

LIST OF SURGEONS

STATION	NAME	PHONE NUMBER	
		OFFICE	RESIDENCE
Baxter, Iowa.....	DR. H. H. ENNIS		
Blockton, Iowa.....	DR. B. H. MILLER		
Conception, Mo.....	DR. C. J. GARDING		
Creston, Iowa.....	DR. J. W. REYNOLDS		
Creston, Iowa.....	DR. O. S. BARBER		
Dearborn, Mo.....	DR. M. H. MOORE		
Des Moines, Iowa.....	DR. E. R. POSNER	3-4287	5-2688
If no answer, call Physicians' Bureau, 4-7191			
Des Moines, Iowa.....	DR. W. W. PEARSON (Oculist)	4-4918	5-1411
Des Moines, Iowa.....	DR. CHAS. RYAN.	4-3239	5-7300
If no answer, call Physicians' Bureau, 4-7191			
Des Moines, Iowa.....	DR. RODNEY P. FAGAN	3-4287	5-1635
Diagonal, Iowa.....	DR. E. J. WATSON		
Dunkerton, Iowa.....	DR. R. A. BUCKMASTER		
Fairbank, Iowa.....	DR. L. W. WARD		
Gladbrook, Iowa.....	DR. G. T. MCDOWELL		
Guilford, Mo.....	DR. A. D. BARNETT		
Hudson, Iowa.....	DR. E. C. McMILLAN		
Kansas City, Mo.....	DR. M. W. PICKARD	Grand 0174	Westport 9717
Union Station Hospital, Union Station			
Kansas City, Mo.....	DR. W. H. SCHUTZ (Oculist)	Victor 7055	Logan 3115
Leavenworth, Kan.....	DR. P. W. DARRAH	887	66
Lorimor, Iowa.....	DR. LESLIE LAMB		
Marshalltown, Iowa.....	DR. A. C. CONAWAY	207	802
Mingo, Iowa.....	DR. A. C. REYNOLDS		
Oelwein, Iowa.....	DR. D. W. WARD	199	180
Parnell, Mo.....	DR. HIRAM DAY		
Ravenwood, Mo.....	DR. D. J. HUNTERSON		
Reinbeck, Iowa.....	DR. C. H. BARTRUFF		
Savannah, Mo.....	DR. W. C. MYERS		
Shannon City, Iowa.....	DR. F. W. LOOMIS		
St. Joseph, Mo.....	DR. W. F. SCHMID	6-0659	4115
St. Joseph, Mo.....	DR. H. S. CONRAD	8054	3145
St. Joseph, Mo.....	DR. H. K. WALLACE	6-4100	6-4100
St. Joseph, Mo.....	DR. W. H. MINTON (Oculist)	6-0412	9845
Waterloo, Iowa.....	DR. E. T. ALFORD	1000	10
Waterloo, Iowa.....	DR. W. H. BICKLEY	1000	100
Waterloo, Iowa.....	DR. F. H. RUELING (Oculist)	895	1725
Waterloo, Iowa.....	DR. FRANK W. PORTERFIELD	186	208

CLAIM DEPARTMENT

GELMER KUIPER, General Claim Agent, Chicago
Room 1123, Peoples Gas Building

J. H. HULSE, Claim Agent, Des Moines
Phone—Office 4-4275 Residence 5-2389

CHICAGO GREAT WESTERN RAILROAD

IOWA DIVISION

TIME TABLE No. 44

Taking Effect at 12.01 a. m.

SUNDAY, FEB. 15, 1931

Superseding Time Table No. 43

Dated NOVEMBER 23, 1930.

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

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

J. M. BATHS, General Superintendent

E. W. FOWLER, Superintendent

4 BETWEEN MARSHALLTOWN AND SO. DES MOINES—FIFTH DISTRICT

Miles from Chicago	Car Capacity	Sidings	SIGNS	TIME TABLE NO. 44 Effective February 15, 1931 STATIONS	WESTWARD									
					FIRST CLASS				SECOND CLASS					
					1 Limited Daily	5 Passenger Mail Daily	3 Limited Daily	25 Pass. Mail Daily Ex. Sunday	69 Merchandise Daily	83 Way Freight Mon., Wed., Fri.	63 Time Freight Daily	61 Merchandise Daily		
Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave					
319.7	343		B-C-K T-W-X-Y	MARSHALLTOWN C. & N.-W. Crossing M. & St. L. Crossing Interlocked 6.5	AM 5.45	AM 10.02	PM 10.54		AM 3.30	AM-4-62 9.30	PM 1.35	PM 4.50		
326.2	73			LURAY 6.9	5.55	⁶⁴⁻⁸³ f10.13	11.04		4.00	⁵⁻⁶⁴ f10.13	2.00	5.20		
333.1	75	D-Y		MELBOURNE 9.1	6.05	s10.25	11.14		4.25	AM s11.05	2.15	5.45		
342.2	62	T-W		BAXTER 4.9	6.17	⁸² s10.38	11.27		4.55	PM s12.10	2.35	6.10		
347.1	65	W		IRA 4.3	6.24	s10.47	11.35		5.10	s12.50	2.50	6.25		
351.4	75	D		MINGO 4.7	6.30	s10.55	11.42		5.25	s 1.30	3.00	6.40		
356.1	109	D		VALERIA 3.1	⁶⁰ 6.39	s11.06	PM-68 11.52		5.40	f 2.05	3.15	6.55		
359.2				SANTIAGO 4.9		f11.11				f 2.20				
364.1	72	D		BONDURANT 5.1	⁶² 6.52	s11.20	AM-2 12.04		⁶⁰ 6.10	s 2.55	3.35	7.20		
369.2	45			BERWICK 1.6	6.59	f11.30	12.13		6.20	f 3.10	3.50	7.30		
370.8	69			NORWOODVILLE 1.6	7.01	f11.33	12.16		⁶² 6.25	3.15	3.55	7.40		
372.4				HIGHLAND 2.1										
374.5		X		EASTMAN 0.8										
375.3		X		EVANS C. R. I. & P. Crossing—Interlocked 0.1										
375.4		X		EAST TWENTIETH STREET 0.6										
376.0	47	X		REDDY C. R. I. & P. Crossing D. M. U. Crossing C. R. I. & P. Crossing C. R. I. & P. Crossing C. B. & Q. Crossing Not Interlocked 0.3	⁶⁴⁻⁶⁹⁻⁸² 7.11	11.46	12.26		¹⁻⁴ 6.40	3.40	4.15	⁶ 8.00		
376.3				C. G. W. JUNCTION 0.8	⁴ 7.12	11.47	12.27							
377.1				EAST DES MOINES 0.7	f 7.15	f11.50	f12.30							
377.8		B-K-T		DES MOINES U. D. 0.7	s 7.20 7.30	AM s11.55 12.05 PM	s12.35 12.45	AM 7.45	DES MOINES UNION RY. TIME TABLE & RULES WILL GOVERN					
378.5				DES MOINES UNION JCT. 0.5										
379.0				BRIDGE JUNCTION	C., B. & Q. R. R. TIME TABLE AND RULES WILL GOVERN									
378.7	Yard	★		C. B. & Q. Crossing—Not Interlocked SOUTH DES MOINES	7.43 AM	12.15 PM	12.55 AM	7.55 AM	⁶⁴⁻⁸² 6.55 AM	3.55 PM	4.30 PM	8.15 PM		
						Arrive			Arrive	Arrive	Arrive	Arrive		
					1	5	3	25	69	83	63	61		

