

DISTRICTS

CHICAGO—

Chicago to Oelwein 245.8 Miles
DeKalb Branch 6.0 "

DES MOINES—

Oelwein to Des Moines 132.4 "
Cedar Falls Branch 7.7 "

KANSAS CITY—

Des Moines to Kansas City 220.5 "

Total **612.4 Miles**

SAFETY

**Is of
FIRST IMPORTANCE
in the
Discharge of Duty**

TRAINMASTERS AND DISPATCHERS

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

CHICAGO GREAT WESTERN RAILWAY COMPANY

EASTERN DIVISION

TIME TABLE No. 8

EFFECTIVE AT 12:01 A. M.

SUNDAY, NOVEMBER 4, 1956

FOR EMPLOYEES ONLY

E. T. REIDY,

Vice President & General Manager
Chicago, Illinois

B. N. HOWERY,

Asst. General Manager,
Oelwein, Iowa

H. R. HALVERSON,

Superintendent,
Oelwein, Iowa

J. C. DODD,

Assistant Superintendent,
Oelwein, Iowa

LIST OF SURGEONS — EASTERN DIVISION

		Phone Number				Phone Number	
		Office	Residence			Office	Residence
Bellwood, Ill.....	Dr. Edmund G. Brust	Melrose Park	Melrose Park	Gladbrook, Ia.....	Dr. G. T. McDowell	74-R2	74-R3
	154 Broadway,	800	803	Hanover, Ill.....	Dr. Ralph E. Speer	121R6	121R7
	Melrose Park, Ill.			Kansas City, Mo...	Dr. E. A. Wilkinson	Baltimore	Endicott
Byron, Ill.....	Dr. R. F. Dearborn	190 R2	190 R3			1-1040	2-7224
Chicago, Ill.....	Dr. J. R. Ulrich	Austin	Gladstone	Kansas City, Mo...	Dr. R. D. Irland	Grand	Hiland
	523 So. Cicero Ave.	7-2433	3-7197		Union Station Hos-	1-0174	4-1311
		Austin	(Elmwood	Kansas City, Mo...	Dr. Will R. Eubank	Harrison	Logan
		7-9446	Park)		(Oculist)	1-1030	1-3649
Chicago, Ill.....	Dr. Geo. J. Pope	Wab.	Irving	Leavenworth, Ks..	Dr. Robert H. Moore	Park View	Park View
	Rm. 1132, Trans	2-3908	8-9449			7-3414	7-3573
	Bldg.					3176	5148
	608 S. Dearborn St.			Marshalltown, Ia..	Dr. J. J. Noonan	Fillmore	Fillmore
Chicago, Ill.....	Dr. Earl S. McRoberts	Cent.	Greenleaf	Melrose Park, Ill..	Dr. Edmund G. Brust	3-0800	4-0802
	(Oculist)	6-6751	5-4426			199	122
	55 East Washing-			Oelwein, Ia.....	Dr. L. W. Ward	341	436
	ton St.				(Dental Surgeon)		
Chicago, Ill.....	Barker Ambulance		Kedzie	Oelwein, Ia.....	Dr. G. M. Thein	313	492
	Service		3-2864		(Oculist)		
Chicago, Ill.....	Berz Ambulance		Seeley	Pearl City, Ill....	Dr. R. L. Walgren	17	17
	Service		3-2400	Reinbeck, Ia.....	Dr. C. H. Bartruff	257-2	257-3
Creston, Ia.....	Dr. Robert H. Kuhl	865	1365	St. Charles, Ill...	Dr. C. A. Potter	167	2771
Dearborn, Mo.....	Dr. M. H. Moore	7	61	St. Joseph, Mo....	Dr. F. G. Thompson	3-1311	2-8808
Des Moines, Ia....	Dr. Arnold L. Nelson	CH 4-2127	AM 6-0422	St. Joseph, Mo....	Dr. W. H. Minton	4-0412	2-9845
Des Moines, Ia....	Dr. James B. Fraser	CH 4-2127	AM 6-4830		(Oculist)		
Des Moines, Ia....	Dr. E. R. Posner	CH 4-4742	BL 5-2688	Stockton, Ill.....	Dr. L. A. Rachuy	100-R2	100-R2
	(If no answer, call			Sycamore, Ill.....	Dr. J. W. Ovitz, Jr.	2184	3350
	Physicians' Bureau	4-0325		Waterloo, Ia.....	Dr. F. H. Reuling	5557	6714
Des Moines, Ia....	Dr. Walter Kirch	AT 8-1951	CR 7-0743		(Oculist)		Adams
	(Oculist)			Waterloo, Ia.....	Dr. C. N. Cooper	Adams	2-3568
Diagonal, Ia.....	Dr. E. J. Watson	2-105	3-105			4-7546	Adams
Dubuque, Ia.....	Dr. L. P. Alt	3-3571	2-3070	Waterloo, Ia.....	Dr. C. J. Mikelson	Adams	3-0633
Dyersville, Ia....	Dr. B. C. Luehrsmann	3091	3091			4-7546	
Elizabeth, Ill.....	Dr. E. J. Wiley	48-R-6	48-R-7	Weston, Mo.....	Dr. Lewis C. Calvert	128 Weston	128
Freeport, Ill.....	Dr. J. M. Linden	Main 8	Main 118	Winterset, Ia.....	Dr. Raymond W. Carson	321	302

