10.55 ^f	3.07	PH	.....	RAVENWOOD.....	105.1	2426	RX	Continuous		Continuous
8.00	11.20 ^s	3.25	PH-R	.....	CONCEPTION.....	99.3	2431	HY	8.30 AM to 11.30 AM 12.30 PM to 5.30 PM		
8.20	11.40 ^{PM f}	3.39	PH	.....	GUILFORD.....	91.7	2439		6.00 AM to 2.00 PM 9.00 PM to 5.00 AM		
8.50 ⁰²	12.15 ^{AM s}	4.10	PH	.....	SAVANNAH.....	74.6	2456	VN	Continuous		
10.10	12.30	4.30	PH-R	.....	SHOPS.....	63.0	2468	FB	Continuous		
10.20	12.35	4.33		.....	FRANCIS STREET.....	61.8			Continuous		
				.....	Mo. Pac. Crossing	61.5			Continuous		
				.....	Fifth Street	60.9			Continuous		
				.....	Sixth Street	60.8			Continuous		
		4.40 ^s		.....	Sixth Street	60.7	2469	UN	Continuous		Continuous
		4.50	PH	.....	ST. JOSEPH—U. D.....	60.5			Continuous		Continuous
				.....	C. B. & Q.—C. R. I. & P. Crossings	60.4		MK	Continuous		Continuous
				.....	TERMINAL.....	60.0			Continuous		
				.....	Hickory Street	59.7			Continuous		
				.....	C. B. & Q.—C. R. I. & P. Crossings	59.3			Continuous		
				.....	H. & St. J. Crossing	59.3			Continuous		
				.....	C. R. I. & P. Crossing	52.9	2478		Continuous		
	10.45	1.10		.....	B. C. JCT.....	50.8	2480		Continuous		
	10.55	1.20		PH	WILLOW BROOK.....	42.9	2488	BV	8.00 AM to 11:30 AM 12.30 PM to 5.00 PM		
	11.20 ^{AM}	1.45 ^f		PH	DEARBORN.....	29.9	2501	B	8.00 AM to 12 Noon 1.00 PM to 5.00 PM		
	12.01 ^{PM}	2.25		PH	{	C. B. & Q. Crossing	26.3			Continuous		
	12.10	2.35			BEVERLY.....	25.4	2506	RH	Continuous		Continuous
	12.19	2.38 ^s		PH	Q JCT.....	25.3			Continuous		
					LEAVENWORTH.....	25.0			Continuous		
					Mo. Pac. Crossings	21.37	2510		4.00 AM to 12 Noon 4.00 PM to 12 Mid.		4.00 AM to 12 Noon 4.00 PM to 12 Mid.
	12.20	2.40			MO. PAC. CONNECTION..	18.14	2513		Continuous		
					COCHRANE.....	14.54	2517		Continuous		
					POPE.....	8.50	2523		Continuous		
					WOLCOTT.....	3.22			Continuous		
					NEARMAN.....	1.7	2530	RO	Continuous		
	2.00 ^{PM}	4.00 ^{AM}		PH-R	EDGEWATER JCT.....	1.18	2529		Continuous		
					OHIO AVENUE.....	-1.7	2531	US	Continuous		Continuous
					Kansas City Freight Yard				Continuous		
		7.00			KANSAS CITY, KANS.				Continuous		
		7.10 ^{AM s}			Central Avenue				Continuous		
					KANSAS CITY.....				Continuous		
					(Union Station)				Continuous		
	Arrive Daily	Arrive Daily	Arrive Daily			220.5				Continuous		
	10.40	9.45	7.09			Time on District				Continuous		

**Southbound trains are superior to northbound trains of the same class. Rule 71.
At Conception time of First Class trains applies at the passenger station.**