BETWEEN MARSHALLTOWN AND SO. DES MOINES—FIFTH DISTRICT 5

Miles from Kansas City		Car Capacity Sidings	SIGNS	TIME TABLE NO. 44 Effective February 15, 1931 STATIONS	EASTWARD									
					FIRST CLASS				SECOND CLASS					
					4 Passenger Mail Daily	6 Passenger Mail Daily	2 Limited Daily	26 Pass. Mail Daily Ex. Sunday	60 Time Freight Daily	62 Time Freight Daily	64 Time Freight Daily	82 Way Freight Tue., Thur., Sat.	68 Oil Merchandise Daily	
Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive				
279.3	343	B-C-K T-W-X-Y	MARSHALLTOWN C. & N.-W. Crossing M. & St. L. Crossing Interlocked 6.5	AM-83 s 8.44	PM s10.40	AM s 1.12		AM 8.16	AM-83 9.05	AM 10.30	AM s11.35	AM 2.25		
272.8	73		LURAY 6.9	8.34	10.29	1.00		7.59	8.50	⁵⁻⁸³ 10.13	f11.20	2.05		
265.9	75	D-Y	MELBOURNE 9.1	f 8.25	f10.20	12.51		7.45	8.35	9.57	s11.05	1.40		
256.8	62	T-W	BAXTER 4.9	f ⁶² 8.12	f10.07	12.39		7.25	⁴ 8.12	9.25	s ⁵ 10.38	1.05		
251.9	65	W	IRA 4.3	8.02	9.57	12.31		7.10	7.40	9.05	f 9.45	12.45		
247.6	75	D	MINGO 4.7	f 7.56	f 9.51	⁶⁸ 12.25		6.53	7.30	8.55	f 9.30	² 12.25 AM		
242.9	109	D	VALERIA 3.1	7.48	9.43	12.17		¹ 6.39	7.10	8.40	f 9.00	³ 11.52 PM		
239.8			SANTIAGO 4.9								f 8.40			
234.9	72	D	BONDURANT 5.1	f 7.35	f 9.30	³ 12.04 AM		⁶⁹ 6.10	¹ 6.52	8.20	f 8.30	11.20		
229.8	45		BERWICK 1.6	7.27	9.22	11.56 PM		5.55	6.30	8.00	f 8.15	10.55		
228.2	69		NORWOODVILLE 1.6	7.25	9.20	11.54		5.50	⁶⁹ 6.25	7.55	f 8.10	10.50		
226.6			HIGHLAND 2.1											
224.5		X	EASTMAN 0.8											
223.7		X	EVANS C. R. I. & P. Crossing—Interlocked 0.1											
223.6		X	EAST TWENTIETH STREET 0.6											
223.0	47	X	REDDY C. R. I. & P. Crossing D. M. U. Crossing C. R. I. & P. Crossing C. R. I. & P. Crossing C. B. & Q. Crossing Not Interlocked 0.3	⁶⁴⁻⁶⁹⁻⁸² 7.14	⁶¹ 9.09	11.44		5.30	5.40	¹⁻⁴ 7.35	¹⁻⁴ 7.40	10.30		
222.7			G. G. W. JUNCTION 0.8	¹ 7.12	9.07	11.42								
221.9			EAST DES MOINES 0.7	f 7.10	f 9.05	11.40								
221.2		B-K-T	DES MOINES U. D. 0.7	7.05 s 6.40	9.00 s 8.30	11.35 s11.25	PM 8.00	DES MOINES UNION RY. TIME TABLE & RULES WILL GOVERN						
220.5			DES MOINES UNION JCT. 0.5											
220.4			BRIDGE JUNCTION	C., B. & Q. R. R. TIME TABLE AND RULES WILL GOVERN										
220.3	Yard	★	C. B. & Q. Crossing—Not Interlocked SOUTH DES MOINES	6.30 AM	8.15 PM	11.15 PM	7.50 PM	⁶² 5.15 AM	⁶⁰ 5.25 AM	⁶⁹⁻⁸² 7.20 AM	⁶⁴⁻⁶⁹ 7.25 AM	10.15 PM		
				Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave		
				4	6	2	26	60	62	64	82	68		

