

## 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 "
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**Total** ..... **612.4 Miles**

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# SAFETY

Is of

# FIRST IMPORTANCE

in the

# Discharge of Duty

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### TRAINMASTERS AND DISPATCHERS

L. R. Gardner, Trainmaster.....	Chicago, Ill.
W. S. Hammond, Jr. " .....	Oelwein, Ia.
T. R. Seiz, " .....	Des Moines, Ia.
M. F. Rehlander, Asst. Trainmaster.....	Oelwein, Ia.
R. E. Hagelberg, Chief Dispatcher.....	Oelwein, Ia.
D. F. Gifford, Night Chief Dispatcher.....	" "
I. H. Latimer, Dispatcher.....	" "
E. G. Jordan, " .....	" "
D. O. Porter, " .....	" "
N. J. Kjar, " .....	" "
R. L. Folkers, " .....	" "
P. M. Ketchum, " .....	" "
J. W. Nish, " .....	" "
J. P. Davison, " .....	" "
W. T. Nish, " .....	" "
J. L. Rueber, " .....	" "

# CHICAGO GREAT WESTERN RAILWAY COMPANY

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# EASTERN DIVISION

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# TIME TABLE No. 11

EFFECTIVE AT 12:01 A. M.

SUNDAY, JUNE 28, 1959

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# FOR EMPLOYEES ONLY

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B. N. HOWERY,  
General Manager,  
Oelwein, Iowa

J. C. DODD,  
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.	Fillmore 3-0800	Fillmore 4-0802		
Byron, Ill.....Dr. R. F. Dearborn	2611	2611		
Chicago, Ill.....Dr. J. R. Ulrich 523 So. Cicero Ave.	Austin 7-2433 Austin 7-9446	Gladstone 3-7197 (Elmwood Park) Irving 8-9449		
Chicago, Ill.....Dr. Geo. J. Pope Rm. 1132, Trans Bldg. 608 S. Dearborn St.	Wab. 2-3908			
Chicago, Ill.....Dr. Earl S. McRoberts (Oculist) 55 East Washing- ton St.	Cent. 6-6751	Greenleaf 5-4426		
Chicago, Ill.....Barker Ambulance Service		Kedzie 3-2864		
Chicago, Ill.....Berz Ambulance Service		Seeley 3-2400		
Creston, Ia.....Dr. Robert H. Kuhl	865	1365		
Des Moines, Ia....Dr. Arnold L. Nelson	CH 4-2127	AM 6-0422		
Des Moines, Ia....Dr. James B. Fraser	CH 4-2127	AM 6-4830		
Des Moines, Ia....Dr. V. G. Parson	CH 4-2127	CR 7-7417		
Des Moines, Ia....Dr. Walter Kirch (Oculist)	AT 8-1951	CR 7-0743		
Dubuque, Ia.....Dr. L. P. Alt	3-3571	2-3070		
Dyersville, Ia.....Dr. B. C. Luehrsmann			Trinity 5-7415	Trinity 5-7415
Freeport, Ill.....Dr. J. M. Linden			Main 8	Main 118
Gladbrook, Ia.....Dr. G. T. McDowell			74-R2	74-R3
Hanover, Ill.....Dr. Ralph E. Speer			121R6	121R7
Kansas City, Mo...Dr. E. A. Wilkinson			Baltimore 1-1040	Endicott 2-7224
Kansas City, Mo...Dr. Will R. Eubank (Oculist)			Harrison 1-1030	Logan 1-3649
Leavenworth, Ks..Dr. Robert H. Moore			Park View 7-3414	Park View 7-3573
Marshalltown, Ia..Dr. D. S. Reading			6843	7709
Oelwein, Ia.....Dr. L. W. Ward			199	122
Pearl City, Ill....Dr. R. L. Walgren			17	17
Reinbeck, Ia.....Dr. C. H. Bartruff			257-2	257-3
St. Charles, Ill...Dr. C. A. Potter			167	2771
St. Joseph, Mo...Dr. F. G. Thompson			3-1311	2-8808
Stockton, Ill.....Dr. L. A. Rachuy			Main 100	Main 100
Sycamore, Ill.....Dr. W. G. Thomas			2184	3631
			Adams	Adams
Waterloo, Ia.....Dr. F. H. Reuling (Oculist)			4-5557	4-6714
			Adams	Adams
Waterloo, Ia.....Dr. C. J. Mikelson			4-7546	3-0633
Weston, Mo.....Dr. Lewis C. Calvert			128	Weston 128
Winterset, Ia.....Dr. Raymond W. Carson			321	302

**SPECIAL RULES  
MOVEMENT OF TRAINS**

1. Superiority of trains by direction is shown at the bottom of schedule pages. (See Rule No. 71.)

**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. 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. Movements will be governed by signal indication.

Passenger trains powered by diesels, maximum speed thirty (30) M.P.H. and freight trains powered by diesels, twenty-five (25) M.P.H. over Galena River Bridge at Galena Junction, C.B.&Q. Mile Post 171.64.

Maximum speed for freight trains handling iron ore moving in regular equipment will be thirty-five (35) M.P.H.

Trains handling G.N. and D.M.I.R. ore cars, loaded or empty, will not exceed maximum speed of thirty (30) M.P.H. and must further reduce speed to ten (10) M.P.H. over Bridge 171.64 over Galena River at Galena Junction.

BETWEEN PORTAGE AND DUBUQUE JUNCTION: Trains will be governed by I.C.R.R. rules. Trains will not require train orders or clearance. Movements will be governed by signal indication.

Track No.	Location	Use
1.	North	Westward Trains
2.	South	Eastward Trains

Between Dubuque Junction and East Cabin, controlled manual block signals govern the use of the blocks; their indications supersede time table superiority. They do not dispense

with the use of observance of other signals whenever and wherever they may be required.

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

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

First class trains must move within yard limits at East Cabin at reduced speed.

Trains may pass "STOP AND PROCEED" signals without stopping, proceeding at restricted speed through entire block expecting to find train in block, broken rail, obstruction, or switch not properly lined.

ALL TRAINS will not exceed ten (10) M.P.H. between East Cabin and Dubuque Junction.

**AT ST. JOSEPH**

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

Between Fifth Street and H.&St.J. crossing 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:

Passenger 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 519, 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 with caution between Q Junction and Leavenworth Bridge, expecting to find main track occupied and unprotected, or draw span of Leavenworth Bridge open.

C.B.&Q. southbound 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 and 501-A. If signal does not immediately clear, after waiting five minutes the movement may proceed with caution, following flagman through the block.

C.B.&Q. northbound trains or engines will be governed by indications of signal located at south end of Missouri River Bridge as per Rules 501 or 501-B. If signal does not clear, movement may proceed with caution following flagman through 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 Fifth Street—C.B.&Q. 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 14, as indicated:

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

### 7. Register Stations:

Chicago Transfer .....All trains.  
C.G.W. Jct., Forest Park. All trains by register ticket,  
Form 138.  
Portage .....All trains by register ticket,  
Form 138.  
East Cabin.....All trains by register ticket,  
Form 138.  
Fair Ground.....All trains by register ticket,  
Form 138, 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.  
St. Joseph.....All first class trains. (For information  
of yard engines only.)

