LIST OF SURGEONS

Station	Name	Office Number Office	Residence
Blockton, Iowa	Dr. C. E. Buckley		
Creston, Iowa	Dr. O. S. Barber		
Dearborn, Mo.	Dr. M. H. Moore		
Des Moines, Iowa	Dr. E. R. Posner	3-7539	5-2688
	If no answer, call Physicians' Bureau,		5-1126
Des Moines, Iowa	Dr. W. W. Pearson (Oculist)	4-4918	5-1411
Des Moines, Iowa	Dr. Chas. Ryan	4-3239	5-7300
	If no answer, call Physicians' Bureau,		5-1126
Diagonal, Iowa	Dr. E. J. Watson		
Fairbank, Iowa	Dr. L. W. Ward		
Gladbrook, Iowa	Dr. G. T. McDowell		
Guilford, Mo.	Dr. A. D. Barnett		
Kansas City, Mo.	Dr. M. W. Pickard	Grand 0174	Westport 9717
	Union Station Hospital, Union Station		
Kansas City, Mo.	Dr. H. B. Davis (Oculist)	Harrison 1030	Jackson 1433
Leavenworth, Kan.	Dr. Robert H. Moore	Lansing 28	Lansing 83
Lorimor, Iowa	Dr. C. A. Ayres		
Marshalltown, Iowa	Dr. A. C. Conaway	207	802
Maryville, Mo.	Dr. Hiram Day		
Mingo, Iowa	Dr. A. C. Reynolds		
Oelwein, Iowa	Dr. D. W. Ward	199	199
Oelwein, Iowa	Dr. R. J. Galvin	158	607
Oelwein, Iowa	Dr. G. M. Thein (Oculist)	313	492
Oelwein, Iowa	Dr. John W. Feld (Dental Surgeon)	128	314
Reinbeck, Iowa	Dr. C. H. Bartruff		
Shannon City, Iowa	Dr. F. W. Loomis		
St. Joseph, Mo.	Dr. H. S. Conrad	2-8054	2-3145
St. Joseph, Mo.	Dr. F. G. Thompson, Jr.	4-2754	2-8808
St. Joseph, Mo.	Dr. W. H. Minton (Oculist	0412	2-9845
Waterloo, Iowa	Dr. W. H. Bickley	1000	100
Waterloo, Iowa	Dr. F. M. Marquis	1000	10
Waterloo, Iowa	Dr. F. H. Rueling (Oculist)	895	1725

CLAIM DEPARTMENT

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

J. H. HULSE, Claim Agent, Oelwein, Ia.
Phone—Office 633 Residence 724

L. L. SHECKLER, Asst. Claim Agent, Oelwein, Ia.
Phone—Office 633 Residence 1257

CHICAGO GREAT WESTERN RAILWAY

IOWA DIVISION

TIME TABLE

No. 2

Taking Effect at 12.01 a. m.

Monday, September 1, 1941

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

C. J. FOSTER, Superintendent

H. W. BURTNESS, Vice-President

BETWEEN OELWEIN AND MARSHALLTOWN — FOURTH DISTRICT

TIME TABLE NO. 2

Effective September 1, 1941

WESTWARD

Miles from Chicago	Car Capacity Sidings	SIGNS	STATIONS	FIRST CLASS 11 Passenger Daily	FIRST CLASS 15 Passenger Daily			SECOND CLASS 63 Time Freight Daily	SECOND CLASS 65 Time Freight Daily	SECOND CLASS 111 Way Freight Mon., Wed., Fri.		
245.8	Yard	★	OELWEIN	AM-12 **3.15**	PM-65 **9.10**			AM-16 **11.30**	PM-15 **9.30**	AM 5.00		
			7.4									
253.2	102	D	FAIRBANK	ƒ 3.27	9.20			PM-64 **12.01**	9.50	s 5.35		
			7.7									
260.9	75	D	DUNKERTON	ƒ 3.37	9.29			66 **12.25**	10.05	s 5.55		
			4.6									
265.5	75		DEWAR	3.45	9.36			12.35	10.15	ƒ 6.10		
			6.2									
271.7	127	T-W-X	WATERLOO Ill. Cent. Crossing—Interlocked	s 3.54	s 9.45			112 **12.55**	10.35	s 7.00		
			0.5									
272.2	140	X	C. R. I. & P. Crossing—Interlocked WEST WATERLOO	4.03	9.55			1.05	62 **10.45**	7.10		
			5.7									
277.9	63		CEDAR FALLS JUNCTION	4.11	10.02			1.17	10.58	s 7.25		
			3.3									
281.2	84	D	HUDSON	ƒ 4.17	62 **10.07**			1.25	11.05	s 7.50		
			4.9									
286.1	65	D-N	HICKS C. & N. W. Crossing—Interlocked	4.24	10.12			1.35	11.15	ƒ 8.00		
			4.4									
290.5	84	D-W-X	REINBECK C. R. I. & P. Crossing—Not Interlocked	ƒ 4.31	s10.18			1.45	11.25	s 8.25		
			7.1									
297.6	108	D	LINCOLN	ƒ 4.43	10.29			2.03	11.45	s 9.00		
			5.5									
303.1	117	T	C. & N.-W. Crossing—Interlocked GLADBROOK	ƒ 4.53	ƒ10.38			2.14	11.55	16-64 s **9.26**		
			8.9									
312.0	63	D	GREEN MOUNTAIN	ƒ 5.07	10.51			2.30	AM 12.15	66 ƒ**10.05**		
			5.7									
317.7	100	X	ARMOUR SIDING	5.15	10.59			2.45	12 **12.45**	10.15		
			2.0									
319.7	E-125 W-68	B-C T-W-X-Y	C. & N.-W. Crossing—Not Interlocked MARSHALLTOWN	s 5.30 AM	s11.15 PM			3.05 PM	12.50 AM	s11.00 AM		
				11	15			63	65	111		