SPECIAL RULES

MOVEMENT OF TRAINS

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

2. MOVEMENT OF TRAINS OVER FOREIGN LINES:

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

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

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

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

At St. Joseph

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

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

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

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

Between Leavenworth and Kansas City:

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

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

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

3. The automatic block signal system is operated:

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

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

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

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

Be governed by Rules 501 to 519, inclusive.

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

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

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

5. Two main tracks are operative between
Forest Park and Elmhurst
East Stockton and Golden
Aiken and Galena Junction
Portage and East Cabin—I.C.R.R. tracks
Dubuque Junction and Fair Ground
Felton and Oelwein
Francis Street and St. Joseph Union Depot—C.B.&Q. and
St. Joseph Terminal R.R. tracks
Kansas City, Kansas, and Kansas City—K.C.T. tracks
6. At the following train order offices, trains must obtain clearance card, Form 14, as indicated:
C.G.W. Jct., Forest Park—All trains starting from Grand Central Station, Chicago, also obtain train order register check.
St. Joseph Union Depot—Trains using St. Joseph Union Depot tracks.
7. Register Stations:
Chicago (G.C. Station)..All trains starting or terminating.
Chicago Transfer All trains except first class.
C.G.W. Jct., Forest Park..All trains by register ticket, Form 188.
Portage All trains by register ticket, Form 188.
East Cabin.....All trains by register ticket, Form 188.
Fair Ground.....All trains by register ticket, Form 188, except when displaying signals for a following section.
Oelwein All trains.
Waterloo All first class trains (for information of yard engines only).
Marshalltown All first class trains (for information of yard engines only).
Des Moines All trains.
Shops All first class trains (may register by ticket, Form 188, when operator is on duty). (For information of yard engines only.)
St. Joseph Union Depot. (Trains using Union Depot tracks.)
St. Joseph Terminal Yard..All trains by register ticket, Form 188, for information of A.T.&S.F. Ry.
Ohio Avenue Yard.....All trains starting or terminating.
Kansas City Union Station.....All trains starting or terminating.
8. Standard Clocks:
Chicago—Grand Central Station
Chicago Transfer—Yard office
Chicago Transfer—Engine house
Sycamore—Telegraph office
Stockton—Telegraph office
Stockton—Enginemen's wash room.
Fair Ground—Telegraph office
Oelwein—Dispatcher's office
Oelwein—Telegraph office
Oelwein—Enginemen's locker room
Marshalltown—Telegraph office
Des Moines—Telegraph office
Des Moines—Roundhouse foreman's office
Conception—Telegraph office
Shops—Yard office
Kansas City—Ohio Avenue Yard office
Kansas City Union Station Telegraph office
9. General Order Boards:
Chicago—Grand Central Station
Chicago Transfer—Yard office
Chicago Transfer—Engine house
Sycamore—Telegraph office
Stockton—Telegraph office
Fair Ground—Telegraph office
Oelwein—Telegraph office
Oelwein—Yard office
Oelwein—Enginemen's locker room
Waterloo—Telegraph office
Marshalltown—Telegraph office
Des Moines—Telegraph office
Des Moines—Roundhouse locker room
Conception—Telegraph office

Shops—Yard office
Kansas City—Ohio Avenue Yard office
Kansas City—Enginemen's locker room, Ohio Avenue
Kansas City—Union Station

10. Stations protected by Yard Limit Boards are as follows:
Forest Park Powerville
Maywood North Marshalltown
Bellwood Marshalltown
Sycamore Reddy
East Stockton Des Moines
Stockton Conception
Golden Shops
Dubuque B.C. Junction
Fair Ground Q Junction
Felton Kirmeyer
Oelwein Leavenworth
Waterloo Kansas City Ohio Avenue yard
Cedar Falls Branch
11. Auxiliary Lines:
Oelwein Des Moines District
Cedar Falls Jct. Cedar Falls Branch
B.C. Junction C.G.W. Ry.
(See Rules 14dd and 14ee.)
12. Conditional Flag Stops:
Nos. 5 and 6 will stop at any station to receive or discharge pay passengers.