Terminal Yard.....All trains by register ticket,  
Form 138, 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 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  
St. Joseph—Telegraph office  
Kansas City—Ohio Avenue Yard office  
Kansas City Union Station Telegraph office

### 9. General Order Boards:

Chicago Transfer—Yard office  
Chicago Transfer—Engine house  
Sycamore—Telegraph office  
Stockton—Telegraph office  
Fair Ground—Telegraph office  
Oelwein—Telegraph office  
Oelwein—Enginemen's locker room  
Waterloo—Telegraph office  
Marshalltown—Telegraph office  
Des Moines—Telegraph office  
Des Moines—Roundhouse locker room  
Conception—Telegraph office  
St. Joseph—Telegraph office  
Kansas City—Ohio Avenue Yard office  
Kansas City—Enginemen's locker room, Ohio Avenue  
Kansas City—Union Station  
C.B.&Q.—Yard office—Des Moines  
C.B.&Q.—Yard office—Creston

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

Forest Park	Cedar Falls Branch
Maywood	Powerville
Bellwood	North Marshalltown
Sycamore	Marshalltown
East Stockton	Reddy
Stockton	Des Moines
Golden	Conception
Aiken	St. Joseph
Galena Jct.	B.C. Junction
Dubuque	Q Junction
Fair Ground	Kirmeyer
Felton	Leavenworth
Oelwein	Kansas City Ohio Avenue yard
Waterloo	

### 11. Auxiliary Lines:

Sycamore.....DeKalb Branch  
Oelwein.....Des Moines District  
Cedar Falls Jct.....Cedar Falls Branch  
B.C. Junction.....C.G.W. Ry.

(See Rules 14dd and 14ee.)

### 12. Conditional Flag Stops:

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

### USE OF TRACK

13. First class trains ten minutes or more late between Reddy and Des Moines will lose their superiority between these stations and will then be governed by Rule 93.

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 with caution within yard limits of Oelwein Terminal.

17. All first class trains will move with caution within yard limits of 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.

19-A. D-4 Class Diesels (TR-2), Nos. 58 AB to 66 AB, Inc., must not be towed in trains without specific authority of Chief Dispatcher, and then must not be switched with.

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. When snow plows are operated ahead of or following other trains, absolute block between open stations must be maintained between such trains in territory involved. When necessary, dispatchers must call operators to establish necessary communications. These requirements do not modify Rule 99.

Snow plows, while in road operation, will not exceed a speed of five (5) miles per hour when meeting, passing, or being passed by a passenger train.

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 282, 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 282 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.

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 employees 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 employees 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.

Employees 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	See Note	Normal Position
East Stockton	—End of two main tracks	(1)	For westbound track
Golden	—End of two main tracks	(1)	For eastbound track
North Hanover	—West switch siding	(2)	For main track
Aiken	—End of two main tracks	(1)	For westbound track
Fair Ground	—End of two main tracks	(1)	For eastbound track
Almoral	—West switch siding	(2)	For main track
Felton	—End of two main tracks	(1)	For westbound track
Fairbank	—South switch siding	(3)	For main track
Des Moines	—North entrance to yard	(3)	For main track
Des Moines	—South entrance to yard	(3)	For main track
Cumming	—South switch siding	(2)	For main track
Sheridan	—North switch siding	(3)	For main track
Savannah	—South switch siding	(3)	For main track

Movement over spring switches will be governed by signal indications and the 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.

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

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 11, 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.

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.

(Note 1.) Trains moving against the current of traffic onto single track will be governed by color light type dwarf signal and must stop clear of signal. Crew member shall proceed to dwarf signal and insert switch key in key clearing slot on side of dwarf signal, turning key clockwise as far as possible and remove key. After a time interval varying from three (3) minutes to six (6) minutes, depending on location, dwarf signal will clear.

Dwarf signal will remain clear for approximately three (3) minutes, or until movement is made past the signal. If movement is not made within three (3) minutes after signal clears, the signal will again display "STOP" indication.

(Note 2.) For movements from siding to main track a color light type dwarf signal will govern.

These signals have a clearing section identified by a (signal clearing point) sign in advance of signal.

Trains on siding waiting to be met or passed by other trains, must stay clear of the signal clearing point sign until trains to be met or passed have cleared; trains or engines on siding may then move into clearing section of signal. As soon as block in advance is clear, dwarf signal will then display indication to proceed.

(Note 3.) A two-indication color light type signal is placed in advance of facing point of spring switch. A proceed signal indicates only that switch points are in normal position. They are not a part of the block signal system.

#### 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. 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.

29. At stations where telephones are located, conductors should communicate with dispatcher within 15 minutes after arrival, unless expected train is heard, or seen approaching, but will not be required to handle train orders except in emergency.

At stations where office is closed, conductors must call operator to office when delay has reached 30 minutes in excess of time expected, in case the expected train is not seen, or heard, approaching.

30. The Railway Company is responsible for proper handling of perishable freight on road. Conductors on trains handling perishable freight will ascertain from waybills class or service required and light or extinguish heaters and manipulate vents in accordance with current instructions provided for handling perishable freight issued by the National Perishable Freight Committee.

31. All trains approaching Oelwein must, before passing yard limit board, contact the Yardmaster by radio to ascertain what track is to be used.

32. Trainmen riding in cab units on diesel locomotives will not manipulate any of the control buttons on engineer's side of cab. If light in cab is desired, use the switch on fireman's side of cab.

## RULES REGARDING THE HANDLING OF PLACARDED CARS

Placarded loaded tank cars handled in through freight trains shall not be nearer than 6th car from engine, occupied caboose or passenger car.

Cars placarded "Explosives," "Inflammable," "Corrosive Liquids," or "Poison Gas" handled in through freight trains, local and mixed trains, shall not be nearer than 16th car from engine, occupied caboose or passenger car.

When length of train will not permit handling of cars as prescribed above—ANY PLACARDED CAR, loaded with above commodities—shall be placed near middle of train, but not nearer than the 2nd car from engine, occupied caboose or passenger car.

When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.

When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or

cars shall be placed near middle of the "block" or classification, but not nearer than 6th car from engine, occupied caboose or passenger car.

When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gas-burning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car that is liable to shift. Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively.

Terminal or pick-up points en route must furnish conductor and engineer Form 161 showing consecutively location in train of all cars placarded "Explosives." At points other than terminals where crews change, notice will be transferred from crew to crew.