6 BETWEEN SOUTH DES MOINES AND CONCEPTION—SIXTH DISTRICT

Miles from Chicago	Car Capacity Sidings	SIGNS	TIME TABLE NO. 44 Effective February 15, 1931 STATIONS	WESTWARD						
				FIRST CLASS			SECOND CLASS			
				3 Passenger Mail Daily	1 Limited Daily	25 Pass. Mail Daily Ex. Sunday	85 Way Freight Mon. and Thurs.	69 Stock Daily	63 Time Freight Daily	61 Merchandise Daily
				Leave	Leave	Leave	Leave	Leave	Leave	Leave
378.7	Yard	★	SO. DES MOINES 7.7	AM 12.55	AM-85 7.43	AM-4-84-85 7.55	AM-1-25 8.25	AM 10.30	PM 5.00	PM 9.30
386.4	68	X	ORILLIA 2.8	1.06	7.54	f 8.07	f 8.45	11.00	⁸⁴ 5.20	10.00
389.2	80		CUMMING 4.4	1.10	7.58	f 8.12	f 9.10	11.10	5.30	10.10
393.6	76	W	LIDA 2.5	1.16	8.04	f 8.19	f 9.20	11.30	⁶⁸ 5.40	10.20
396.1	16		CHURCHVILLE 1.8	1.20	8.08	f 8.24	f 9.30	11.40	5.46	10.28
397.9	6		MARTENSDALE 1.7	1.23	8.11	f 8.27	f 9.35	11.47	5.50	10.33
399.6	80		CONGER 6.2	1.27	8.15	f 8.31	f 9.40	AM 11.52	5.56	² 10.43
405.8	32		HANLEY 6.8	1.36	8.24	f 8.41	f 9.55	PM 12.10	6.16	11.05
412.6	74	T-W	PERU 6.9	⁶² 1.45	8.33	f 8.54	s 10.20	12.40	²⁶ 6.45	11.28
419.5	71		BARNEY 4.4	1.54	8.42	f 9.04	f 10.35	1.00	7.00	PM 11.50
423.9	75	D	LORIMOR 3.6	2.02	8.49	f 9.15	s 11.00	1.15	7.20	AM 12.05
427.5	38		MONETTE 4.2	2.07	8.54	f 9.22	f 11.10	1.25	7.35	12.15
431.7	66	C-W-X	TALMAGE 0.5	⁶⁰ 2.15	9.01	f 9.30	s 11.25	⁸⁴ 1.45	8.00	⁶² 12.45
432.2		T	AFTON JUNCTION 2.4	f 2.21	9.02	f 9.33	11.30	1.47	8.05	12.50
434.6	19		SHEPARD 5.3	2.27	9.07	f 9.39	f 11.40	1.55	8.15	12.57
439.9	100		ARISPE 4.3	2.35	9.15	f 9.49	AM s 11.59	⁶⁸ 2.15	8.30	1.14
444.2	36	D-Y	SHANNON CITY 8.0	2.41	9.21	f 9.58	PM s 12.25	2.45	8.40	⁶⁰ 1.34
452.2	73	T-W-X	DIAGONAL 7.8	2.53	9.33	f 10.10	s ⁶⁸ 1.10	3.10	9.00	1.55
460.0	93		BENTON 3.6	⁶⁴ 3.08	9.45	f 10.22	s 1.35	4.00	² 9.19	2.15
463.6	36		MALOY 5.7	3.14	9.50	f ⁸⁴ 10.29	s 1.45	4.30	9.45	⁶⁴ 2.35
469.3	75	T-W-X	BLOCKTON 4.7	3.24	⁸⁴ 9.58	f 10.39	s 2.10	²⁶ 4.50	10.00	2.55
474.0	36		ATHELSTAN 5.7	⁴ 3.30	10.04	f 10.48	s 2.20	5.20	10.10	3.10
479.7	100	D	SHERIDAN 5.4	3.40	10.11	f 10.58	s 2.40	5.50	⁶² 10.25	⁴ 3.20
485.1	71	D-W	PARNELL 6.8	⁶¹ 3.48	10.18	f ⁶⁸ 11.08	s 3.00	6.10	10.45	³ 3.48
491.9	78	D	RAVENWOOD 5.8	3.58	10.27	f 11.20	s 3.20	6.35	11.10	4.25
497.7	Yard	B-C-K-T W-X-Y	CONCEPTION	s 4.13 AM	⁶⁸ 10.35 AM	f 11.38 AM	²⁶ 3.53 PM	7.00 PM	⁶⁰ 11.35 PM	5.00 AM
				3	1	25	85	69	63	61