TIME TABLE NO. 2

Effective September 1, 1941

STATIONS

EASTWARD

Miles from Kansas City	Car Capacity Sidings	SIGNS	STATIONS	FIRST CLASS 12 Passenger Daily Arrive	FIRST CLASS 16 Passenger Daily Arrive	SECOND CLASS 62 Time Freight Daily Arrive	SECOND CLASS 64 Time Freight Daily Arrive	SECOND CLASS 66 Time Freight Daily Arrive	SECOND CLASS 112 Way Freight Tue., Thur., Sunday Arrive
353.2	Yard	★	OELWEIN	AM 11 s 3.00	AM 63 s11.30	AM 1.30	PM 12.30	PM 1.00	PM 2.15
			7.4						
345.8	102	D	FAIRBANK	2.45	ƒ11.12	12.55	63 12.01 PM	12.40	s 1.50
			7.7						
338.1	75	D	DUNKERTON	2.34	ƒ10.57	12.05 AM	11.35	63 12.25	s 1.30
			4.6						
333.5	75		DEWAR	2.27	ƒ10.47	11.35	11.25	12.10 PM	ƒ 1.15
			6.2						
327.3	127	T-W-X	WATERLOO Ill. Cent. Crossing—Interlocked	2.15 s 1.52	10.35 s10.25	11.15	11.10	11.55	63 s12.55
			0.5						
326.8	140	X	C. R. I. & P. Crossing—Interlocked WEST WATERLOO	1.49	10.21	65 10.45	10.55	11.35	12.05 PM
			5.7						
321.1	63		CEDAR FALLS JUNCTION	1.41	10.13	10.20	10.43	11.22	s11.50
			3.3						
317.8	84	D	HUDSON	1.37	ƒ10.08	15 10.07	10.35	11.15	s11.35
			4.9						
312.9	65	D-N	HICKS C. & N.-W. Crossing—Interlocked	1.31	10.00	9.50	10.25	11.05	s11.15
			4.4						
308.5	84	D-W-X	REINBECK C. R. I. & P. Crossing—Not Interlocked	ƒ 1.24	s 9.52	9.40	10.15	112 10.50	66 s10.50
			7.1						
301.4	108	D	LINCOLN	1.14	ƒ 9.37	9.20	9.58	10.35	s10.25
			5.5						
295.9	117	T	C. & N.-W. Crossing—Interlocked GLADBROOK	1.06	111-64 s 9.26	9.00	111-16 9.26	10.25	s10.10
			8.9						
287.0	63	D	GREEN MOUNTAIN	12.53	ƒ 9.12	8.40	8.55	111 10.05	s 9.40
			5.7						
281.3	100	X	ARMOUR SIDING	65 12.45	9.02	8.15	8.35	9.30	9.12
			2.0						
279.3	E-125 W-68	B-C T-W-X-Y	C. & N.-W. Crossing—Not Interlocked MARSHALLTOWN	12.38 AM	112 8.55 AM	8.10 PM	8.30 AM	9.25 AM	16 8.55 AM
				12	16	62	64	66	112

BETWEEN MARSHALLTOWN AND SOUTH DES MOINES — FIFTH DISTRICT

TIME TABLE NO. 2

Effective September 1, 1941

WESTWARD

Miles from Chicago	Car Capacity Sidings	SIGNS	STATIONS	FIRST CLASS 11 Passenger Daily	FIRST CLASS 15 Passenger Daily			SECOND CLASS 63 Time Freight Daily	SECOND CLASS 65 Time Freight Daily	SECOND CLASS 111 Way Freight Mon., Wed., Fri.		
319.7	E-125 W-68	B-C T-W-X-Y	**MARSHALLTOWN** C. & N.-W. Crossing M. & St. L. Crossing Interlocked	AM 5.30	PM 11.15			PM 3.05	AM 1.15	AM 11.00		
			6.5									
326.2	73		**LURAY**	5.39	11.24			3.25	1.30	f11.30		
			6.9									
333.1	75	D	**MELBOURNE**	f 5.47	11.32			3.40	1.42	s11.55		
			9.1									
342.2	60	D	**BAXTER**	f 5.59	11.44			4.00	1.58	PM s12.25		
			4.9									
347.1	60		**IRA**	6.04	12 11.51			4.10	2.05	s12.40		
			4.3									
351.4	68	D	**MINGO**	f 6.09	11.59			4.18	2.12	s 1.00		
			4.7									
356.1	100	W	**VALERIA**	112 f 6.15	AM 12.06			4.30	2.20	f 1.25		
			3.1									
359.2			**SANTIAGO**									
			4.9									
364.1	72	D	**BONDURANT**	64 6.30	12.18			4.50	2.38	s 1.55		
			5.1									
369.2	Spur 10		**BERWICK**	6.37	12.24			4.59	2.47	f 2.05		
			1.6									
370.8	67		**NORWOOD**	66 6.39	12.26			5.04	2.50	2.10		
			1.6									
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	44	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	6.47	12.35			62 5.15	3.00	2.25		
			0.3									
376.3			**C. G. W. JUNCTION**	16 6.48	12.36							
			0.8									
377.1			**EAST DES MOINES**			Des Moines Union Railway						
			0.7									
377.8		B-K-T	**DES MOINES U. D.**	s 6.55 7.15	s12.45 1.00			DES MOINES UNION RY. TIME TABLE & RULES WILL GOVERN				
			0.7									
378.5			**DES MOINES UNION JCT.**			C. B. & Q. R. R.						
			0.5									
379.0			**BRIDGE JUNCTION**									
378.7	Yard	★	C. B. & Q. Crossing—Gated **SOUTH DES MOINES**	7.23 AM	1.10 AM			5.30 PM	3.15 AM	2.40 PM		
								Arrive	Arrive	Arrive		
				11	15			63	65	111		