33..... **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	35	35
West siding switch Sycamore and Sycamore Depot	40	40
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: Oelwein to M.P. 350	20	20
Between Marshalltown and Reddy	60	45
Except: M.P. 239.2 to M.P. 235.1 (Santiago Hill)	35	35
Grand Ave., East Des Moines and Reddy	45	30
Between Des Moines and Diagonal	60	40
Except: M.P. 192.7 to M.P. 182.4	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
M.P. 28.5	20	15
M.P. 26.3	20	15
Q. Jct. and Leavenworth Bridge	20	15
Over Leavenworth Bridge and Mo. P. connection	10	8
<b>MISCELLANEOUS:</b>		
All trains and engines operating through spring switch turnouts from sidings, through cross-overs, and yard switches, must not exceed fifteen (15) MPH for full train length	15	15
All trains and engines operating through spring switch turnouts at end of two main tracks at Felton, Fair Ground, Aiken, Golden and East Stockton, will not exceed twenty (20) MPH for full train length	20	20
Passenger trains handling box cars equipped for passenger train service	60	
<b>TRAINS HANDLING:</b>		
Mixed freight and passenger equipment	45	45
Steam derricks, pile driver, or cranes on their own wheels		30
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. When two of these derricks are handled in freight trains, they must be separated by at least 3 freight cars.		
Scale test car		25

34. Maximum Speed Over Railroad Crossings as Follows:

CROSSING	Mile	Passenger Trains	Freight Trains
<b>Chicago District:</b>			
I. C.	17.2	40	30
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
<b>Des Moines District:</b>			
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.			
D. M. U.	220.9	Stop	Stop
C. B. & Q.			
<b>Kansas City District:</b>			
Missouri Pacific	61.5	With Caution	With Caution
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
35. 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
Oelwein—Frederick Street	10	10
Waterloo—over street crossings	20	20
Marshalltown—over street crossings	30	25

36. State of Illinois. Illinois Commerce Commission General Order No. 176, dated August 16, 1957, excuses Railroads from sounding warning horns and whistles at all crossings protected by automatic circuit control flashing light signals, with or without short arm gates.  
Engineers be governed accordingly, keeping in mind that this applies only to protected crossings and only in the State of Illinois. In case of any emergency, or unusual circumstances, at any protected crossing in the State of Illinois, whistle or horn will be sounded.

**SIDINGS AND SPURS BETWEEN STATIONS—CHICAGO DISTRICTS**

STATION NO.	MILE POST	CAR CAPACITY	CONNECTED
Villa Park	407	18.5	20 Both ends
Lombard	405	20.9	20 Both ends
Commonwealth Edison Spur		22.4	35 West end
North Glen Ellyn	402	23.3	3 West end
Campbell's Spur	396	29.7	15 East end
Fox River	388	37.3	97 Both ends
Five Points	365	59.3	15 East end
Clare	361	64.1	27 Both ends
Lindenwood	350	74.9	35 Both ends
Stillman Valley	342	83.4	24 Both ends
Egan	329	96.7	27 Both ends
Bolton	311	114.3	25 East end

STATION NO.	MILE POST	CAR CAPACITY	CONNECTED
Kent	301	124.9	20 East end
Woodbine	287	188.6	21 Both ends
Rice	271	153.6	10 Both ends
Aiken Spur		155.1	9 East end
Durango	245	180.1	25 East end
Farley	229	196.0	64 Both ends
Petersburg	217	207.5	32 Both ends
Oneida	210	215.2	37 East end
Thorpe	205	220.2	5 East end
Dundee	200	225.3	15 West end
Stanley	185	239.7	28 Both ends
DeKalb	7374		On branch 6 miles south of Sycamore Yd.

# CHICAGO DISTRICT BETWEEN CHICAGO AND OELWEIN

Capacity of Other Tracks, Location of Water and Fuel Stations, Turn-Tables, Track Status, Wyes.	WESTBOUND		Capacity of Sidings.	Distance from Council Bluffs.	TIME TABLE			Distance from Chicago.	Station Numbers.	Office Calls.	EASTBOUND		HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS				No. 11						SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays
	91 Manifest Freight	143 Manifest Freight			Effective						192 Manifest Freight	90 Manifest Freight		
	Depart Daily	Depart Daily			June 28, 1959						Arrive Daily	Arrive Daily		
					CHICAGO		0.0	425						
Yard W-O-S-Y	11.00 <sup>PM</sup>	12.01 <sup>PM</sup>	102	504.2	PH	CHICAGO TRANSFER	7.3	417	JR	12.01 <sup>PM</sup>	2.00 <sup>AM</sup>	6.30 AM to 2.30 PM	6.30 AM to 2.30 PM	
Interlocked	11.45 <sup>PM</sup>	12.15		496.9	PH-R	{ C. G. W. Jct. } { FOREST PARK }	10.3	415	KC			Continuous	Continuous	
Yard				492.6	PH	MAYWOOD	11.8	414						
Yard	12.45 <sup>AM</sup>	12.25		491.1	PH-R	BELLWOOD	13.1	412	BQ	11.00 <sup>AM</sup>	1.00 <sup>PM</sup>	7.30 AM to 3.00 PM	7.00 AM to 3.00 PM	
Connection Interlocked	1.00	12.40	43	487.4	PH	ELMHURST	16.8	409	PR	10.30	12.45	9.00 PM to 5.00 AM	9.00 PM to 5.00 AM	
Interlocked				487.0		{ End of Two Main Tracks } { I. C. R. R. Crossing }	17.2							
80-East & 25	1.20	1.00		478.6	PH	GRETNA	25.8	400	GA	10.10	12.20	7.00 AM to 4.00 PM		
Yard	1.30	1.30	87	473.5	PH-R	INGALTON	30.7	395	NI	10.00	12.01 <sup>AM</sup>	7.15 AM to 4.15 PM	7.15 AM to 4.15 PM	
20	1.40	1.40	96	468.3	PH	ST. CHARLES	35.9	390	SB	9.50	11.49 <sup>PM</sup>	7.00 AM to 4.00 PM		
16	1.50	1.50	65	462.8	PH	WASCO	41.4	384	WO	9.37	11.37	8.00 AM to 5.00 PM		
16	2.00	2.00	52	458.6	PH	LILY LAKE	45.6	380		9.30	11.30			
55-West & 15	2.05	2.06		455.6	PH	VIRGIL	48.6	377	VX	9.25	11.25	8.00 AM to 5.00 PM		
Yard	2.20	2.20	222	447.6	PH-R	SYCAMORE	56.6	369	DX	9.13	11.10	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM	
Auto. Signals				442.3	PH	{ C. M. St. P. & P. Crossing }	61.9							
26	2.55	2.45	138	434.4	PH	ESMOND	69.8	356	UY	8.51	10.45	7.00 AM to 4.00 PM		
Connection Auto. Signals	3.15	3.02	55	425.8	PH	{ C. B. & Q. Crossing }	78.4	347		8.35	10.28			
Connection Auto. Signals	3.35	3.20	79	416.4	PH-R	HOLCOMB	87.8	337	BY	8.23	10.12	6.15 AM to 3.15 PM		
				415.9	PH-R	{ C. M. St. P. & P. Crossing }	88.3							
22-East	4.05	3.45		403.3	PH	BYRON	100.9	325	GY	8.00	9.50	7.00 AM to 4.00 PM		
Yard	4.15	4.15	222	397.5	PH	GERMAN VALLEY	106.7	319		7.50	9.40			
43	4.45	4.50		384.2	PH	SOUTH FREEPORT	120.0	306	BG	7.25	9.15	7.00 AM to 4.00 PM		
						PEARL CITY								
						{ End of Two Main Tracks } { EAST STOCKTON }	129.0			7.10	9.00			
Yard-W	5.05	5.10		375.2	PH	STOCKTON	131.1	294	NS	7.05	8.55	4.00 AM to 12 Noon	4.00 AM to 12 Noon	
	5.10	6.00		373.1	PH-R	{ C. B. & Q. Crossing }	131.1			7.05	8.55	4.00 PM to 12 Mid.	4.00 PM to 12 Mid.	
	5.15	6.30		372.7	PH	GOLDEN	131.5			7.00	8.50			
						{ End of Two Main Tracks }								
31				360.9	PH	ELIZABETH	143.3	282	ZA			8.00 AM to 5.00 PM		
24	5.45 <sup>PM</sup>	7.00 <sup>PM</sup>	222	357.6	PH	NORTH HANOVER	146.6	279		6.35	8.20			
	6.10	7.20		348.8	PH	{ C. B. & Q. Crossing }	155.4	269		6.10	7.55			
						AIKEN								
44-Connection Interlocked	6.15	7.25		346.6	PH	{ End of Two Main Tracks } { GALENA JCT. }	157.6	268	RQ	6.00	7.50	Continuous	Continuous	
Interlocked				346.1	PH	PORTAGE	158.1							
Interlocked				333.3	PH	EAST CABIN	170.9		CB			Continuous	Continuous	
Interlocked				332.9		{ C. B. & Q. Crossings }	171.3							
Interlocked	6.45	7.55		332.3	PH	DUBUQUE JCT.	171.9		JC	5.30	7.20	Continuous	Continuous	
Auto. Signals				332.1	PH	{ C. M. St. P. & P. Crossing }	172.1	253						
Yard W-O-S	7.01	8.10	182	330.0	PH-R	DUBUQUE	174.2	251	RZ	5.20	7.10	5.00 AM to 1.00 PM	5.00 AM to 1.00 PM	
	7.30	8.40	165	316.3	PH	{ End of Two Main Tracks } { FAIR GROUND }	187.9	237		4.45	6.45	4.00 PM to 12 Mid.	4.00 PM to 12 Mid.	
40 & 19	8.05	9.15	53	301.7	PH	GRAF	202.5	223	DY	4.05	6.13	8.00 AM to 5.00 PM		
6-East	8.20	9.35	222	293.6	PH	DYERSVILLE	210.6	215		3.50	6.01			
Auto. Signals				289.0	PH	ALMORAL	215.2							
23	8.50	10.25	94	273.8	PH	{ C. M. St. P. & P. Crossing }	230.4	195	DJ	3.10	5.15	8.00 AM to 5.00 PM		
32				269.0	PH	LAMONT	235.2	190	OU			8.00 AM to 5.00 PM		
	9.10	10.55		261.7	PH	AURORA	242.5			2.45	4.45			
						{ End of Two Main Tracks } { FELTON }	245.2							
Connection Auto. Signals				259.0		{ C. R. I. & P. Crossing }	245.2							
Yard W-O-S-Y	9.20 <sup>AM</sup>	11.01 <sup>PM</sup>		258.4	PH-R-Ry	OELWEIN	245.8	180	WI	2.00 <sup>AM</sup>	4.15 <sup>PM</sup>	Continuous	Continuous	
	Arrive Daily	Arrive Daily								Depart Daily	Depart Daily			
	10.20	11.00								10.01	9.45			
						245.8								
						Time on District								