KANSAS CITY DISTRICT — KANSAS CITY TO DES MOINES

Capacity of Other Tracks, Locations of Water and Fuel Stations, Turntables, Track Scales, Wyes.	Capacity of Sidings.	Distance from St. Paul.	TIME TABLE			NORTHBOUND		
			No. 2			Effective		
			October 5, 1952					
						6	92		42
			Passenger	Manifest Freight	Manifest Freight			
			Arrive Daily	Arrive Daily	Arrive Daily			
Yard W-O-S	222	310.9	PH-R	DES MOINES	8.40 ^{PM}	3.45 ^{PM}	4.30 ^{AM}	
	69	321.9	PH	CUMMING	8.25 ⁴¹	3.15	3.55 ⁴³	
22	73	345.3	PH	PERU	7.50	2.25	3.15	
40	24	356.6	PH-R	LORIMOR	7.36	2.02	2.55	
	30	364.4	PH	TALMAGE	7.25	1.44	2.35	
	44	384.7	PH	DIAGONAL	6.55	1.03	1.57	
	13	402.0	PH	BLOCKTON	6.31	12.30	1.15	
	44	412.4	PH	SHERIDAN	6.17	12.10 ^{PM}	12.50	
Yard	128	424.6	PH	RAVENWOOD	6.01	11.45 ^{AM}	12.25	
15	107	430.4	PH-R	CONCEPTION	5.52	11.35	12.15 ^{AM}	
34	222	438.0	PH	GUILFORD	5.40	11.20	11.40 ^{PM}	
Yard W-O-S		455.1	PH	SAVANNAH	5.18	10.35	10.55	
Interlocked		466.7	PH-R	SHOPS	5.00	10.10 ⁴³	10.30	
Not Gated		467.9		FRANCIS STREET	4.55	9.45	9.50	
		468.2		Mo. Pac. Crossing				
		468.8		Fifth Street				
		468.9		Sixth Street				
		469.0	PH	ST. JOSEPH—U. D.	4.50			
Not Gated		469.2		C. B. & Q. - C. R. I. & P. Crossings	4.40			
		469.3		TERMINAL				
Not Gated		469.7		Hickory Street				
Not Gated		470.0		C. B. & Q. - C. R. I. & P. Crossings				
Not Gated		470.4		H. & St. J. Crossing				
		470.4		C. R. I. & P. Crossing				
		476.8		B. C. JCT.	4.21	9.10	9.12	
	113	478.9	PH	WILLOW BROOK	4.18	9.03	9.07	
	63	486.8	PH	DEARBORN	4.07	8.45	8.50	
Connection Auto. Signals	42	499.8	PH	C. B. & Q. Crossing				
		503.4		BEVERLY	3.50	8.13	8.15	
		504.3		Q JCT.	3.43	8.05	8.05	
		504.3	PH	LEAVENWORTH	3.40	8.00	8.00	
Interlocked		504.4		Mo. Pac. Crossings				
	118	504.7		MO. P. CONNECTION	3.37	7.58	7.58	
	114	508.33		COCHRANE				
E-116		511.56		POPE				
W-74		515.16		WOLCOTT				
E-78		521.20		NEARMAN				
W-114		526.48		EDGEWATER JCT.				
Yard W-O-S-Y		528.0	PH-R	OHIO AVENUE		7.00 ^{AM}	7.00 ^{PM}	
		528.52		Kansas City Freight Yard				
		531.4		KANSAS CITY, KANS.	3.07			
				Central Ave.				
				KANSAS CITY	3.00 ^{PM}			
				(Union Station)				
		220.5			Depart Daily	Depart Daily	Depart Daily	
				Time on District	5.40	8.45	9.30	

LOCATION OF MAIL CRANES

Station	Mile No.
Peru	184.4
Arispe	157.1
Diagonal	145.0
Maloy	138.4
Sheridan	117.3
Parnell	111.9
Ravenwood	105.1
Rea	84.2
Savannah	74.6
Faucett	48.5
Haydite	40.8

SIDINGS AND SPURS BETWEEN STATIONS

Station No.	Mile Post	Car Capacity	Connected
215.12	Yard		South end
214.8	6		North end
199.1	7		South end
197.4	34		South end
191.2	7		South end
157.1	47		South end
152.8	35		South end
137.0	40		South end
133.4	5		Both ends
128.0	17		North end
111.9	42		South end
84.2	7		South end
74.0	16		Both ends
64.9	7		South end
48.5	16		Both ends
40.8	34		Both ends
25.9	30		Both ends
2832			Hawkeye Cement Connection
2833			Millman
2834			Martensdale
2840			Conger
2874			Hanley
2878			Arispe
2894			Shannon City
2897			Benton
2406			Maloy
2419			Athelstan
2447			Parnell
2488			Rea
2490			Sanitorium Spur
2605			Industrial City
			Faucett
			Haydite
			Kirmeyer