BETWEEN SOUTH DES MOINES AND CONCEPTION—SIXTH DISTRICT 7

Miles from Kansas City	Car Capacity Sidings	SIGNS	TIME TABLE NO. 44 Effective February 15, 1931 STATIONS	EASTWARD							
				FIRST CLASS			SECOND CLASS				
				4 Passenger Mail Daily	26 Pass. Mail Daily Ex. Sunday	2 Limited Daily	64 Time Freight Daily	84 Way Freight Wed. and Sat.	68 Oil Merchandise Daily	62 Time Freight Daily	60 Time Freight Daily
			Arrive	Arrive	Arrive	Arrive	Arrive				
220.3	Yard	★	SO. DES MOINES 7.7	AM-25-64 6.30	PM 7.50	PM 11.15	AM-4 6.20	PM 5.40	PM 7.00	AM 4.25	AM 4.45
212.6	68	X	ORILLIA 2.8	6.13	s 7.34	11.03	6.00	f ⁶³ 5.20	6.30	3.59	4.17
209.8	80		CUMMING 4.4	6.08	s 7.29	10.59	5.51	f 4.40	6.15	3.53	4.11
205.4	76	W	LIDA 2.5	6.01	f 7.20	10.53	5.41	f 4.20	⁶³ 5.40	3.23	4.01
202.9	16		CHURCHVILLE 1.8	5.57	s 7.15	10.49	5.36	f 4.05	5.20	3.08	3.56
201.1	6		MARTENSDALE 1.7	5.54	s 7.11	10.46	5.31	f 3.50	5.08	2.58	3.50
199.4	80		CONGER 6.2	5.51	f 7.06	⁶¹ 10.43	5.26	f 3.45	5.02	2.50	3.43
193.2	32		HANLEY 6.8	5.42	s 6.56	10.35	5.11	f 3.25	4.38	2.25	3.28
186.4	74	T-W	PERU 6.9	s 5.32	s ⁶³ 6.45	10.26	4.56	s 3.05	4.14	³ 1.45	3.13
179.5	71		BARNEY 4.4	5.21	f 6.33	10.17	4.41	f 2.45	3.48	1.35	2.58
175.1	75	D	LORIMOR 3.6	s 5.14	s 6.25	10.11	4.30	s 2.30	3.28	1.15	2.49
171.5	38		MONETTE 4.2	5.07	f 6.16	10.06	4.22	f 2.05	3.10	1.05	2.41
167.3	66	C-W-X	TALMAGE 0.5	f 4.56	f 6.06	9.59	4.10	s ⁶⁹ 1.45	2.45	⁶¹ 12.45	³ 2.15
166.8		T	AFTON JUNCTION 2.4	s 4.52	s 6.02	9.58	4.08	1.22	2.35	12.39	2.12
164.4	19		SHEPARD 5.3	4.46	f 5.55	9.54	4.03	f 1.05	2.28	12.32	2.04
159.1	100		ARISPE 4.3	f 4.39	s 5.47	9.47	3.53	s12.50	⁶⁹ 2.15	12.20	1.50
154.8	36	D-Y	SHANNON CITY 8.0	s 4.30	s 5.36	9.41	3.44	s12.05 PM	1.40	12.05 AM	⁶¹ 1.34
146.8	73	T-W-X	DIAGONAL 7.8	s 4.15	s 5.22	9.30	3.30	s11.35 AM	⁸⁵ 1.10	11.40 PM	1.18
139.0	93		BENTON 3.6	f 4.00	s 5.08	⁶³ 9.19	³ 3.08	s10.55	12.45	11.20	1.00
135.4	36		MALOY 5.7	3.51	s 5.00	9.14	⁶¹ 2.35	s ²⁵ 10.29	12.30	11.10	12.51
129.7	75	T-W-X	BLOCKTON 4.7	s 3.42	s ⁶⁹ 4.50	9.07	2.20	s ¹ 9.58	12.15 PM	10.55	12.40
125.0	36		ATHELSTAN 5.7	³ 3.30	s 4.41	9.01	2.07	s 9.31	11.50 AM	10.40	12.29
119.3	100	D	SHERIDAN 5.4	f ⁶¹ 3.20	s 4.31	8.54	1.56	s 9.20	11.30	⁶³ 10.25	12.16
113.9	71	D-W	PARNELL 6.8	s 3.12	s 4.21	8.47	1.45	s 8.55	²⁵ 11.08	9.50	12.05 AM
107.1	78	D	RAVENWOOD 5.8	f 3.01	s 4.09	8.38	1.30	s 8.25	10.50	9.20	11.50 PM
101.3	Yard	B-C-K-T W-X-Y	CONCEPTION	2.45 AM	⁸⁵ 3.53 PM	8.29 PM	1.15 AM	7.55 AM	¹ 10.35 AM	8.45 PM	⁶³ 11.35 PM
				Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave
				4	26	2	64	84	68	62	60

Miles from Chicago	Car Capacity Sidings	SIGNS	TIME TABLE NO. 44 Effective February 15, 1931 STATIONS	WESTWARD							
				FIRST CLASS			SECOND CLASS				
				3 Passenger Mail Daily	1 Limited Daily	25 Pass. Mail Daily Ex. Sunday	61 Merchandise Daily	85 Way Freight Mon. and Thurs.	69 Stock Daily	63 Time Freight Daily	87 Way Freight Tues. and Fri.
Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave				
497.7	Yard	B-C-K T-W-X-Y	CONCEPTION 2.1	AM 4.13	AM-68 10.35	AM 11.38	AM 5.00	PM 4.00	PM 7.40	PM-60 11.35	
499.8			MONASTERY 5.5								
505.3	118	D-W	GUILFORD 3.9	4.25	10.45	f11.52	5.30	s 4.30	2-62 8.19	PM 11.50	
509.2	35		CAWOOD 3.6	4.32	10.50	f11.59	5.50	f 4.45	8.40	AM 12.01	
512.9	59	D	REA 3.3	4.39	10.55	f12.08	6.05	s 5.00	8.55	12.15	
516.1	71		WYETH 6.3	4.44	11.00	f12.15	84 6.20	f 5.15	9.05	64 12.24	
522.5	120	T	SAVANNAH 5.1	4.54	11.09	f12.28	6.40	s 5.45	9.25	12.45	
527.6	72		DEAN 6.5	5.01	11.16	12.38	6.55	f 6.05	9.40	1.00	
534.1	Yard	B-C-K O-T-W-X	SHOPS 0.8	84 5.19	11.29	12.48	68 7.40	62 6.30 PM	60 10.00	4 1.41	AM 9.45
534.9			ST. JOSEPH 0.4			f12.52					
535.3			FRANCIS STREET 0.7	5.25	11.35	12.55	7.50		10.10	2.07	9.55
536.0			FOURTH STREET 0.1								
536.1			FIFTH STREET 0.1								
536.2			SIXTH STREET 0.1								
536.3		T	ST JOSEPH U. D. 0.2	s 5.30 5.35	AM 11.40 11.45	s 1.00 PM					
536.5			C., B. & Q. MONTEREY STREET C., R. I. & P. Crossing—Not Interlocked 0.1								
536.6			TERMINAL 0.5								
537.1			C., B. & Q. HICKORY STREET C., R. I. & P. Crossing—Not Interlocked 0.3								
537.4			H. & ST. J. CROSSING Not Interlocked 0.4								
537.8			C., R. I. & P. CROSSING Not Interlocked 3.0								
540.8			AJAX 3.4								
544.2		T-X	BEE CREEK 2.1	5.55	PM 12.04		9.20		PM 11.45	2.45	f10.40
546.3	120		WILLOW BROOK 2.3	68 5.59	12.08		9.30		AM 12.01	2.50	f10.50
548.5	52		FAUCETT 5.6	6.04	12.12		9.40		12.10	2.56	f11.05
554.1	75	D-W	DEARBORN 2.1	6.12	12.20		10.00		4 12.50	3.10	f11.30
556.2	30		NEW MARKET 4.2	6.16	12.25		10.18		1.10	3.15	f11.40
560.4	36		WOODRUFF 3.0	6.23	12.31		10.40		1.35	3.25	f11.55
564.0	74		WEST PLATTE 3.1	6.29	12.36		11.00		1.50	3.35	f12.10
567.1	57		C., B. & Q. Crossing—Interlocked BEVERLY 3.6	6.35	12.42		AM 11.20		2.10	68 3.45	f12.25
570.7	61	T-W	STILLINGS JUNCTION 1.2	6.43	86-87 12.50		PM-87 12.10		2.25	3.55	1-61-86 12.40 PM
571.9		T-X	LEAVENWORTH	s 6.50 AM	s12.55 PM		12.15 PM		2.30 AM	4.00 AM	
						Arrive					Arrive
				3	1	25	61	85	69	63	87