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

## DES MOINES DISTRICT — OELWEIN TO DES MOINES

SOUTHBOUND			TIME TABLE					HOURS OF TELEGRAPH SERVICE				
SECOND CLASS		FIRST CLASS	No. 11									
43 Manifest Freight	41 Manifest Freight	5 Passenger	Effective June 28, 1959									
Depart Daily	Depart Daily	Depart Daily Ex. Sunday						Distance from Kansas City.	Station Numbers.	Office Calls.	Monday Thru Friday	Saturdays, Sundays, Holidays
9.00 <sup>PM</sup>	11.30 <sup>AM</sup>	3.15 <sup>AM</sup>	PH-Ry.	OELWEIN	351.2	2180	WI	Continuous	Continuous			
9.45	12.30 <sup>PM</sup>	3.26	PH	FAIRBANK	343.8	2187						
		3.38	PH	DUNKERTON	336.1	2195	KN	8.00 AM to 5.00 PM				
10.50	1.50	4.00	PH-R	WATERLOO	325.3	2205	WA	Continuous	Continuous			
				I. C. R. R. Crossing								
				C. R. I. & P. Crossing	324.8							
		4.09	PH	CEDAR FALLS JCT.	319.1	2212						
11.10 <sup>92</sup>	2.15	4.15	PH	HUDSON	315.8	2215	CF	8.00 AM to 5.00 PM				
				C. & N. W. Crossing	310.9							
		4.29	PH	REINBECK	306.5	2224	RK	8.00 AM to 5.00 PM				
				C. R. I. & P. Crossing								
11.45 <sup>PM</sup>	2.50	4.40	PH	LINCOLN	299.4	2231	RN	8.00 AM to 5.00 PM				
				C. & N. W. Crossing								
12.01 <sup>AM</sup>	3.05	4.49	PH	GLADSBROOK	293.9	2237	GB	8.00 AM to 5.00 PM				
				C. & N. W. Crossing								
		5.01	PH	GREEN MOUNTAIN	285.0	2246	GM	8.00 AM to 5.00 PM				
				POWERSVILLE	279.8	2252						
12.50	3.35	5.09	PH	NORTH MARSHALLTOWN	279.3							
				C. & N. W. Crossing	277.7							
1.40	4.00	5.25	PH-R	MARSHALLTOWN	277.5	2254	RA	{ 1.00 AM to 9.00 AM 12 Noon to 8.00 PM	{ 1.00 AM to 9.00 AM (Except Sundays)			
				C. & N. W. - M. & St. L. Crossings	276.7							
2.10	4.30	5.43	PH	MELBOURNE	263.9	2267						
		5.56	PH	BAXTER	254.8	2276	BX	7.00 AM to 4.00 PM				
2.50	5.10	6.11	PH	MINGO	245.6	2285	MI	7.00 AM to 4.00 PM				
3.15	5.35	6.29	PH	BONDURANT	232.9	2298	BU	6.15 AM to 3.15 PM				
3.30	5.50	6.39	PH	NORWOOD	226.2	2305						
				HIGHLAND	224.6	2306						
				C. R. I. & P. Crossing	221.7							
3.45	6.15	6.48	PH	REDDY	221.0	2310						
				C. R. I. & P. - D. M. U. and C. B. & Q. Crossings	220.9							
4.00 <sup>6-42</sup>	6.45 <sup>92</sup>	7.00 <sup>AM</sup>	PH-R	DES MOINES	218.8	2313	SF	{ 3.00 AM to 11.00 AM 3.00 PM to 11.00 PM	{ 3.00 AM to 11.00 AM 3.00 PM to 11.00 PM			
Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	132.4									
7.00	7.15	3.45	Time on District									