**Southbound trains are superior to northbound trains of the same class. Rule 71.
At Conception time of First Class trains applies at the passenger station.**

WEIGHT OF EMPTY PASSENGER CARS

CLASS	Numbers	Length in Feet	Tons
Baggage.....	36, 37, 38	72	64
".....	39	72	66
".....	40	72	65
".....	42, 43	73	72
".....	44	73	69
".....	45	73	69
".....	46 to 50	60	57
".....	80 to 82	70	45
Mail-Baggage.....	60 to 66	61	58
".....	67	60	60
".....	68, 69	73	75
Mail.....	95, 96	60	62
Chair.....	144 AC	72	71
".....	273 AC	72	68
".....	274 AC	72	69
".....	275 AC	72	79
".....	276 AC	72	67
".....	278 AC	72	68
".....	280 AC	72	69
Coach.....	230 AC	60	55
".....	231 AC	60	57
".....	232 AC	60	58
".....	238 AC	60	54
".....	239	60	54
".....	240	60	55
Official Car.....	99 AC	73	81
".....	100 AC	73	84

RECAPITULATION OF PASSENGER EQUIPMENT

Coach.....	6
Chair.....	7
Mail.....	2
Baggage.....	17
Mail-Baggage.....	10
Official.....	2
Total.....	44

LOAD LIMIT AND CARRYING CAPACITY OF BAGGAGE CARS

Car No.	Journal Size	Load Limit at Rail	Weight of Car	Carrying Capacity of Car
36	5x 9	178,700	128,700	50,000
37	5x 9	178,700	128,700	50,000
38	5x 9	178,700	128,700	50,000
39	5x 9	181,700	131,700	50,000
40	5x 9	179,000	129,000	50,000
42	5x 9	194,300	144,300	50,000
43	5x 9	194,300	144,300	50,000
44	5x 9	177,700	137,700	40,000
45	5x 9	177,700	137,700	40,000
46	5x 9	153,000	113,000	40,000
47	5x 9	153,000	113,000	40,000
48	5x 9	153,000	113,000	40,000
49	5x 9	153,000	113,000	40,000
50	5x 9	153,000	113,000	40,000
80	6x11	120,000	90,000	30,000
81	6x11	120,000	90,000	30,000
82	6x11	120,000	90,000	30,000

COOPER'S RATING OF C.G.W. LOCOMOTIVES

D-1.....	E-47
D-2.....	E-40
D-3.....	E-49
D-4.....	E-49
D-5.....	E-46
D-6.....	E-50
D-7.....	E-47

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 waiting 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 derailment, resulting in fouling adjacent tracks, or when necessary to provide protection when doing station work, enginemen will immediately display RED HEADLIGHT. Enginemen on approaching trains 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, 102-A and D152.

TABLE OF TRAIN SPEEDS

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

CLASSIFICATION OF LOCOMOTIVES

Class	Units	Locomotive Numbers
D-1	1	2
D-2	8	5, 6, 7, 11, 12, 13, 14, 15
D-3	30	8, 9, 10 and 16 to 42, inc.
D-4	18	58 A-B to 66 A-B, inc.
D-5	8	50 to 57, inc.
D-6	2	120-121
D-7	4	101 A-B-C-D
"	4	102 A-B-C-D
"	4	103 A-B-C-D
"	4	104 A-B-C-D
"	4	105 A-B-C-D
"	4	106 A-B-C-D
"	4	107 A-B-C-D
"	4	108 A-B-C-D
"	4	109 A-B-C-D
"	4	110 A-B-C-D
"	4	111 A-B-C-D
"	4	112 A-B-C-D
"	4	113 A-B-C-D
"	4	114 A-B-C-D
"	4	115 A-B-C-D
"	7	116 A-B-C-D-E-F-G
"	7	150 to 156, inc.
Total.....	141	