TIME TABLE NO. 2

Effective September 1, 1941

EASTWARD

Miles from Kansas City	Car Capacity Sidings	SIGNS	STATIONS	FIRST CLASS 12 Passenger Daily	FIRST CLASS 16 Passenger Daily	SECOND CLASS 64 Time Freight Daily	SECOND CLASS 66 Time Freight Daily	SECOND CLASS 62 Time Freight Daily	SECOND CLASS 112 Way Freight Tue., Thur., Sunday
279.3	E-125 W-68	B-C T-W-X-Y	**MARSHALLTOWN** C. & N.-W. Crossing M. & St. L. Crossing Interlocked	AM s12.28	AM s 8.48	AM 8.15	AM 9.15	PM 8.10	AM s 8.25
			6.5						
272.8	73		**LURAY**	12.18	8.37	8.00	8.52	7.35	ƒ 8.15
			6.9						
265.9	75	D	**MELBOURNE**	12.10 AM	66 ƒ 8.28	7.45	16 8.28	7.20	s 8.00
			9.1						
256.8	60	D	**BAXTER**	11.58	ƒ 8.14	112 7.25	8.00	6.55	64 s 7.25
			4.9						
251.9	60		**IRA**	15 11.51	8.05	7.12	7.45	6.30	ƒ 6.50
			4.3						
247.6	68	D	**MINGO**	11.44	ƒ 7.59	7.02	7.35	6.20	ƒ 6.35
			4.7						
242.9	100	W	**VALERIA**	11.37	ƒ 7.51	6.48	7.15	6.05	11 ƒ 6.15
			3.1						
239.8			**SANTIAGO**						
			4.9						
234.9	72	D	**BONDURANT**	11.25	ƒ 7.38	11 6.30	6.58	5.47	ƒ 5.55
			5.1						
229.8	Spur 10		**BERWICK**		7.29	6.10	6.48	5.35	ƒ 5.35
			1.6						
228.2	67		**NORWOOD**	11.17	7.27	6.05	11 6.39	5.30	ƒ 5.30
			1.6						
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	44	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	11.09	7.19	5.40	6.10	63 5.15	5.15
			0.3						
222.7			**C. G. W. JUNCTION** (Des Moines Union Railway)	11.07	11 7.17				
			0.8						
221.9			**EAST DES MOINES** (Des Moines Union Railway)						
			0.7						
221.2		B-K-T	**DES MOINES U. D.** (Des Moines Union Railway)	11.00 s10.30	7.10 s 6.30	DES MOINES UNION RY. TIME TABLE & RULES WILL GOVERN			
			0.7						
220.5			**DES MOINES UNION JCT.** (C., B. & Q. R. R.)						
			0.5						
220.4			**BRIDGE JUNCTION** (C., B. & Q. R. R.)						
220.3	Yard	★	C. B. & Q. Crossing—Gated **SOUTH DES MOINES**	10.22 PM	6.20 AM	5.25 AM	5.55 AM	4.40 PM	5.00 AM
						Leave	Leave	Leave	Leave
				12	16	64	66	62	112

BETWEEN SOUTH DES MOINES AND CONCEPTION — SIXTH DISTRICT

WESTWARD

Miles from Chicago	Car Capacity Sidings	SIGNS	TIME TABLE NO. 2 Effective September 1, 1941 STATIONS	FIRST CLASS 11 Passenger Daily	FIRST CLASS 15 Passenger Daily			SECOND CLASS 63 Time Freight Daily	SECOND CLASS 65 Time Freight Daily			
								Leave	Leave			
378.7	Yard	★	SO. DES MOINES	AM 7.23	AM 1.20			PM 5.45	AM 3.35			
			2.1									
380.8		X	BURCH									
			5.6									
386.4	65		ORILLIA	7.34	1.33			6.05	64 3.55			
			2.8									
389.2	77		CUMMING	ƒ 7.38	1.37			6.11	4.00			
			4.4									
393.6	73		LIDA	7.44	1.43			6.21	66 4.17			
			2.5									
396.1	Spur 15		CHURCHVILLE	ƒ 7.48	1.48			6.29	4.24			
			1.8									
397.9	Spur 7		MARTENSDALE	7.51	1.51			6.33	4.29			
			1.7									
399.6	77		CONGER	7.54	1.54			6.38	4.34			
			6.2									
405.8	30		HANLEY	8.02	2.01			6.50	4.47			
			6.8									
412.6	71	D	PERU	ƒ 8.10	2.08			7.02	5.01			
			6.9									
419.5	71		BARNEY	ƒ 8.19	64 2.18			7.15	16 5.15			
			4.4									
423.9	72	D	LORIMOR	ƒ 8.26	2.25			7.25	5.40			
			3.6									
427.5	35		MONETTE	8.31	2.30			7.33	5.48			
			4.2									
431.7	64	C-W	TALMAGE	ƒ 8.38	66 2.36			7.43	6.03			
			2.9									
434.6	Spur 17		SHEPARD	8.44	2.41			7.53	6.13			
			5.3									
439.9	97		ARISPE	ƒ 8.51	2.48			8.04	6.25			
			4.3									
444.2	35	Y	SHANNON CITY	ƒ 8.58	2.54			8.12	6.33			
			8.0									
452.2	70	D-W-X	DIAGONAL	ƒ 9.09	ƒ 3.05			12 8.38	6.48			
			7.8									
460.0	90		BENTON	ƒ 9.20	3.17			8.51	7.03			
			3.6									
463.6	33		MALOY	ƒ 9.27	3.22			9.05	7.10			
			5.7									
469.3	72	D-W	BLOCKTON	ƒ 9.35	ƒ 16 3.31			9.18	7.25			
			4.7									
474.0	33		ATHELSTAN	ƒ 9.42	3.37			9.26	7.35			
			5.7									
479.7	95	D	SHERIDAN	ƒ 9.50	3.45			9.36	7.45			
			5.4									
485.1	71		PARNELL	ƒ 9.58	3.53			64 9.46	7.55			
			6.8									
491.9	75	D	RAVENWOOD	62 ƒ10.08	4.02			9.58	8.10			
			5.8									
497.7	Yard	B-K-T X-Y	CONCEPTION	ƒ10.18 AM	s 4.18 AM			10.15 PM	8.25 AM			
				11	15			63	65			