**Southbound trains are superior to northbound trains of the same class. Rule 71.**

**At Waterloo, Marshalltown and Des Moines time of First Class trains applies at the passenger stations.**

### LOCATION OF MAIL CRANES

	Mile No.
Fairbank .....	343.8
Dunkerton .....	336.1



## DES MOINES DISTRICT — DES MOINES TO OELWEIN

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. 11			FIRST CLASS	SECOND CLASS	
			Effective			6	42	92
			June 28, 1959			Passenger	Manifest Freight	Manifest Freight
				Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		
Yard-W-O-S-Y		178.5	PH-Ry.....OELWEIN.....	10.15 <sup>AM</sup>	1.00 <sup>PM</sup> <sub>41</sub>	1.40 <sup>AM</sup>		
21	180	185.9	PH.....FAIRBANK.....	f 10.00	12.30 <sup>PM</sup>	1.15		
17		193.6	PH.....DUNKERTON.....	f 9.45				
Yard-W-O-S Conn. Interlocked	128	204.4	PH-R {.....WATERLOO.....}	s 9.30	11.45 <sup>AM</sup>	12.25 <sup>AM</sup>		
Auto. Signals		204.9	I. C. R. R. Crossing 0.5 C. R. I. & P. Crossing					
11	193	210.6	PH.....CEDAR FALLS JCT.....	8.50				
45	80	213.9	PH.....HUDSON.....	s 8.45	10.50	11.10 <sup>PM</sup> <sub>43</sub>		
Auto. Signals		218.8	C. & N. W. Crossing 4.4					
Connection 22 Auto. Signals		223.2	PH {.....REINBECK.....}	s 8.30				
25	108	230.3	PH.....LINCOLN.....	f 8.18	10.20	10.40		
Auto. Signals 28 Conn. No. End		235.8	PH {.....GLADENBROOK.....}	s 8.09	10.05	10.30		
28	56	244.7	PH.....GREEN MOUNTAIN.....	f 7.55				
Yard		249.9	5.2 POWERVILLE					
	117	250.4	PH..NORTH MARSHALLTOWN.....	7.45	9.30	10.00		
Not Gated		252.0	1.6 C. & N. W. Crossing					
Yard W.O.S.Y	141	252.2	PH-R.....MARSHALLTOWN.....	s 7.40	9.00	9.55		
40-Connections Auto. Signals		253.0	0.8 C. & N. W.-M. & St. L. Crossings					
51	66	265.8	PH.....MELBOURNE.....	f 7.15	8.25	9.15		
22	50	274.9	PH.....BAXTER.....	f 7.01				
25	131	284.1	PH.....MINGO.....	f 6.47	7.45	8.35		
25-North		296.8	PH.....BONDURANT.....	f 6.29 <sup>5</sup>	7.15	8.10		
20		303.5	PH.....NORWOOD.....					
Interlocked		305.1	1.6 HIGHLAND					
		308.0	2.9 C. R. I. & P. Crossing					
	39	308.7	PH.....REDDY.....	5.55	6.48 <sup>5</sup>	7.40		
Connections Not Gated		308.8	{.....C. R. I. & P.—D. M. U. and C. B. & Q. Crossings					
Yard-W-O-S		310.9	PH-R.....DES MOINES.....	43-42 5.45 <sup>AM</sup>	6-43 6.00 <sup>AM</sup>	41 7.15 <sup>PM</sup>		
			132.4	Depart Daily Ex. Sunday	Depart Daily	Depart Daily		
			Time on District	4.30	7.00	6.25		

**Southbound trains are superior to northbound trains of the same class. Rule 71.**

**At Waterloo, Marshalltown and Des Moines time of First Class trains applies at the passenger stations.**

### SIDINGS AND SPURS BETWEEN STATIONS

	STATION NO.	MILE	CAR CAPACITY	CONNECTED
Dewar	2199	331.5	9	North end
Armour	2201	329.5	19	Both ends
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	Yard	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. 11								Monday Thru Friday	Saturdays, Sundays, Holidays
41 Manifest Freight	43 Manifest Freight	5 Passenger	Effective June 28, 1959									
Depart Daily	Depart Daily	Depart Daily Ex. Sunday										
7.00 <sup>02</sup> PM	5.15 <sup>6-42</sup> AM	7.30AM	PH-R	.....	DES MOINES.....	218.8	2313	SF	3.00 AM to 11.00 AM 3.00 PM to 11.00 PM	3.00 AM to 11.00 AM 3.00 PM to 11.00 PM		
7.45	5.45	7.45	PH	.....	CUMMING.....	207.8	2323					
8.55	6.45 <sup>s</sup>	8.33	PH-R	.....	LORIMOR.....	173.1	2358	RF	8.00 AM to 5.00 PM			
9.10	7.05	8.45	PH	.....	TALMAGE.....	165.3	2365	ZB	8.45 PM to 5.45 AM			
9.30	7.25	9.00		.....	ARISPE.....	157.1	2374					
10.00	7.50 <sup>s</sup>	9.20	PH	.....	DIAGONAL.....	145.0	2386	GI	8.00 AM to 5.00 PM			
10.40	8.25 <sup>f</sup>	9.45	PH	.....	BLOCKTON.....	127.7	2403	CK	8.00 AM to 5.00 PM			
11.00	8.45 <sup>f</sup>	10.01	PH	.....	SHERIDAN.....	117.3	2413	NE	8.00 AM to 5.00 PM			
11.30	9.10 <sup>f</sup>	10.17	PH	.....	RAVENWOOD.....	105.1	2426	RX	8.00 AM to 5.00 PM 8.00 AM to 4.00 PM	8.00 AM to 4.00 PM 9.00 PM to 5.00 AM		
11.55 <sup>42</sup> PM	9.40 <sup>s</sup>	10.30	PH-R	.....	CONCEPTION.....	99.3	2431	HY	9.00 PM to 5.00 AM			
12.10 <sup>AM</sup>	9.55 <sup>f</sup>	10.42	PH	.....	GUILFORD.....	91.7	2439					
12.45	10.30 <sup>s</sup>	11.07	PH	.....	SAVANNAH.....	74.6	2456	VN	8.45 AM to 5.45 PM			
1.30 <sup>6</sup>	11.00 <sup>5-02</sup>	11.35 <sup>43-02</sup>	PH-R	.....	ST. JOSEPH.....	63.0	2468	FB	8.00 AM to 4.00 PM 9.00 PM to 5.00 AM	(Ex. Sun. & Holidays) 8.00 AM to 4.00 PM 9.00 PM to 5.00 AM		
1.45	11.50 <sup>AM</sup>	11.38 <sup>AM</sup>		.....	FRANCIS STREET.....	61.8						
				.....	Mo. Pac. Crossing Fifth Street	61.5 60.9						
				.....	C. B. & Q.-C. R. I. & P. Crossings TERMINAL YARD.....	60.5 60.4		MK	Continuous	Continuous		
				.....	Hickory Street C. B. & Q.-C. R. I. & P. Crossings	60.0						
				.....	H. & St. J. Crossing C. R. I. & P. Crossing	59.7 59.3						
2.30	12.30 <sup>PM</sup>	12.05 <sup>PM</sup>		.....	B. C. JCT.....	52.9	2478					
2.35	12.35	12.10	PH	.....	WILLOW BROOK.....	50.8	2480					
2.50	12.50 <sup>f</sup>	12.25	PH	.....	DEARBORN.....	42.9	2488	BV	8.00 AM to 5.00 PM			
3.25	1.25	12.52	PH	.....	C. B. & Q. Crossing Q JCT.....	29.9 26.3						
3.29	1.29 <sup>s</sup>	12.55	PH	.....	LEAVENWORTH.....	25.4	2506	RH	Continuous	Continuous		
				.....	Mo. Pac. Crossings	25.3						
3.30	1.30	12.56		.....	MO. PAC. CONNECTION.....	25.0						
4.30 <sup>AM</sup>	2.15 <sup>PM</sup>		PH-R	.....	OHIO AVENUE.....	1.7	2530	RO	5.00 AM to 1.00 PM 3.00 PM to 11.00 PM	(Ex. Sun. & Holidays) 5.00 AM to 1.00 PM 3.00 PM to 11.00 PM		
		1.45 <sup>PM</sup>	C.T.C.	.....	KANSAS CITY, KANS. Central Avenue	1.18	2529					
				.....	KANSAS CITY (Union Station)	-1.7	2531	US	Continuous	Continuous		
Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	220.5									
9.30	9.00	6.15	Time on District									