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

Passenger trains will use Union Depot tracks between 6th Street and Monterey Street.

A., T. & S. F. RY. TIME TABLE AND RULES WILL GOVERN

BETWEEN CONCEPTION AND LEAVENWORTH—SEVENTH DISTRICT 9

Miles from Kansas City	Car Capacity Sidings	SIGNS	TIME TABLE NO. 44 Effective February 15, 1931 STATIONS	EASTWARD								
				FIRST CLASS			SECOND CLASS					
				4 Passenger Mail Daily	26 Pass. Mail Daily Ex. Sunday	2 Limited Daily	68 Oil Merchandise Daily	84 Way Freight Wed. and Sat.	86 Way Freight Tues. and Fri.	62 Time Freight Daily	60 Time Freight Daily	64 Time Freight Daily
101.3	Yard	B-C-K-T W-X-Y	CONCEPTION 2.1	AM 2.45	PM 3.53	PM 8.29	AM-1 10.00	AM 7.55		PM 8.45	PM-63 11.35	AM 1.15
99.2			MONASTERY 5.5									
93.7	118	D-W	GUILFORD 3.9	s 2.34	s 3.43	⁶²⁻⁶⁹ 8.19	9.35	s 7.25		²⁻⁶⁹ 8.19	11.20	12.52
89.8	35		CAWOOD 3.6	2.28	f 3.36	8.14	9.20	f 7.10		8.10	11.10	12.43
86.2	59	D	REA 3.3	f 2.22	s 3.29	8.09	9.10	s 6.50		8.02	11.01	12.34
82.9	71		WYETH 0.3	2.16	f 3.22	8.04	8.55	f ⁶¹ 6.20		7.49	10.50	⁶³ 12.24
76.6	120	T	SAVANNAH 5.1	s 2.07	s 3.12	7.56	8.35	s 6.05		7.34	10.35	12.06 AM
71.5	72		DEAN 0.5	1.56	f 3.02	7.47	8.00	f 5.45		7.00	10.17	11.49 PM
65.0	Yard	B-C-K O-T-W-X	SHOPS 0.8	⁶³ 1.41	2.50	7.37	⁶¹ 7.40	³ 5.30 AM	PM 4.30	⁸⁵ 6.40	⁶⁹ 10.00	11.30
64.2			ST. JOSEPH 0.4		f 2.47							
63.8			FRANCIS STREET 0.7	1.35	2.45	7.26	6.50		4.20	5.55	9.45	10.55
63.1			FOURTH STREET 0.1									
63.0			FIFTH STREET 0.1									
C., B. & Q. R. R. TIME TABLE AND RULES WILL GOVERN												
62.9			SIXTH STREET 0.1									
62.8		T	ST. JOSEPH U. D. 0.2	s 1.30	2.40 PM	s 7.21						
62.6			C., B. & Q. MONTEREY STREET C., R. I. & P. Crossing—Not Interlocked 0.1									
62.5			TERMINAL 0.5									
62.0			C., B. & Q. HICKORY STREET C. R. I. & P. Crossing—Not Interlocked 0.3									
61.7			H. & ST. J. CROSSING Not Interlocked 0.4									
61.3			C., R. I. & P. CROSSING Not Interlocked 3.0									
58.3			AJAX 3.4									
A. T. & S. F. RY. TIME TABLE AND RULES WILL GOVERN												
54.9		T-X	BEE CREEK 2.1	1.05		6.58	6.07		3.40	5.26	9.10	10.24
52.8	120		WILLOW BROOK 2.3	1.02		6.55	³ 5.59		3.25	5.16	9.04	10.17
50.5	52		FAUCETT 5.6	12.58		6.51	5.15		3.10	5.06	8.59	10.10
44.9	75	D-W	DEARBORN 2.1	⁶⁹ 12.50		6.43	4.45		2.45	4.53	8.47	9.57
42.8	30		NEW MARKET 4.2	12.45		6.40	4.30		2.20	4.47	8.42	9.52
38.6	36		WOODRUFF 3.6	12.38		6.34	4.10		2.05	4.37	8.32	9.42
35.0	74		WEST PLATTE 3.1	12.32		6.29	3.55		1.50	4.28	8.23	9.33
31.9	57		C. B. & Q. Crossing—Interlocked BEVERLY 3.6	12.26		6.24	⁶³ 3.45		1.35	4.20	8.15	9.25
28.3	61	T-W	STILLINGS JUNCTION 1.2	12.18		6.17	3.25		¹⁻⁸⁷ 1.20 PM	4.10	8.05	9.15
27.1		T-X	LEAVENWORTH	12.15 AM		6.15 PM	3.20 AM			4.05 PM	8.00 PM	9.10 PM
				Leave	Leave	Leave	Leave	Leave		Leave	Leave	Leave
				4	26	2	68	84	86	62	60	64