TONNAGE RATINGS — EASTERN DIVISION

DISTRICT	Direction	FROM STATION	TO STATION	Class D-1	Class D-2	Class D-3	Class D-4	Class D-5	Class D-6	CLASS D-7 Diesel Frt. and Pass. Locos.				
										3000	4500	6000	7500	
CHICAGO	East	Oelwein.....	Fair Ground.....	1500	1240	1800	3690	1700	1940	3400	5100	6800	8500	
		Fair Ground.....	Galena Jct.....	2875	2750	3000	7500	3750	3750	7500	11250	15000	18750	
		Galena Jct.....	Stockton.....	1250	940	1510	3090	1660	1820	2850	4280	5700	7130	
		Stockton.....	Chicago.....	1780	1410	2340	4890	2300	2700	4600	6900	9200	11500	
	West	Chicago.....	Stockton.....	1650	1310	1980	4030	1920	2090	3840	6460	7680	9600	
		Stockton.....	Galena Jct.....	1280	990	1560	3190	1600	1840	3030	4550	6060	7580	
		Galena Jct.....	Fair Ground.....	2680	2460	3000	7500	3710	3710	7500	11250	15000	18750	
		Fair Ground.....	Oelwein.....	1160	880	1430	2920	1600	1790	2800	4200	5600	7000	
DES MOINES	South	Oelwein.....	Waterloo.....	1510	1250	1820	3710	1800	1950	3600	5400	7200	9000	
		Waterloo.....	Marshalltown.....	1410	1140	1680	3440	1760	1870	3320	4980	6640	8300	
		Marshalltown.....	Des Moines.....	1250	1000	1500	3070	1600	1710	2840	4270	5680	7100	
	North	Des Moines.....	Marshalltown.....	1200	930	1480	3030	1500	1770	2820	4240	5640	7050	
		Marshalltown.....	Waterloo.....	1390	1130	1650	3380	1535	1810	3070	4610	6140	7680	
		Waterloo.....	Oelwein.....	1390	1110	1650	3370	1540	1840	3080	4620	6160	7700	
	KANSAS CITY	South	Des Moines.....	Shannon City.....	1250	1000	1500	3070	1600	1710	2840	4270	5680	7100
			Shannon City.....	Rea.....	1490	1200	1780	3650	1755	1980	3510	5260	7020	8780
Rea.....			B. C. Jct.....	1200	950	1500	3080	1600	1720	2850	4280	5700	7130	
B. C. Jct.....			Kansas City.....	1950	1640	2400	4950	2500	2620	4650	6980	9300	11630	
North		Kansas City.....	B. C. Jct.....	2500	2060	3000	5310	2950	3480	4900	7350	9800	12250	
		B. C. Jct.....	Rea.....	1200	930	1480	3040	1500	1790	2820	4230	5640	7050	
		Rea.....	Shannon City.....	2550	2130	3000	6410	2970	3320	5940	8910	11880	14850	
		Shannon City.....	Des Moines.....	1200	930	1480	3030	1500	1770	2820	4240	5640	7050	

OFFICIAL WATCH INSPECTORS

Webb C. Ball Co., General Watch Inspectors, 6 North Michigan Ave., Chicago, Ill.

Watch Inspectors (see Rule 2) are located as follows:

LOCATION	NAME	LOCATION	NAME
Berwyn, Ill.....	E. R. MILLER & SON 6235 Cermak Rd.	Dubuque, Ia.....	E. L. SCHEPPELE
Chicago, Ill.....	THE BALL R.R. TIME SERVICE C. W. Brechner, 6 N. Michigan	Kansas City, Mo.....	J. H. MACE CO.
Chicago, Ill.....	CHAS. H. BERN LaSalle St. Station	Leavenworth, Kans.....	E. H. LAVERY JEWELRY CO.
Chicago, Ill.....	LEXINGTON JEWELERS 719 S. Pulaski Rd.	Marshalltown, Ia.....	HOFFMAN JEWELRY CO.
Chicago, Ill.....	M. GOLDBLATT 12 N. Cicero Ave.	Oelwein, Ia.....	DAVIS JEWELRY AND GIFTS
Chicago, Ill.....	S. D. SLAVIN 4158 W. Madison St.	St. Joseph, Mo.....	C. D. HAYNIE
Cedar Falls, Ia.....	G. R. CUMMINGS	St. Joseph, Mo.....	V. R. EMERSON
Des Moines, Ia.....	DANIELS JEWELRY CO.	Stockton, Ill.....	ROBERT McMASTERS 111 W. Front St.
		Sycamore, Ill.....	WETZEL BROS.
		Waterloo, Ia.....	ASQUITH JEWELRY CO.
		Waterloo, Ia.....	FESSLER & CO.