**Southbound trains are superior to northbound trains of the same class. Rule 71.**  
**At Des Moines, Conception, and St. Joseph, 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, Turntable, Track Scales, Wyes.	Capacity of Sidings.	Distance from St. Paul.	TIME TABLE			NORTHBOUND		
			No. 11			FIRST CLASS	SECOND CLASS	
			Effective			6	92	42
			June 28, 1959			Passenger	Manifest Freight	Manifest Freight
			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			
Yard W-O-S	.....	310.9	PH-R	DES MOINES	5.15 <sup>43-42</sup> AM	6.00 <sup>41</sup> PM	4.00 <sup>43</sup> AM	
25	216	321.9	PH	CUMMING	4.57	5.15	3.30	
40	78	356.6	PH-R	LORIMOR	4.10	4.00	2.25	
.....	24	364.4	PH	TALMAGE	3.58	3.40	2.05	
19	85	372.6	PH	ARISPE	3.46	3.25	1.50	
30-South	.....	384.7	PH	DIAGONAL	3.30	3.00	1.25	
30	42	402.0	PH	BLOCKTON	3.05	2.15	12.50	
18	222	412.4	PH	SHERIDAN	2.50	1.55	12.30	
60	.....	424.6	PH	RAVENWOOD	2.34	1.30	12.10 <sup>AM</sup>	
Yard W	128	430.4	PH-R	CONCEPTION	2.25	1.15	11.55 <sup>41</sup> PM	
15	107	438.0	PH	GUILFORD	2.10	12.45	11.20	
34	222	455.1	PH	SAVANNAH	1.48	12.01 <sup>PM</sup>	10.40	
Yard W-O-S	.....	466.7	PH-R	ST. JOSEPH	1.30 <sup>41</sup>	11.22 <sup>5-43</sup> AM	10.15	
Interlocked	.....	467.9	.....	FRANCIS STREET	1.15	11.10	9.50	
Not Gated	.....	468.2	.....	Mo. Pac. Crossing				
.....	.....	468.8	.....	Fifth Street				
Not Gated	.....	469.2	.....	C. B. & Q. - C. R. I. & P. Crossings				
.....	.....	469.3	.....	TERMINAL YARD				
Not Gated	.....	469.7	.....	Hickory Street				
.....	.....	470.0	.....	C. B. & Q. - C. R. I. & P. Crossings				
Not Gated	.....	470.4	.....	H. & St. J. Crossing				
Not Gated	.....	470.4	.....	C. R. I. & P. Crossing				
.....	.....	476.8	.....	B. C. JOT	12.51	10.40	9.15	
.....	113	478.9	PH	WILLOW BROOK	12.48	10.35	9.10	
63-North	.....	486.8	PH	DEARBORN	12.37	10.15	8.50	
Connection Auto. Signals	.....	499.8	PH	C. B. & Q. Crossing				
Not Gated	.....	503.4	.....	Q JOT	12.13	9.35	8.05	
.....	.....	504.3	PH	LEAVENWORTH	12.10	9.30	8.00	
Interlocked	.....	504.4	.....	Mo. Pac. Crossings				
Interlocked	.....	504.7	.....	MO. P. CONNECTION	12.07 <sup>AM</sup>	9.28	7.58	
Yard W-O-S-Y	.....	528.0	PH-R	OHIO AVENUE		8.30 <sup>AM</sup>	7.00 <sup>PM</sup>	
.....	.....	528.52	.....	KANSAS CITY, KANS.				
.....	.....	531.4	C.T.C.	KANSAS CITY	11.30 <sup>PM</sup>			
.....	.....	220.5	.....	Time on District	5.45	9.30	9.00	

### LOCATION OF MAIL CRANES

Station	Mile No.
Benton	137.0
Maloy	133.4
Athelstan	128.0
Sheridan	117.3
Parnell	111.9
Ravenwood	105.1
Guilford	91.7
Rea	84.2
Faucett	48.5
Dearborn	42.9

### SIDINGS AND SPURS BETWEEN STATIONS

Station No.	Mile Post	Car Capacity	Connected
2316	214.8	9	Both ends
2332	199.1	11	South end
2340	191.2	10	South end
2346	184.4	11	Both ends
2394	157.0	40	South end
2419	141.9	70	Both ends
2447	84.2	77	Both ends
2483	74.9	10	North end
2490	48.5	33	Both ends
2501	29.9	42	Both ends
2505	25.9	30	Both ends

**Southbound trains are superior to northbound trains of the same class. Rule 71.**  
**At Des Moines, Conception, and St. Joseph, time of First Class trains applies at the passenger station.**

**WEIGHT OF EMPTY PASSENGER CARS**

CLASS	Numbers	Length in Feet	Tons
Baggage.....	36, 38	72	64
".....	39	72	66
".....	40	72	65
".....	42, 43	73	72
".....	44	73	69
".....	45	73	69
".....	46 to 49	60	57
".....	80 to 82	70	45
Mail-Baggage.....	60 to 65	61	58
".....	68	73	75
Mail.....	95, 96	60	62
Chair.....	274 AC	72	69
".....	275 AC	72	79
Coach - Baggage.....	282 to 286 AC	70	76
Official Car.....	99 AC	73	81
".....	100 AC	83	95
".....	101 AC	73	84