TIME TABLE NO. 2

Effective September 1, 1941

STATIONS

EASTWARD

Miles from Kansas City	Car Capacity Sidings	SIGNS	STATIONS	FIRST CLASS 12 Passenger Daily	FIRST CLASS 16 Passenger Daily			SECOND CLASS 62 Time Freight Daily	SECOND CLASS 64 Time Freight Daily	SECOND CLASS 66 Time Freight Daily		
								Arrive	Arrive	Arrive		
220.3	Yard	★	SO. DES MOINES	PM 10.22	AM 6.20			PM 3.00	AM 4.20	AM 5.00		
			2.1									
218.2		X	BURCH									
			5.6									
212.6	65		ORILLIA	10.02	6.07			2.30	65 3.55	4.45		
			2.8									
209.8	77		CUMMING	9.58	6.02			2.00	3.45	4.35		
			4.4									
205.4	73		LIDA	9.52	5.55			1.48	3.35	65 4.17		
			2.5									
202.9	Spur 15		CHURCHVILLE	9.49	5.51			1.40	3.23	4.11		
			1.8									
201.1	Spur 7		MARTENSDALE	9.46	5.47			1.35	3.16	4.05		
			1.7									
199.4	77		CONGER	9.48	5.44			1.30	3.10	4.00		
			6.2									
193.2	30		HANLEY	9.36	5.35			1.17	2.55	3.39		
			6.8									
186.4	71	D	PERU	9.29	s 5.25			1.04	2.40	3.25		
			6.9									
179.5	71		BARNEY	9.22	65 5.15			12.50	15 2.18	3.12		
			4.4									
175.1	72	D	LORIMOR	f 9.16	s 5.06			12.40	1.40	3.08		
			3.6									
171.5	35		MONETTE	9.11	4.58			12.32	1.20	2.55		
			4.2									
167.3	64	C-W	TALMAGE	9.05	f 4.49			12.14	12.56	15 2.36		
			2.9									
164.4	Spur 17		SHEPARD	9.00	4.39			12.04 PM	12.36	2.15		
			5.3									
159.1	97		ARISPE	8.53	f 4.31			11.55	12.25	2.00		
			4.3									
154.8	35	Y	SHANNON CITY	8.48	s 4.21			11.40	12.10 AM	1.45		
			8.0									
146.8	70	D-W-X	DIAGONAL	63 8.38	s 4.07			11.24	11.50	1.25		
			7.8									
139.0	90		BENTON	8.26	f 3.52			11.08	11.25	1.00		
			3.6									
135.4	33		MALOY	8.21	3.45			11.00	11.10	12.51		
			5.7									
129.7	72	D-W	BLOCKTON	8.14	s 15 3.31			10.47	10.55	12.40		
			4.7									
125.0	33		ATHELSTAN	8.08	f 3.21			10.39	10.40	12.29		
			5.7									
119.3	95	D	SHERIDAN	8.01	f 3.12			10.30	10.22	12.17		
			5.4									
113.9	71		PARNELL	7.54	s 3.04			10.20	63 9.46	12.07 AM		
			6.8									
107.1	75	D	RAVENWOOD	7.46	f 2.55			11 10.08	9.15	11.55		
			5.8									
101.3	Yard	B-K-T X-Y	CONCEPTION	7.37 PM	2.39 AM			9.35 AM	8.40 PM	11.40 PM		
				12	16			62	64	66		