SPECIAL SAFETY CODE FOR EMPLOYEES IN TRAIN, ENGINE, AND YARD SERVICE

1. Safety is of first importance in the discharge of duty.
2. Avoid all risks. Watch for unsafe conditions and correct and report them.
3. Look both ways before crossing any track. Avoid crossing track in front of movement after signal is given to move. Do not stand or walk on track when avoidable.
4. Step over rails, frogs, switch guard rails, interlocking machinery or connections and not on them. Do not sit on rails or ties or take refuge under car.
5. Look out for approaching movements and alight outside of rails when getting off engine or car.
6. When alighting from or boarding rear end of freight train, use rear platform of caboose.
7. When boarding or alighting from a locomotive, caboose, or car face in, as on a ladder. Observe footing and clearances before alighting from moving or standing engine or car. Keep firm grip on handhold until foot is firmly placed on ground or other support when engine or car is standing.
8. Keep away from side or end while riding top of car, except for time required to operate brake or perform other duty there.
9. Do not ride on facing end of leading car or trailing end of rear car when possible to avoid it.
10. When riding side or top of car, keep a close watch for unsafe clearances.
11. Before going under or between standing cars or engines, first see or know they will not be moved. Otherwise obtain suitable protection. No signal should be given to move engine or cars when anyone is under or between.
12. One man will be permitted to ride the leading footboard of switch engine on short switch moves. He will board the footboard from a position outside of the rails, remaining in sight of engineer or fireman. He will alight from the footboard before coupling into other equipment. Enginemen will not permit their engine to couple into other equipment while a man is riding the leading footboard.
13. Employees will not attempt to board oncoming footboards when the movement is of such speed to be unsafe, or when engine is moving over frogs, crossovers, turnouts, or where a safe footing on the ground or footboards is in doubt.
14. Firm grip and safe foothold are essential to safety when on sillstep, side ladder, end platform, or in transferring or changing position.
15. When alighting from moving equipment extreme care should be exercised. Avoid getting off in an awkward manner that will result in strains or sprains.
16. When engineman sees or knows that ground man is about to get on or off, he will regulate speed down to point of assured safety. Consider the footing, visibility and other conditions.
17. In setting or releasing brakes, be alert to the hazard of slipping or losing hold, sudden lurch, stop or start of car, brake club breaking or slipping, brake chains kinking or overlapping, also grabbing or kicking of brake. (Study the peculiarities and proper handling of different types of brakes.) Pressure on brake should be exerted toward body of car. Do not hold brake tension by hand—use the dog and ratchet.
18. Leave cars in clear and tied down to avoid possibility of fouling other tracks or man on side of car. Do not leave cars standing on tracks too near street or highway crossing, preferably 60 feet away from the crossing.
19. Be prepared constantly for sudden start or stop and for the shock of brake or slack action.
20. Use cut-lever to uncouple cars. If lever is inoperative, tie the movement down before crossing to opposite side.
21. It is prohibited to use foot or hand to adjust drawbar, knuckle or lock pin while car or locomotive is in motion or when another car is approaching within a car length.
22. Angle cocks will be closed before uncoupling air hose when there is pressure in train line. When setting brakes by turning angle cock, keep firm grip on hose.
23. Do not place hands, feet, or any part of body between inside end of car and lumber, pipe, or other lading likely to shift. Keep clear of unsecured drop end doors. Do not use gate of gondola for handhold.
24. Slack cuts apart half car length before going between couplers to make adjustments of knuckles or for other purposes.
25. Do not attempt to cross track close in front of moving engine or car.
26. Wear safe shoes and other apparel, and use suitable clear (or Calobar) goggles when needful to protect against sand, cinders, or other eye hazards.
27. Keep feet in clear of the path of counterweights on ground throw switch levers. Do not handle switch stand lever when switch is being run through.
28. A habit of too much idle conversation across cab or caboose may contribute to serious accident.
29. Keep the mind on the work and have a clear and mutual understanding of the moves to be made.