USE OF TRACK

13. Between Reddy and Des Moines, all trains and engines before entering on main track must clear their movement with operator, Des Moines.
14. Trains or engines operating between Cedar Falls Junction and Cedar Falls will be governed by Rule 93 and will not require train orders.
15. Unless otherwise instructed, trains taking siding at Conception will meet in South Yard.
16. All first class trains will move with caution within switching district of Oelwein Terminal.
17. All first class trains will move with caution within switching district of Des Moines Terminal.
18. Engines using packing house track, Marshalltown, must flag movements over main track and sidings in addition to making regular crossing stops.

RESTRICTIONS IN OPERATION OF LOCOMOTIVES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

When trains are entering or leaving sidings and at other places where practicable, at least one member of the train crew must station himself where the entire train will be pulled by him at slow speed and make a similar inspection.

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

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

24. CLOSE CLEARANCES:

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

25. OPERATION OF RADIO:

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

Federal Communications Commission Rule 2 reads as follows:

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

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

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

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

26. LOCATION OF SPRING SWITCHES.

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

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

In automatic block signal territory, three-indication color light type signals are in use, located in advance of spring switches for approaching trains in either direction.

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

When signals indicate "STOP" trains must stop before reaching switch, and movement must not be made contrary to signal indication except by authority of caution card, Form 11, issued by Train Dispatcher, and not then until some member of crew shall have examined switch points and operated and secured switch by hand for the movement to be made. When switch has been operated by hand, and after the train has completely cleared the switch, the conductor (or engineer if there is no conductor) must see that switch is restored to and locked in normal position.

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

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

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

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

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

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

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

27. DRAGGING EQUIPMENT DETECTORS.

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

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

Trains finding the dragging equipment signal displaying

28.....SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Main track except as otherwise restricted by yard limits, specific slow orders, slow boards, slow flags, special rules, or other proper notice.		
Between Forest Park and M.P. 76.0.....	60	45
Except: Junction switches at Forest Park.....	10	10
Maywood, over Street Crossings.....	30	25
Bellwood, over Street Crossings.....	30	25
Over Fox River bridge M.P. 36.5.....	20	20
Between M.P. 76.0 and M.P. 107.0.....	65	50
Except: Over Rock River bridge M.P. 87.2.....	25	25
Between M.P. 107.0 and Galena Jct.....	60	45
Except: M.P. 133.0 to M.P. 135.0.....	50	35
Winston Tunnel M.P. 152.4.....	20	20
Over Junction switches at Galena Jct..	10	10
Between Dubuque and Oelwein.....	60	45
Except: M.P. 171.8 to M.P. 174.5.....	25	20
M.P. 174.5 to M.P. 195.0.....	40	30
Between Oelwein and Marshalltown.....	55	45
Except: Oelwein to M.P. 350.....	20	20
Between Marshalltown and Reddy.....	60	45
Except: M.P. 239.2 to M.P. 235.1 (Santiago Hill).....	35	35
Grand Ave., East Des Moines and Reddy.....	45	30
Between Des Moines and Diagonal.....	60	40
Except: M.P. 199.0 to M.P. 189.6.....	50	35
M.P. 189.6 to M.P. 182.4.....	45	30
M.P. 161.0 to M.P. 160.7.....	40	25
Between Diagonal and Leavenworth.....	55	45
Except: On St. Joseph Terminal R. R.....	10	10
M.P. 32 and M.P. 30.....	50	35
M.P. 28.5.....	20	15
M.P. 26.3.....	20	15
Q. Jct. and Leavenworth Bridge.....	20	15
Over Leavenworth Bridge and Mo. P. connection.....	10	8
MISCELLANEOUS:		
All trains and engines operating through spring switch turnouts will not exceed.....	20	20
All trains and engines operating through cross-over, junction, siding and yard switches, except spring switches, will not exceed.....	15	15
Passenger trains handling box cars equipped for passenger train service.....	60	
TRAINS HANDLING:		
Mixed freight and passenger equipment.....	45	45
Steam derricks, pile driver, or cranes on their own wheels.....		30
Derricks X-200 and X-250 class (Cooper's rating E-72.3) must not be operated over Missouri River bridge at Leavenworth or on the DeKalb and Cedar Falls branch lines. When two of these derricks are handled in freight trains, they must be separated by at least 3 freight cars.		
Scale test car.....		25

red indication will immediately stop, thoroughly inspect entire train, correcting trouble if possible.