BETWEEN CONCEPTION AND KANSAS CITY — SEVENTH DISTRICT

TIME TABLE NO. 2

Effective September 1, 1941

WESTWARD

Miles from Chicago	Car Capacity Sidings	SIGNS	STATIONS	FIRST CLASS 11 Passenger Daily	FIRST CLASS 15 Passenger Daily	SECOND CLASS 63 Time Freight Daily	SECOND CLASS 65 Time Freight Daily
				AM	AM	PM	AM
497.7	Yard	B-K T-X-Y	CONCEPTION	ƒ10.18	4.18	10.15	8.25
			7.6				
505.3	108	W	GUILFORD	ƒ10.28	4.29	10.30	8.40
			3.9				
509.2	Spur 10		GAWOOD	ƒ10.35	4.34	10.40	8.50
			3.6				
512.8	77		REA	ƒ10.40	4.40	66 11.01	62 9.00
			3.3				
516.1	71		WYETH	ƒ10.45	4.45	11.15	9.10
			6.3				
522.4	120	D	SAVANNAH	ƒ10.54	4.55	11.30	9.25
			5.1				
527.5	72		DEAN	11.02	5.03	11.40	9.35
			6.5				
534.0	Yard	B-C-K T-W-X	SHOPS	11.22	5.24	AM 12.05	10.05
			1.2				
535.2			FRANCIS STREET	11.29	5.30	12.10	10.15
			0.8				
536.0			FIFTH STREET (C.B.&Q.)				
			0.1				
536.1			SIXTH STREET				
			0.1				
536.2		T	ST JOSEPH U. D.	s11.35 11.40	s 5.35 5.45		
			0.2				
536.4			C.,B.&Q.—C.,R.I.&P. Crossing Not Interlocked				
			0.1				
536.5			TERMINAL				
			0.5				
537.0			C.,B.&Q. HICKORY STREET C.R.I.&P. Crossing—Not Interlocked				
			0.3				
537.3			H. & ST. J. CROSSING Not Interlocked (St. Joseph Terminal R. R.)				
			0.4				
537.7			C., R. I. & P. CROSSING Not Interlocked (A.T.&S.F.Ry.)				
			6.4				
544.1	27	T-X	BEE CREEK	AM 11.58	6.03	16 12.56	10.55
			2.1				
546.2	115		WILLOW BROOK	PM 12.02	6.06	1.06	11.05
			2.3				
548.5	50		FAUCETT	12.06	6.09	1.12	11.15
			5.6		62		
554.1	71	D-W	DEARBORN	ƒ12.15	6.15	1.26	11.30
			2.1				
556.2	Spur 12		NEW MARKET	12.19	6.18	1.32	11.35
			4.2				
560.4	Spur 8		WOODRUFF	12.26	6.23	1.42	11.45
			3.6				
564.0	84		WEST PLATTE	12.32	6.27	1.52	11.59
			3.1				
567.1	55	T	C., B. & Q. Crossing—Interlocked BEVERLY	12.37	6.32	2.00	PM 12.10
			3.6				
570.7	59	X	STILLINGS	12.43	6.38	2.10	12.30
			1.2				
571.9		T-X	LEAVENWORTH (M.P.R.R.)	s12.50	s 6.45	2.30	12.40
			23.7				
595.6	Yard	B-C-K O-T-W-X	OHIO AVENUE (Kansas City Freight Yard)			4.00 AM	2.00 PM
			1.7				
595.9			KANSAS CITY, KANS. (K. C. T.)	ƒ 1.20	ƒ 7.20		
			3.1				
599.0		B-K-T	KANSAS CITY Union Station	1.30 PM	7.30 AM		
				Arrive	Arrive	Arrive	Arrive
				11	15	63	65

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

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

SEE TIME TABLE RULE 37

MISSOURI PACIFIC RAILROAD TIME TABLE AND RULES WILL GOVERN

TIME TABLE NO. 2

Effective September 1, 1941

EASTWARD

Miles from Kansas City	Car Capacity Sidings	SIGNS	STATIONS	FIRST CLASS 12 Passenger Daily	FIRST CLASS 16 Passenger Daily	SECOND CLASS 62 Time Freight Daily	SECOND CLASS 64 Time Freight Daily	SECOND CLASS 66 Time Freight Daily
101.3	Yard	B-K T-X-Y	CONCEPTION	PM s 7.37	AM s 2.39	AM 9.35	PM 8.40	PM 11.40
			7.6					
93.7	108	W	GUILFORD	7.28	s 2.29	9.20	8.10	11.20
			3.9					
89.8	Spur 10		CAWOOD	7.23	2.21	9.08	8.02	11.10
			3.6					
86.2	77		REA	7.18	ƒ 2.15	65 9.00	7.50	63 11.01
			3.3					
82.9	71		WYETH	7.13	2.07	8.40	7.40	10.50
			6.3					
76.6	120	D	SAVANNAH	7.05	s 1.58	8.25	7.25	10.35
			5.1					
71.5	72		DEAN	6.58	1.46	8.10	7.10	10.17
			6.5					
65.0	Yard	B-C-K T-W-X	SHOPS	64 6.49	1.35	7.50	12 6.49	10.00
			1.2					
63.8			FRANCIS STREET (C.B.&Q.)	6.39	1.30	7.20	6.01	9.45
			0.8					
63.0			FIFTH STREET-- (C.B.&Q.)	SEE TIME TABLE RULES 28-29-30-31 & 32				
			0.1					
62.9			SIXTH STREET (St. Joseph Terminal R. R.)				Passenger trains will use Union Depot tracks between 6th Street and Monterey Street	
			0.1					
62.8		T	ST. JOSEPH U. D.	6.35 s 6.25	1.25 s 1.15			
			0.2					
62.6			C.,B.&Q.—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 (A.,T.&S.F.)	SEE TIME TABLE RULE 37				
			6.4					
54.9	27	T-X	BEE CREEK (A.,T.&S.F.)	6.08	63 12.56	6.50	5.25	9.20
			2.1					
52.8	115		WILLOW BROOK	6.05	12.53	6.41	5.17	9.10
			2.3					
50.5	50		FAUCETT	6.02	12.49	6.35	5.10	9.02
			5.6					
44.9	71	D-W	DEARBORN	5.56	ƒ12.42	15 6.15	4.55	8.48
			2.1					
42.8	Spur 12		NEW MARKET	5.54	12.37	6.00	4.50	8.42
			4.2					
38.6	Spur 8		WOODRUFF	5.49	12.30	5.45	4.40	8.32
			3.6					
35.0	84		WEST PLATTE	5.45	12.24	5.35	4.33	8.23
			3.1					
31.9	55	T	C. B. & Q. Crossing—Interlocked BEVERLY	5.41	12.19	5.25	4.20	8.15
			3.6					
28.3	59	X	STILLINGS	5.36	12.13	5.15	4.10	8.05
			1.2					
27.1		T-X	LEAVENWORTH (M.P.R.R.)	s 5.33	s12.10 AM	5.00	4.00	8.00
			23.7					
3.4	Yard	B-C-K O-T-W-X	OHIO AVENUE (Kansas City Freight Yard) (M.P.R.R.)	MISSOURI PACIFIC RAILROAD TIME TABLE AND RULES WILL GOVERN		4.00 AM	3.00 PM	7.00 PM
			1.7					
3.1			KANSAS CITY, KANS. (K. C. T.)		ƒ11.38			
			3.1					
0.0		B-K-T	KANSAS CITY Union Station (K. C. T.)	5.00 PM	11.30 PM			
				12	16	62	64	66