DIESEL LOCOMOTIVE HAZARDS

30. Enginemen and others will use hard rubber or nonmetallic cased flashlights in and around Diesel locomotives.
31. Never place hands or face near main generator or any high voltage equipment while it is working under load.
32. Do not smoke or have open flame in engine room.
33. Rings and wrist watches will not be worn while working around electrical equipment.
34. Fuses will not be pulled while under load.
35. High voltage cabinet will not be opened while motor is running, other than idling.
36. Stepping out of side doors of moving Diesel units to elevated platform or other side elevation is prohibited.
37. At any time an engine is overheated or shut down for mechanical defect, no handhold cover plates should be removed until sufficient time has elapsed to permit engine to cool down sufficiently to prevent possibility of an explosion (minimum one hour).

Chicago Great Western Railway Company

CONSOLIDATED SCHEDULES OF FREIGHT AND PASSENGER TRAINS

SOUTH OR WEST BOUND							Distance from Chicago.	TIME TABLE No. 2 Effective October 5, 1952	Distance from Kansas City	NORTH OR EAST BOUND						
FREIGHT TRAINS				PASSENGER TRAINS						PASSENGER TRAINS			FREIGHT TRAINS			
143	91	41	43	13	7	5				6	8	14	92	42	90	192
				Lv 8.10PM		Lv 1.00PM	435.3	MINNEAPOLIS	540.3	Ar 8.30AM		Ar 7.35AM				
		Lv 4.45PM	Lv 6.00AM	8.45PM		1.35PM	424.7	ST. PAUL	529.7	7.45AM		6.55AM	Ar 4.45PM	Ar 3.00AM		
		7.01PM	8.15AM	9.35PM		2.30PM	392.2	RANDOLPH	497.2	6.45AM		5.54AM	3.15PM	1.45AM		
		8.55PM	11.00AM	Ar 10.41PM		3.55PM	343.9	HAYFIELD	448.9	5.21AM		Lv 4.40AM	1.00PM	11.15PM		
		10.40PM				4.48PM	309.9	McINTIRE	414.9	4.24AM			11.15AM	9.20PM		
Ar 4.15PM	Ar 8.15AM Lv 4.00PM	Ar 1.00AM Lv 11.00AM	Ar 3.00PM Lv 8.00PM		Ar 12.15AM	Ar 6.50PM Lv 7.15PM	245.8	OELWEIN	351.2	Lv 2.15AM Ar 1.50AM	Lv 2.30AM		Lv 8.30AM Ar 12.15AM	Lv 6.00PM Ar 11.59AM	Lv 4.00PM Ar 12.01PM	Lv 2.00AM
					Ar 9.51PM		172.1	DUBUQUE	424.9		5.05AM					
Lv 7.55AM	Lv 12.15AM						13.1	BELLWOOD	583.9						Ar 1.00AM	Ar 12.10PM
Lv 7.00AM	Lv 11.00PM				Lv 4.30PM		0.0	CHICAGO	597.0		Ar 11.00AM				Ar 1.45AM	Ar 1.00PM
	Lv 8.10PM			Lv 1.45AM			344.6	CLARION	450.0			Lv 1.01AM			Lv 8.25AM	
	9.05PM			2.55AM			372.5	FT. DODGE	477.9			12.10AM			7.30AM	
	Ar 2.00AM			6.45AM			504.6	COUNCIL BLUFFS	610.0			8.45PM			Lv 2.30AM	
				Ar 7.30AM			508.6	OMAHA	614.0			Lv 8.15PM				
		12.45PM	9.45PM			8.15PM	271.7	WATERLOO	325.3	1.05AM			Lv 11.00PM	Lv 10.45AM		
		2.55PM	12.01AM			9.50PM	319.5	MARSHALLTOWN	277.5	11.10PM			8.20PM	8.15AM		
		6.15PM	3.20AM			12.01AM	378.2	DES MOINES	218.8	9.30PM			5.30PM	5.15AM		
		12.30AM	10.10AM			4.50AM	536.3	ST. JOSEPH	60.7	4.50PM			10.10AM	10.30PM		
	Ar 4.00AM	Ar 2.00PM				Ar 7.10AM	597.0	KANSAS CITY	0.0	Lv 3.00PM			Lv 7.00AM	Lv 7.00PM		