**RECAPITULATION OF PASSENGER EQUIPMENT**

Coach-Baggage.....	5
Chair.....	2
Mail.....	2
Baggage.....	15
Mail-Baggage.....	7
Official.....	3
<b>Total.....</b>	<b>34</b>

**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
80	6x11	120,000	90,000	30,000
81	6x11	120,000	90,000	30,000
82	6x11	120,000	90,000	30,000
282 to 285	5x 9	176,200	151,200	25,000

**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 at night.

**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 fourth 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 TWO MAIN TRACKS**

When a train is disabled or stopped suddenly by an emergency application of air brakes or when enginemen 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 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	7	6, 7, 11, 12, 13, 14, 15
D-3	31	5, 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.
<b>Total.....</b>	<b>141</b>	

**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	5760	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.....	Diagonal.....	1250	1000	1500	3070	1600	1710	2840	4270	5680	7100
		Diagonal.....	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.....	2550	2130	3000	6410	2970	3320	5940	8910	11880	14850	
		Diagonal.....	1200	930	1480	3030	1500	1770	2820	4240	5640	7050	

**C. G. W. WRECKERS**

Number	Location	Capacity	Cooper's Rating
X-3	Council Bluffs.....	60 Ton	E-34.2
X-25	St. Paul.....	75 Ton	E-29.9
X-200	Oelwein.....	200 Ton	E-72.3
X-250	Chicago.....	250 Ton	E-72.3
X-251	Des Moines.....	250 Ton	E-72.3

**Diesel Units Equipped With Steam Boilers**

114-B	115-B	115-D	116-A	116-B	116-C
116-D	116-E	116-F	116-G	150	151
152	153	154	155	156	

**Diesel Units Equipped With Steam Connections But No Boilers**

102-D	104-D	112-D	113-B	113-D	114-D
		120	121		

**OFFICIAL WATCH INSPECTORS**

Webb C. Ball Co., General Watch Inspectors, 7101 N. Lincoln Ave., Chicago, Ill.  
 Watch Inspectors (see Rule 2) are located as follows:

LOCATION	NAME
Bellwood, Ill.....	McKEE JEWELERS 4113 1/2 St. Charles Rd.
Berwyn, Ill.....	E. R. MILLER & SON 6235 Cermak Rd.
Berwyn, Ill.....	CECIL JEWELERS 3267 Harlem Avenue
Chicago, Ill.....	THE BALL R.R. TIME SERVICE 7101 N. Lincoln Ave.
Cicero, Ill.....	LARAMIE JEWELRY 3028 S. Laramie Ave.
Des Moines, Ia.....	DANIELS JEWELRY 522 West Walnut St.
Dubuque, Ia.....	E. L. SCHELLELE 1420 Central Ave.
Kansas City, Mo.....	GOLDMAN JEWELRY CO. 1103 Walnut St.
Kansas City, Mo.....	J. H. MACE CO. Union Station

LOCATION	NAME
Kansas City, Kans.....	J. L. WITMER JEWELER 841 Minnesota Ave.
Leavenworth, Kans.....	E. H. LAVERY JEWELRY CO. 404 Delaware St.
Marshalltown, Ia.....	HOFFMAN JEWELRY CO.
Maywood, Ill.....	R. G. WELLS 1006 1/2 South 5th Ave.
Oelwein, Ia.....	DAVIS JEWELRY & GIFTS
St. Joseph, Mo.....	L. B. FARLEY 1928 St. Joseph Ave.
St. Joseph, Mo.....	M. K. Gunn 624 Edmond St.
Sycamore, Ill.....	COOPER'S JEWELRY CO. 245 West State St.
Waterloo, Ia.....	ASQUITH JEWELRY CO. 221 West 4th St.
Waterloo, Ia.....	FESSLER & CO. 929 East 4th St.

## 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.

### THE FOLLOWING IS ALSO PROHIBITED:

30. Giving signal to move an engine or cars and then crossing track in front of movement.
  - (a) Giving signal to move an engine or cars without first placing switch in proper position.
  - (b) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engines.
  - (c) Engineman drifting down too close to switches that are to be thrown.
31. Permitting any car with a defective or missing handhold to be moved or set out without first notifying all employees on the train and making wire report to the Superintendent. Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.
32. **THE PROPER INTERPRETATION OF EACH AND EVERY RULE AND TRAIN ORDER IS THE ONE THAT WILL INSURE THE GREATEST DEGREE OF SAFETY TO EACH EMPLOYEE AND HIS FELLOW MAN.**