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

WESTWARD	Miles from Chicago	Car Capacity Sidings	SIGNS	TIME TABLE NO. 2 Effective September 1, 1941 STATIONS	EASTWARD
Train and engine movements between Cedar Falls and Cedar Falls Junction will be made under control; train orders not required. Speed limit 15 m. p. h.	277.9	65		CEDAR FALLS JUNCTION	Train and engine movements between Cedar Falls and Cedar Falls Junction will be made under control; train orders not required. Speed limit 15 m. p. h.
				7.7	
	285.6	20	D-W-X	C. R. I. & P. Crossing (Gated) CEDAR FALLS	

NO STEAM ENGINE WILL BE RUN OVER CEDAR FALLS BRANCH WITHOUT PERMISSION OF CHIEF DISPATCHER

NON-CONTINUOUS TRAIN ORDER OFFICES—OPEN

Station	Week Days	Sundays and Holidays
FAIRBANK	6:15 AM to 11:30 AM and 12:30 PM to 3:15 PM	
DUNKERTON	6:45 AM to 11:30 AM and 12:30 PM to 3:45 PM	
CEDAR FALLS	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	
HUDSON	7:45 AM to 11:45 AM and 12:45 PM to 4:45 PM	
HICKS	9:00 AM to 5:00 PM and 9:45 PM to 5:45 AM	9:00 AM to 5:00 PM and 9:45 PM to 5:45 AM
REINBECK	7:45 AM to 11:45 AM and 12:45 PM to 4:45 PM	
LINCOLN	8:00 AM to 11:30 AM and 12:30 PM to 5:00 PM	
GREEN MOUNTAIN	7:45 AM to 11:45 AM and 12:45 PM to 4:45 PM	
MELBOURNE	7:45 AM to 11:45 AM and 12:45 PM to 4:45 PM	
BAXTER	7:45 AM to 11:45 AM and 12:45 PM to 4:45 PM	
MINGO	6:45 AM to 11:30 AM and 12:30 PM to 3:45 PM	
BONDURANT	6:15 AM to 11:30 AM and 12:30 PM to 3:15 PM	
PERU	6:45 AM to 11:30 AM and 12:30 PM to 3:45 PM	
LORIMOR	7:45 AM to 11:45 AM and 12:45 PM to 4:45 PM	
DIAGONAL	8:00 AM to 12:30 PM and 1:30 PM to 5:00 PM	
BLOCKTON	7:45 AM to 11:45 AM and 12:45 PM to 4:45 PM	
SHERIDAN	7:45 AM to 11:45 AM and 12:45 PM to 4:45 PM	
RAVENWOOD	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	
SAVANNAH	6:45 AM to 11:30 AM and 12:30 PM to 3:45 PM	
DEARBORN	6:45 AM to 11:30 AM and 12:30 PM to 3:45 PM	

SPEED TABLE

Miles per hour	Time per mile Min.	Sec.
5	12	0
10	6	0
15	4	0
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
50	1	12
55	1	5
60	1	0

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

Location	Name
Oelwein, Ia.	RATHBUN BROS.
Waterloo, Ia.	L. A. COBB
Waterloo, Ia.	FESSLOR & CO.
Cedar Falls, Ia.	G. R. CUMMINGS
Marshalltown, Ia.	HOFFMAN JEWELRY CO.
Des Moines, Ia.	S. JOSEPH & SONS
Des Moines, Ia.	PLUMB JEWELRY CO.
St. Joseph, Mo.	C. D. HAYNIE
Leavenworth, Kans.	E. H. LAVERY JEWELRY CO.
Kansas City, Mo.	J. H. MACE CO.

(2). Register Stations.

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

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

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

(2-A). All trains must obtain Clearance Card Form 389 at:

Des Moines Union Depot .....
St. Joseph Union Depot .....All First Class Trains.

(2-B). All trains will leave Register Form 367 with operators Bee Creek.

(3). Auxiliary Lines.

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

See Rules 14-F and 14-G.

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

(5). Conditional stops:

No. 11 will stop at any station to discharge pay passengers from Illinois and Minnesota Division Trains.

No. 12 will stop at Savannah to discharge pay passengers from Kansas City, and to pick up pay passengers for points where train 23 is scheduled to stop; at Sheridan to discharge pay passengers from Kansas City, and at Diagonal, daily except Sunday, to pick up or discharge passengers.

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

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

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

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

(11). Speed Restrictions—General:

ALL TRAINS, 25 MILES PER HOUR OVER RAILROAD CROSSINGS.

LIGHT ENGINES IN FORWARD MOTION, 35 MILES PER HOUR.

ENGINES IN BACKWARD MOTION, 15 MILES PER HOUR.

TRAINS HANDLING STEAM DERRICK X-200, MAXIMUM SPEED AUTHORIZED FOR FREIGHT TRAINS BUT NOT TO EXCEED 45 MILES PER HOUR; OTHER STEAM DERRICKS, SCALE TEST CAR, PILE DRIVER OR CRANES ON THEIR OWN WHEELS, 35 MILES PER HOUR.

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

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

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

(Between Oelwein and South Des Moines):	(Miles Per Hour) Passenger Trains	Freight Trains
Maximum speed	60	45
Between Mile Post 300 and Marshalltown	50	35
Marshalltown Crossing, C. & N. W. and M. & St. L.	20	15
Between Marshalltown and Mile Post 321-15	45	30
Around curves each side of Bridge F-181, near Mile Post 339	55	40
Between Mile Posts 358-20 and 362-10 on Santiago Hill	35	25
Between Grand Avenue, East Des Moines, and Reddy	45	30
C. B. & Q. Gated Crossing, So. Des Moines	10	10
(Between South Des Moines and Leavenworth):		
Maximum speed	60	45
Between South Des Moines and Bridge F-291 and between West switch Barney and St. Joseph	50	35
Between bridge F291 and east switch Conger	40	25
Between Mile Posts 420 and 421 between Barney and Lorimor	40	30
Between Monette and Talmage	40	30
Between Mile Posts 433 and 434 between Talmage and Shepard	40	30
Between Mile Posts 436 and 436-15 between Shepard and Arispe	40	25
On reverse curve Mile Post 526 one and one-half miles east of Dean	45	30
Between West Platte and Stillings	50	35
On curves west of Beverly and at Stillings	20	15
Between Stillings and Leavenworth bridge	20	15
Over Leavenworth bridge and curve west thereof	10	8

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

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

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

Waterloo—I. C. Connection track, Chapman track and back track east of freight house.