10 BETWEEN LEAVENWORTH AND KANSAS CITY—EIGHTH DISTRICT

**TIME TABLE
NO. 44**

Effective February 15, 1931

STATIONS

Miles from Chicago	Car Capacity Sidings	SIGNS	STATIONS
571.9		T-X	LEAVENWORTH Mo. Pac. Crossing—Interlooked 0.6
572.5			EAST LEAVENWORTH 3.0
575.5			COCHRANE 3.3
578.8			POPE 3.6
582.4			WOLCOTT 2.6
585.0			POMEROY 3.4
588.4			NEARMAN 3.9
592.3			RAMAPO 1.5
593.8			EDGEWATER JUNCTION 1.8
595.6	Yard	B-C-K O-T-W-X	OHIO AVENUE 1.7
595.9			KANSAS CITY, KANS. 3.1
599.0		B-K-T	KANSAS CITY Union Station

Missouri Pacific Railroad

K. C. T.

WESTWARD

FIRST CLASS				SECOND CLASS			
3 Passenger Mail Daily	1 Limited Daily			69 Stock Daily	63 Time Freight Daily	61 Merchandise Daily	
Leave	Leave			Leave	Leave	Leave	
AM 6.50	PM 12.55			AM 2.30	AM 4.00	PM 12.15	
MISSOURI PACIFIC RAILROAD TIME TABLE AND RULES WILL GOVERN							
				4.00 AM	5.00 AM	2.00 PM	
f 7.25	f 1.30						
7.35 AM	1.40 PM						
Arrive	Arrive			Arrive	Arrive	Arrive	
3	1			69	63	61	

BETWEEN LEAVENWORTH AND KANSAS CITY—EIGHTH DISTRICT 11

Miles from Kansas City	Car Capacity Sidings	SIGNS	TIME TABLE NO. 44 Effective February 15, 1931 STATIONS	EASTWARD								
				FIRST CLASS				SECOND CLASS				
				2 Limited Daily	4 Passenger Mail Daily			68 Oil Merchandise Daily	62 Time Freight Daily	60 Time Freight Daily	64 Time Freight Daily	
27.1		T-X	LEAVENWORTH Mo. Pac. Crossing—Interlocked 0.6	PM s 6.15	AM s12.15			AM 3.20	PM 4.05	PM 8.00	PM 9.10	
26.5			EAST LEAVENWORTH 3.0									
23.5			COCHRANE 3.3									
20.2			POPE 3.6									
16.6			WOLCOTT 2.6									
14.0			POMEROY 3.4									
10.6			NEARMAN 3.9									
6.7			RAMAPO 1.5									
5.2			EDGEWATER JUNCTION 1.8									
3.4	Yard	B-C-K O-T-W-X	OHIO AVENUE 1.7					2.00 AM	3.00 PM	7.00 PM	8.00 PM	
3.1			KANSAS CITY, KANS. 3.1	f 5.38	f11.38 PM							
0.0		B-K-T	KANSAS CITY Union Station	5.30 PM	11.30 PM							
				Leave	Leave			Leave	Leave	Leave	Leave	
				2	4			68	62	60	64	

Missouri Pacific Railroad

K. C. T.

MISSOURI PACIFIC RAILROAD TIME TABLE AND RULES WILL GOVERN

SPECIAL INSTRUCTIONS

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

LOCATION	NAME
Cedar Falls, Iowa.....	ELMER H. PARMEN
Des Moines, Iowa.....	S. JOSEPH & SONS
Kansas City, Mo.....	N. A. FASENMYER
Kansas City, Mo.....	MACE RYER & Co.
Marshalltown, Iowa....	HOFFMAN JEWELRY Co.
Oelwein, Iowa.....	NUTTING & STEVENS
St. Joseph, Mo.....	C. D. HAYNIE
Waterloo, Iowa.....	L. A. COBB

(2). Register Stations.

- Cedar Falls.....See Note (1).
- Cedar Falls Jct.....See Note (1).
- Conception Yard OfficeSee Note (2).
- Des Moines Union DepotSee Note (3).
- Kansas City Union StationSee Note (4).
- OelweinAll Trains—See Note (5).
- Ohio Ave.See Note (6).
- South Des MoinesAll Trains—See Note (7).
- St. Joseph Union DepotSee Note (8).

Note (1). All Cedar Falls Branch trains.

Note (2). All trains except first class trains.

Note (3). All first class trains.

Note (4). All first class trains.

Note (5). All first class and passenger trains "WI" office; all other trains "BA" office.

Note (6). All trains except first class trains.

Note (7). First class trains may register by Form 367 except when displaying signals for a following section.

Note (8). All first class trains.

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

(2-B.) All first class trains must obtain clearance card Form 389 at Des Moines Union Depot.

All first class trains must obtain clearance card Form 389 at St. Joseph Union Depot.

All eastward trains must obtain clearance card Form 389 at Stillings Junction.

All eastward passenger trains must obtain clearance card Form 389 at Kansas City Union Station.

All eastward freight trains must obtain clearance card Form 389 at Ohio Avenue.

(3). Auxiliary Lines.

- Bee CreekC. G. W. Railroad.
- Cedar Falls Jct.Cedar Falls Branch.
- OelweinIowa Division.

See Rules 14-F and 14-G.

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

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

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

(7). No. 6 will head around wye at Oelwein and has no right on Iowa Division main track between wye switch and yard connection switch other than that accorded by yard limit rules.

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

(11). Speed Restrictions—General.

TRAINS MUST NOT EXCEED 25 MILES PER HOUR OVER INTERLOCKING PLANTS AND RAILROAD CROSSINGS.

TRAINS HANDLING STEAM DERRICK, PILE DRIVER OR SCALE CARS MUST NOT EXCEED 25 MILES PER HOUR.