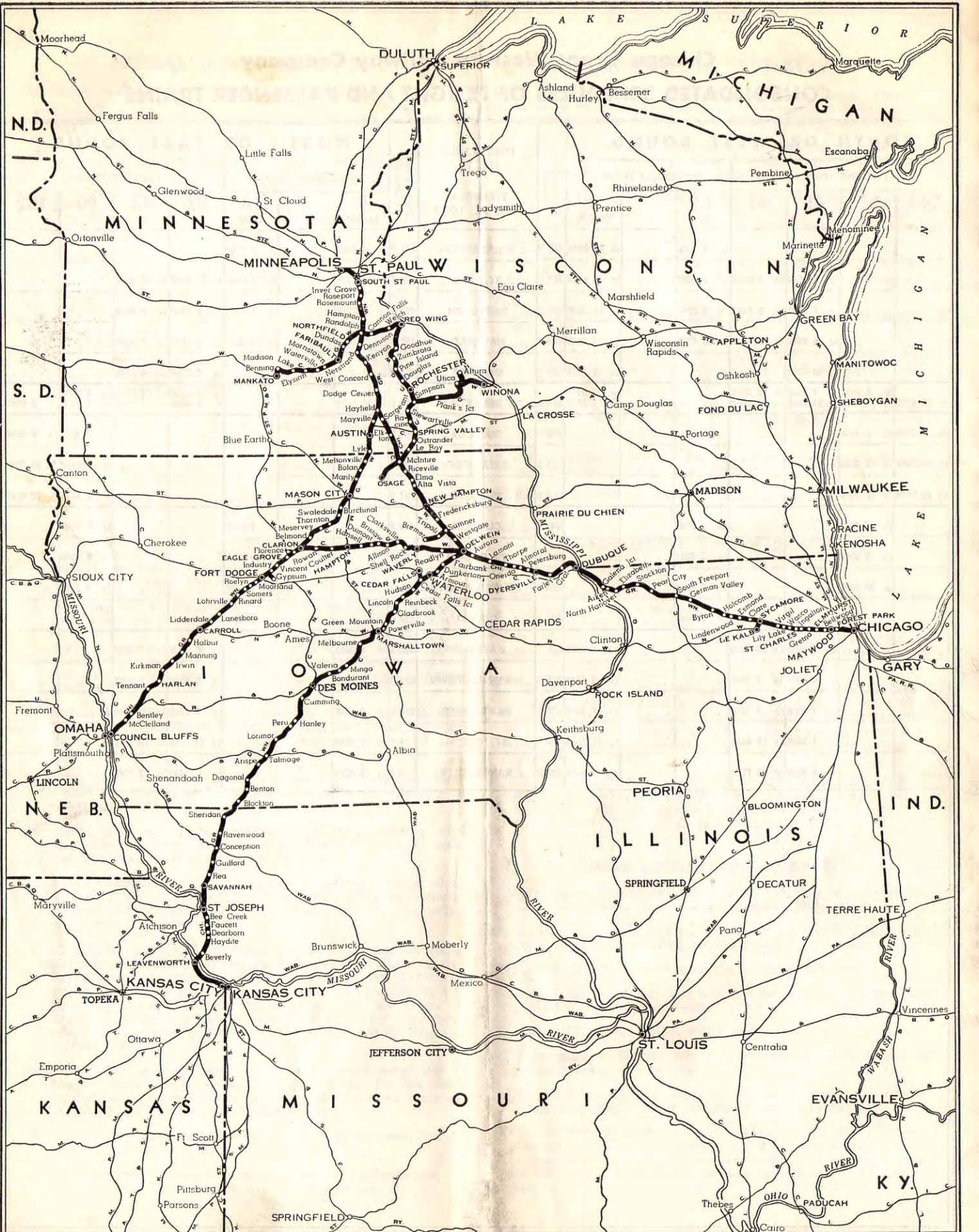
### DIESEL LOCOMOTIVE HAZARDS

33. Enginemen and others will use hard rubber or nonmetallic cased flashlights in and around Diesel locomotives.
34. Never place hands or face near main generator or any high voltage equipment while it is working under load.
35. Do not smoke or have open flame in engine room.
36. Rings and wrist watches will not be worn while working around electrical equipment.
37. Fuses will not be pulled while under load.
38. High voltage cabinet will not be opened while motor is running, other than idling.
39. Stepping out of side doors of moving Diesel units to elevated platform or other side elevation is prohibited.
40. 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. 11 Effective June 28, 1959	Distance from Kansas City	NORTH OR EAST BOUND					
FREIGHT TRAINS				PASSENGER TRAINS					PASSENGER TRAINS		FREIGHT TRAINS			
143	91	41	43	13 Daily	5 Ex. Sat.				6 Ex. Sat.	14 Daily	92	42	90	192
				Lv 8.10PM	Lv 10.00PM	435.3	MINNEAPOLIS	540.3	Ar 4.50PM	Ar 7.35AM				
		Lv 4.45PM	Lv 5.00AM	Lv 8.45PM	Lv 10.35PM	424.7	ST. PAUL	529.7	Ar 4.15PM	Ar 7.00AM	Ar 10.00AM	Ar 10.30PM		
		Lv 7.01PM	Lv 8.15AM	Lv 9.31PM	Lv 11.23PM	392.2	RANDOLPH	497.2	Lv 3.21PM	Lv 6.10AM	Lv 8.15AM	Lv 9.00PM		
		Lv 8.55PM	Lv 10.45AM	Lv 10.40PM	Lv 12.35AM	343.9	HAYFIELD	448.9	Lv 2.10PM	Lv 5.00AM	Lv 6.15AM	Lv 6.30PM		
		Lv 10.40PM			Lv 1.23AM	309.9	McINTIRE	414.9	Lv 1.16PM		Lv 4.20AM	Lv 4.45PM		
Ar 11.01PM	Ar 9.20AM Lv 1.30PM	Ar 1.00AM Lv 11.30AM	Ar 2.30PM Lv 9.00PM		Ar 3.00AM Lv 3.15AM	245.8	OELWEIN	351.2	Lv 11.30AM Ar 10.15AM		Lv 2.00AM Ar 1.40AM	Lv 2.30PM Ar 1.00PM		
Lv 8.10PM	Lv 7.01AM					172.1	DUBUQUE	424.9				Lv 7.10PM Lv 5.20AM		
Lv 12.25PM	Lv 12.45AM					13.1	BELLWOOD	583.9				Ar 1.00AM Ar 11.00AM		
Lv 12.01PM	Lv 11.00PM					0.0	CHICAGO	597.0				Ar 2.00AM Ar 12.01PM		
	Lv 4.40PM			Lv 2.00AM		344.8	CLARION	450.0		Lv 1.20AM		Lv 10.00AM		
	Lv 5.30PM			Lv 3.00AM		372.5	FT. DODGE	477.9		Lv 12.30AM		Lv 9.10AM		
	Ar 10.30PM			Lv 6.30AM		504.2	COUNCIL BLUFFS	609.6		Lv 9.15PM		Lv 5.00AM		
				Ar 7.30AM		508.8	OMAHA	614.0		Lv 8.45PM				
	Lv 1.50PM	Lv 10.50PM			Lv 4.00AM	271.7	WATERLOO	325.3	Lv 9.30AM		Lv 12.25AM	Lv 11.45AM		
	Lv 4.00PM	Lv 1.40AM			Lv 5.25AM	319.5	MARSHALLTOWN	277.5	Lv 7.40AM		Lv 9.55PM	Lv 9.00AM		
	Lv 7.00PM	Lv 5.15AM			Lv 7.30AM	378.2	DES MOINES	218.8	Lv 5.45AM		Lv 7.15PM	Lv 6.00AM		
	Lv 1.30AM	Lv 11.45AM			Lv 11.35AM	533.3	ST. JOSEPH	63.0	Lv 1.30AM		Lv 11.22AM	Lv 10.15PM		
	Ar 4.30AM	Ar 2.15PM			Ar 1.45PM	597.0	KANSAS CITY	0.0	Lv 11.30PM		Lv 8.30AM	Lv 7.00PM		



N. D.

S. D.

N. E. B.

IND.

MINNESOTA

WISCONSIN

IOWA

ILLINOIS

KANSAS MISSOURI

KY.

DULUTH

ST. PAUL

MINNEAPOLIS

ROCHESTER

AUSTIN

MASON CITY

FORT DODGE

DES MOINES

OMAHA

COUNCIL BLUFFS

LINCOLN

ST. JOSEPH

KANSAS CITY

KANSAS CITY

JEFFERSON CITY

SPRINGFIELD

SUPERIOR

Ashland

Hurley

Bessemer

Eau Claire

Marshfield

Merrillan

LA CROSSE

PRAIRIE DU CHIEN

MISSISSIPPI

DUBUQUE

CEAR RAPIDS

ROCK ISLAND

DAVENPORT

KEITHSBURG

PEORIA

BLOOMINGTON

SPRINGFIELD

DECATUR

PANA

ST. LOUIS

ST. LOUIS

ST. LOUIS

ST. LOUIS

ST. LOUIS

ST. LOUIS

MICHIGAN

ESCANABA

PEMBINE

GREEN BAY

MANITOWOC

SHEBOYGAN

FOND DU LAC

MILWAUKEE

MADISON

PRACINE

KENOSHA

FOREST PARK

CHICAGO

GARY

JOLIET

MAYWOOD

TERRE HAUTE

BLOOMINGTON

DECATUR

PANA

ST. LOUIS

ST. LOUIS

ST. LOUIS

ST. LOUIS

ST. LOUIS

ST. LOUIS

Marquette

Menominee

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