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

Hudson—Lumber yard spur track.
Reinbeck—Mahoney track and canning spur.
Marshalltown—Fruit house track; hill track; and west end City track.
Berwick—Spur track east of derail.
Orillia Mine—All tracks.
Churchville—Spur track.
Hanley—House track.
Barney—House track.
Talmage—Coal chute track.
Parnell—Egg spur.
Conception—Middle track east yard except on turn outs; and No. 4 track west yard.
Cawood—Spur track.
Savannah—House track west of depot and Sanitarium spur.
St. Joseph—Track scales on St. Joseph Terminal track No. 1.
Bee Creek—House track spur.
Faucett—Elevator track and house track.
Dearborn—Tobacco track.
Woodruff—Spur track.
Leavenworth—Leavenworth bridge.

(12-B). Mikado engines must not be operated on Chapman or I. C. connection tracks Waterloo for more than one car length beyond frogs, except that I. C. connection track may be used in emergencies at slow and careful speed. When headed east must not be operated on Canning Factory spur, Reinbeck; when headed west, may do so at speed of five (5) miles per hour, and must not operate over Egg Spur Parnell.

(12-C). "G" and "L" class engines may be operated over D. M. U. Des Moines River bridge at speed of not more than fifteen (15) miles per hour.

(12-D). Mikado type engines must not operate on Union Depot tracks, St. Joseph except on No. 4 track, and then at speed of not more than five (5) miles per hour.

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

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

When trains are entering or leaving sidings 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.

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

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

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

OPERATORS—Notify Train Dispatcher promptly nature and extent of storm. Call Section Foreman, if not on duty. If so advised by Section Foreman, hold trains until it is known track is safe.

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

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

(15). At interlocking stations where there is a train order signal operated by operator-leverman, except where automatic block system is in effect, train order signal must not be changed to display a "Proceed" indication for a train until after the interlocking signal has been changed to permit the train to proceed.

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

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

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

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

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

(19-A). House track Savannah must not be used between crossings east and west of the depot.

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

(21). Between C. R. I. & P. crossing and one block east thereof, West Waterloo, and between First and Second Avenues, Marshalltown, there is close clearance between main tracks and passing tracks, also south track Marshalltown where markers of trains on adjacent tracks will not clear.

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

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

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

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

(24-A). Trains meeting at Conception will meet at West Yard unless otherwise ordered.

(25). Crossover switch at coal chute and switch at Main Street are passing track switches at Shops for all trains.

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

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

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

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

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

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

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

WESTWARD TRAIN MOVEMENTS.

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

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

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

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

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

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

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

EASTWARD TRAIN MOVEMENTS.

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

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

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

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

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

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

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

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

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

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

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

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

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.

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.

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

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

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

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

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

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

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

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

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

(30). Westward trains at Shops, will not proceed until given semaphore at Main Street. Westward trains, moving with current of traffic from Francis Street, will be governed by manually operated signal located north of crossover near Fourth Street. Westward trains moving against current of traffic will stop clear of other tracks in Middle Yard unless signal is received for continued movement. Switch at end of double track near Fourth Street will be handled by switch tender and must be left set for track leading to Union Depot.

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

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

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

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

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

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

(37). Between Bee Creek Jct. and Terminal yard office, St. Joseph, trains will be operated in accordance with A. T. & S. F. Ry. Co. Missouri Division time table rules and regulations, under a permissive manual block system as per following Santa Fe rules:

"735. Manual block signals are used as train order signals, and all rules applying to train order signals will apply when used in that capacity.

"736. Operators are responsible for the operation of the manual block system.

"737. On single track only one arm and light of a home signal must display either the proceed or restricted speed indication at one time, except as provided in Rule 753.

"738. A home signal must be restored to the stop indication after having been changed for a train as soon as the rear car carrying the markers has passed the signal.

"739. A block record on Form 862 must be kept at each block station.

"740. When notice is received of the approach of a train, the operator receiving it will notify operator in advance, ascertain if the block is clear and stop signal displayed, and after arranging with him to hold block against all opposing trains, he will admit the train to the block.

"741. In blocking trains the following code will be used: 'Block for No. 1,' or 'Block for No. 2,' which means block all opposing trains for No. 1 or 2. The operator receiving this order will enter on his block record the number of the train named and then respond, 'I have blocked for No. ....' (giving number of train which he has just entered on block record), give his personal and office call and block and hold all opposing trains until train for which block was given has arrived and cleared block.

"If rear of train carrying markers does not pass block office, conductor must personally notify operator when train is clear of the block.

"742. Unless otherwise provided, operators must not ask for block until they have received report of train entering block from the next block station in the rear.

"743. When a train enters a block the operator must report it to the operator in advance, and when the rear of a train has passed and he has seen the markers he will report to the operator in the rear that the train is clear of block, having first displayed stop signal.

"744. Should a train pass a block station with any indication of conditions endangering the train, or a train on another track, the operator must immediately notify the operator at the next block station in advance, and each must display stop signals to all trains that may be affected, and must not permit any train to proceed until it is known that its track is not obstructed.

"745. Should a train pass a block station without markers, the operator must notify the operator at the next block station in each direction, and must not report that train clear of block until he has ascertained that the train is complete.