ENGINES RUNNING BACKWARDS MUST NOT EXCEED 15 MILES PER HOUR.

LIGHT ENGINES RUNNING FORWARD MUST NOT EXCEED 30 MILES PER HOUR.

FREIGHT ENGINES, EXCEPT F CLASS, IN PASSENGER SERVICE MUST NOT EXCEED 30 MILES PER HOUR.

TEXAS TYPE ENGINES MUST NOT EXCEED 8 MILES PER HOUR OVER MAIN LINE TURNOUTS AND THROUGH CROSSOVERS.

4th District. (Between Oelwein and Marshalltown.)

	Miles Per Hour	
	Passenger Trains	Freight Trains
Maximum speed	45	35
On descending grades		30

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

	Miles Per Hour	
	Passenger Trains	Freight Trains
Maximum speed	50	35
On descending grades		30
Between Mile Posts 358-20 and 362-10 on Santiago Hill	35	25

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

	Miles Per Hour	
	Passenger Trains	Freight Trains
Maximum speed	50	40
On descending grades		30
Between bridge F291 and east switch Conger Between Mile Posts 420 and 421 between Barney and Lorimor.....	40	25
Between Monette and Talmage.....	40	30
Between Mile Posts 433 and 434 between Afton Jct. and Shepard.....	40	30
Between Mile Posts 436 and 436-15 between Shepard and Arispe	40	25

7th District: (Between Conception and Leavenworth.)

	Miles Per Hour	
	Passenger Trains	Freight Trains
Maximum speed	50	35
On descending grades		30
Between Bee Creek and West Platte.....	45	35
Between West Platte and Beverly.....	40	25
Over Leavenworth bridge and curve west thereof	10	8

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

(12). Overhead bridges at Diagonal and Conception and River Bridges just east of Woodruff and about one-half mile east of Beverly will not clear man on top or side of car.

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

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

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

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

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

(14). During stormy and foggy weather, Conductors, Enginemen and Operators must keep train dispatcher informed as to weather conditions in order that the dispatcher may direct the movement of trains in accordance with such conditions.

(15). Eastward trains using C. G. W. track from South Des Moines to Reddy, before leaving South Des Moines, will obtain an order from Train Dispatcher covering the arrival and departure at Reddy, of all overdue trains not using the C. G. W. track between Reddy and South Des Moines.

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

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

(16). All westward trains, in addition to making stop for Illinois Central Crossing at East Waterloo, and for Rock Island Crossing at Waterloo, must flag the crossing and will not proceed until given signal by flagman.

(16-A). All trains must obtain clearance card Form 389 at C. R. I. & P. depot at Waterloo.

(17). Engines heavier than 100 class must not run over Cedar Falls branch.

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

- Berwick—Passing track and house track.
- Churchville—Spur track.
- Talmage—Coal chute track.

Parnell—Egg spur.

Conception—Wabash tracks in east yard; and Wabash transfer track.

Cawood—Passing track and house track.

Bee Creek—House track.

Faucett—Transfer track and house track.

Darborn—Mill spur; and that part of transfer track (past end of cable) maintained by K. C. C. C. & St. J.

Woodruff—Passing track.

Beverly—House track and transfer track.

Leavenworth—Leavenworth bridge.

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

(19). Westward trains taking siding at Gladbrook will come to a full stop and then sound three long blasts of the whistle for passing track.

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

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

(21). Engines using packing house track Marshalltown must flag movements over main and passing tracks. This does not relieve trains on main and passing tracks from using usual precautions prescribed by the rules.

(22). Westward trains approaching C. G. W. Junction will sound one long blast of the whistle, and will pass over the junction switches under control, not exceeding 6 miles per hour.

(23). On double track between C. G. W. Junction, and east end Des Moines River Bridge, and between West Fifth Street and Des Moines Union Junction, trains will use right hand track unless otherwise instructed by Des Moines Union yard master.

(24). Movement over the C., B. & Q. track between Des Moines Union Junction and Bridge Junction will be governed by automatic block signals. Normal position of switches at Des Moines Union Junction and Bridge Junction are for C., B. & Q. track. C. G. W. engines or cars must not foul C., B. & Q. tracks and switches must not be opened until it is seen that there is no train approaching from either direction, and that automatic signals indicate proceed. In case of signal failure trains or engines may proceed when preceded by a flagman. Speed of trains and engines must not exceed 15 miles per hour.

(25). Eastward regular trains approaching crossing gates at Eleventh Street, Des Moines Union tracks will sound four blasts of whistle calling for gates; gateman will not handle gates and switches at Eleventh Street for irregular trains and switch engines. Westward trains will sound one long blast of the whistle approaching Des Moines Union Junction. All trains must approach and pass over this switch under control.

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

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

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

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

Two arm semaphore type home signal located on east side of C. B. & Q. track, 675 feet south of junction switch, lower arm

operating in two positions, lower quadrant, governs C. G. W. eastward movements with current of traffic to C. G. W. connection.

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

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

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

(30). Westward trains at St. Joseph, will not proceed until given semaphore at Main Street. Westward trains moving with current of traffic from Francis Street will be governed by position of semaphore located one-fourth mile west of Francis Street, this semaphore indicating "stop" when there are eastward trains passing over cross-over switches at Fourth Street. Switch at end of double track near Fourth Street will be handled by switch tender and must be left set for track leading to Union Depot.