"746. Should a train pass a block station in two or more parts the operator must stop all trains moving in the same direction and notify the operator at the next block station in advance. An operator having received this notice must stop any train moving in the opposite direction. The stop signal must not be displayed to the engineman of the divided train if the train can be admitted to the block in advance under block signal rules, but the train-parted signal 12 (e) must be given. Should a train in either direction be stopped, it may be permitted to proceed when it is known that its track is not obstructed.

"747. If there is an obstruction between block stations notice must be given to the nearest block operator. The operator so informed must immediately notify the operator at the other end of the block and each must display stop signals to all trains that may

be affected and must not permit any train to proceed until it is known that the track is not obstructed.

"748. Unless otherwise directed, when two or more trains have been coupled and so move past any block station they must be separated only at a block station and the operator notified.

"749. When coupled trains are separated as prescribed by Rule 748, the operator must regard each portion as an independent train.

"750. If necessary to stop a train for which a clear or restricted speed signal has been displayed and accepted, the operator must give hand signal in addition to displaying the stop signal.

"751. If from any cause an operator is unable to communicate with the next block station in advance, he must stop all trains moving in that direction. Should no cause for detaining a train be known, it may then be permitted to proceed with restrictive card.

"752. Any block station may be closed by permission of the train dispatcher after the operators on each side have been notified and notice acknowledged by them. A block station must not be closed until the block in each direction is clear of trains, or operator at the closing office receives acknowledgment of operators on each side that the extended block is occupied. All trains must be notified.

"753. When a block station is closed the home signal must be placed in proceed position and, at night, the lights extinguished. Block wires must be arranged to work through closed station and block operators on either side will consider block extended with no change of rules.

"754. When block station is reopened, stop signals must be displayed at once, stations on either side and train dispatcher notified, positions of trains ascertained, and if any are in block a record of same must be made on block record.

"755. When a block station is open at an irregular hour, trains must be notified by train order or by special instructions. Operator must use hand signals in addition to fixed signals, to give the required indication until all trains have passed which have not been notified by train order or special instructions that the block station is open. Operators must take special precaution to call the attention of trains approaching the block station to the indication of the fixed signal.

"756. Trains must not proceed on hand signals as against fixed signals.

"757. A block station must not be considered as closed, except as provided for by time-table or special instructions.

"758. A train finding a home signal displayed at stop, must stop before reaching it. Where trains must stop to do work, take water or fuel or allow opposing trains on siding to depart, they may pass the stop signal but not to exceed one thousand feet without receiving clearance card, Form 902. A proceed signal indicates that the block is clear to a point one thousand feet before reaching the next home block signal.

"759. If a stop signal is disregarded, the fact must be reported to the next block station in advance and then to train dispatcher by wire.

"760. Trains must be run under the absolute block system when conditions will permit, but, when necessary, restricted speed signal may be displayed or restrictive card issued by operators to allow two or more freight trains proceeding in the same direction to occupy the block at one time.

"When opposing trains are to meet at a non-block station the train dispatcher will issue each train an order to meet at the non-block station and in addition authorize the operators at first block station on either side to issue a restrictive card, Form 861, naming the station at which they are to meet.

"When train order and restrictive card are issued at the same station the requirement for delivery will be the same as though the order were to be delivered at the meeting point.

"761. A train must not be admitted to a block which is occupied by a passenger train, and a passenger train must not be admitted to a block which is occupied by any train, except as provided in Rule 760 or by train order.

"A passenger train must not accept a restricted speed block signal indication.

"762. Conductors and enginemen of trains entering a block under restricted speed indication or restrictive card, will be held responsible in case of accident caused by overtaking a preceding train.

"763. At stations where signal cannot be cleared on account of existing orders, or at stations where there is no signal, clearance card Form 902 will indicate block clear. At such station if block is occupied, restrictive card, Form 861, must be issued in addition to clearance card."

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

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

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

(40). Eastward home semaphore at Stillings has three arms. The top arm governs the movement of C. B. & Q. trains. When middle arm indicates "proceed", switches are set for C. G. W. main track. When lower arm indicates "proceed" switches are set for passing track.

At Beverly be governed by the following:

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

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

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

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

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

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

(41). Between Leavenworth freight depot and Stillings, C. G. W. and C. B. & Q. trains and engines have equal rights; and movements in this territory will be made under control. Between C. G. W. connection, Leavenworth, with Missouri Pacific and west end Missouri river bridge Leavenworth all trains and engines must move under control.

ADDITIONAL STATIONS:

	Location	Car Capacity	Connected
MILLMAN	2.6 miles west of Burch	10	east end
MONASTERY	2.1 miles west of Conception	2	east end
KIRMEYER	.4 mile west of Stillings	24	both ends

IOWA. Revised Statutes, 1939. Sec. 8018.

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

DIVISION OFFICERS

C. J. FOSTER	Superintendent	Des Moines
W. S. HUNTER	Trainmaster	Des Moines
W. O. RUTHERFORD	Division Engineer	Oelwein
E. L. MORROW	Road Foreman of Engines	Des Moines
W. T. NISH	Chief Dispatcher	Des Moines
R. D. BEDGOOD	Night Chief Dispatcher	Des Moines
C. UNGER	Train Dispatcher	Des Moines
I. H. LATIMER	Train Dispatcher	Des Moines
G. JORDAN	Train Dispatcher	Des Moines
J. P. ESHOUSE	Relief Train Dispatcher	Des Moines
H. H. BUXTON	Extra Train Dispatcher	Des Moines
J. W. SWANSON	Roadmaster	Marshalltown
H. C. LARSON	Roadmaster	Des Moines
J. L. McKAHAN	Roadmaster	St. Joseph

SAFETY FIRST **SAFETY ALWAYS**