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

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

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

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

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

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

(37). Between Bee Creek Junction and Terminal Yard Office, St. Joseph, A. T. & S. F. Special Rules and Regulations are: "Trains will be governed by block signals at Bee Creek Junction and Ajax, but can depart from St. Joseph only on receipt of clearance card, A. T. & S. F. Form 902, or clearance card and restrictive card, A. T. & S. F. Form 861, of which both conductor and engineer must receive a copy. Operator will clear a train or issue clearance card or restrictive card only on a train order addressed to the operator by the train dispatcher. A. T. & S. F. rules governing the use of restrictive block system, 735 to 765 inclusive, will govern. Before clearing a train going toward Ajax from either direction which is to be met or passed by other trains

at Ajax, the order should be addressed to operator at Ajax if the train is to take siding. Work trains will receive work train orders, copies of which will be issued to all but first class trains. The approach to the westward passing track at east end and the eastward passing track at the west end of Ajax is governed by distant and home signals of the upper quadrant type. The distant and home signals both being in proceed position, indicates the train is to follow the main track expecting a proceed block signal at the station. Distant signal at restricted speed position and home signal in stop position, train will take siding. Both distant and home signals at restricted speed position, train will proceed on main track to the order board only. Double arm block signals are located opposite the station at Ajax; also both on the Chicago Great Western and the A. T. & S. F. tracks at Bee Creek Junction. Eastward trains approaching Bee Creek Junction finding the distant signal at restricted speed position and the home signal at stop position, will head in; if the distant signal is at restricted speed position, and home signal is at restricted speed position, train will proceed on main track to train order signal, but will stop clear of the switch leading from east end of passing track to A. T. & S. F. main track.

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

"Train and enginemen of C. G. W. R. R. will be governed by time, rules and regulations of the A. T. & S. F. Ry. Co., Missouri Division Time Table.

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

(38). The normal position of the Junction switch at Bee Creek is for Sante Fe main track. Switch will be handled by operator, but all trains must stop before passing over switch.

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

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

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

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

SPECIAL INSTRUCTIONS

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

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

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

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

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

TRAIN ORDER OFFICES—OPEN.

STATION	WEEK DAYS				SUNDAYS & HOLIDAYS	
	From	To	From	To	From	To
FAIRBANK	7:00 A.	12:00 N.	1:00 P.	4:00 P.	Closed All Day	
DUNKERTON	7:00 A.	12:00 N.	1:00 P.	4:00 P.	Closed All Day	
WATERLOO	Continuous Service				Continuous Service	
CEDAR FALLS	8:00 A.	12:00 N.	1:00 P.	5:00 P.	Closed All Day	
HUDSON	7:30 A.	11:30 A.	12:30 P.	4:30 P.	Closed All Day	
HICKS	Continuous Service				Continuous Service	
REINBECK	8:45 A.	12:15 P.	1:15 P.	5:45 P.	Closed All Day	
LINCOLN	8:00 A.	12:00 N.	1:00 P.	5:00 P.	Closed All Day	
GLADBROOK	Continuous Service				Continuous Service	
GREEN MOUNTAIN	8:00 A.	12:00 N.	1:00 P.	5:00 P.	Closed All Day	
MARSHALLTOWN	Continuous Service				Continuous Service	
MELBOURNE	8:00 A.	12:00 N.	1:00 P.	5:00 P.	Closed All Day	
BAXTER	Continuous Service				Closed All Day	
MINGO	7:45 A.	12:30 P.	1:30 P.	4:45 P.	Closed All Day	
VALERIA	6:15 A.	11:15 A.	12:15 P.	3:15 P.	Closed All Day	
BONDURANT	6:15 A.	12:15 P.	1:15 P.	3:15 P.	Closed All Day	
SO. DES MOINES	Continuous Service				Continuous Service	
PERU	10:50 A.	6:50 P.	10:00 P.	6:00 A.	10:00 P.	6:00 A.
LORIMOR	9:30 A.	12:00 N.	1:00 P.	6:30 P.	Closed All Day	
AFTON JUNCTION	Continuous Service				Continuous Service	
SHANNON CITY	9:00 A.	12:00 N.	1:00 P.	6:00 P.	Closed All Day	
DIAGONAL	9:30 A.	5:30 P.	9:00 P.	5:00 A.	9:00 P.	5:00 A.
BLOCKTON	9:00 A.	5:00 P.	8:30 P.	4:30 A.	8:30 P.	4:30 A.
SHERIDAN	7:45 A.	12:00 N.	1:00 P.	4:45 P.	Closed All Day	
PARNELL	7:45 A.	12:00 N.	1:00 P.	4:45 P.	Closed All Day	
RAVENWOOD	7:30 A.	12:00 N.	1:00 P.	4:30 P.	Closed All Day	
CONCEPTION	Continuous Service				Continuous Service	
GUILFORD	8:00 A.	12:00 N.	1:00 P.	5:00 P.	Closed All Day	
REA	8:00 A.	12:20 P.	1:20 P.	5:00 P.	Closed All Day	
SAVANNAH	9:00 A.	5:00 P.	9:00 P.	5:00 A.	Closed All Day	
SHOPS	Continuous Service				4:00 P.	8:00 A.
DEARBORN	8:00 A.	12:00 N.	1:00 P.	5:00 P.	Closed All Day	
KANSAS CITY	Continuous Service				Continuous Service	

SAFETY ALWAYS

DIVISION OFFICERS

E. W. FOWLER.....	Superintendent	Des Moines
C. J. FOSTER.....	Assistant Superintendent	Des Moines
F. U. MAYHEW.....	Division Engineer	Des Moines
S. I. DALE.....	Trainmaster.....	St. Joseph
S. G. BIRCHENALL.....	Traveling Engineer	South Des Moines
F. C. BAIKIE.....	Chief Dispatcher.....	Des Moines
W. T. NISH.....	Assistant Chief Dispatcher.....	Des Moines
W. A. GIBSON.....	Train Dispatcher.....	Des Moines
L. B. FISKE.....	Train Dispatcher.....	Des Moines
C. UNGER.....	Train Dispatcher.....	Des Moines
A. COVINGTON.....	Train Dispatcher.....	Des Moines
R. D. BEDGOOD.....	Train Dispatcher.....	Des Moines
I. H. LATIMER.....	Train Dispatcher.....	Des Moines
R. O. DOUGHERTY.....	Roadmaster	Des Moines
W. O. RUTHERFORD.....	Roadmaster	Marshalltown
H. C. LARSON.....	Roadmaster	St. Joseph

SAFETY FIRST

SAFETY ALWAYS