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

29. Maximum Speed Over Railroad Crossings as Follows:

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

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
30. Through City Limits of the following towns, speed of trains is restricted as follows by city ordinance:		
Dubuque—over streets.....	30	25
Dyersville—Union and Chestnut Streets.....	45	45
Oelwein—Frederick Street.....	10	10
Waterloo—over street crossings.....	20	20
Marshalltown—over street crossings.....	30	25

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

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

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

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

CHICAGO DISTRICT — CHICAGO TO OELWEIN

WESTBOUND			TIME TABLE			HOURS OF TELEGRAPH SERVICE		
SECOND CLASS			No. 8					
91 Manifest Freight	143 Manifest Freight		Effective November 4, 1934			Monday Thru Friday	Saturdays, Sundays, Holidays	
Depart Daily	Depart Daily							
			PH	CHICAGO	0.0	425		
11.00 PM	8.30 AM		PH-R	CHICAGO TRANSFER	7.3	417	JR	6.00 AM to 2.00 PM 8.30 PM to 4.30 AM
11.45 PM	8.45		PH	C. G. W. Jet. FOREST PARK	10.3	415	KC	Continuous
12.45 AM	8.55		PH	MAYWOOD	11.6	414		
1.00 ⁹⁰	9.10		PH-R	BELLWOOD	13.1	412	BQ	7.00 AM to 3.00 PM 9.00 PM to 5.00 AM
			PH	ELMHURST	15.8	409	PR	7.00 AM to 3.00 PM 9.00 PM to 5.00 AM
				{ End of Two Main Tracks. I. C. R. R. Crossing }	17.2			
1.20	9.30 ¹⁹²		PH	GRETNA	25.6	400	GA	7.00 AM to 12 Noon 1.00 PM to 4.00 PM
1.30	10.00		PH-R	INGALTON	30.7	395	NI	6.15 AM to 11.30 AM 12.30 PM to 3.15 PM
1.40	10.10		PH	ST. CHARLES	35.9	390	SB	7.00 AM to 12 Noon 1.00 PM to 4.00 PM
1.50	10.20		PH	WASCO	41.4	384	WO	8.00 AM to 12 Noon 1.00 PM to 5.00 PM
2.00	10.30		PH	LILY LAKE	45.6	380		
2.05	10.36		PH	VIRGIL	48.6	377	VX	8.00 AM to 12 Noon 1.00 PM to 5.00 PM
2.20	10.50		PH	SYCAMORE	56.6	369	DX	8.00 AM to 12 Noon 1.00 PM to 5.00 PM
			PH	C. M. St. P. & P. Crossing	61.9			
2.45	11.05		PH	CLARE	64.1	361	KU	8.00 AM to 12 Noon 1.00 PM to 5.00 PM
2.55	11.15		PH	ESMOND	69.8	356	UY	8.45 PM to 12.30 AM 1.30 AM to 5.45 AM
3.05	11.25		PH	LINDENWOOD	74.9	350	WD	8.00 AM to 12 Noon 1.00 PM to 5.00 PM
3.15	11.32		PH	{ C. B. & Q. Crossing HOLCOMB }	78.4	347		
3.35	11.50 AM		PH-R	{ BYRON C. M. St. P. & P. Crossing }	87.8 88.3	337	BY	8.00 AM to 12 Noon 1.00 PM to 5.00 PM
3.50	12.01 PM		PH	MYRTLE	93.8	332		
4.05	12.13		PH	GERMAN VALLEY	100.9	325	GY	8.00 AM to 12 Noon 1.00 PM to 5.00 PM
4.15	1.00		PH	SOUTH FREEPORT	106.7	319	DA	8.00 AM to 12 Noon 1.00 PM to 5.00 PM
4.45	1.30		PH	PEARL CITY	120.0	306	BG	8.00 AM to 12 Noon 1.00 PM to 5.00 PM
				{ End of Two Main Tracks. EAST STOCKTON }	129.0			
5.05	1.50		PH	STOCKTON	131.1	294	NS	6.00 AM to 2.00 PM 8.30 PM to 4.30 AM
5.10	2.30		PH-R	GOLDEN	131.5			
5.15	2.35		PH	{ End of Two Main Tracks. ELIZABETH }	143.3	282	ZA	8.00 AM to 12 Noon 1.00 PM to 5.00 PM
5.45 ¹⁹²	3.00		PH	NORTH HANOVER	146.6	279	AF	8.00 AM to 12 Noon 1.00 PM to 5.00 PM
6.10	3.15		PH	AIKEN	155.4	269		
6.15	3.20		PH	{ End of Two Main Tracks. GALENA JCT. }	157.6	268	RQ	Continuous
			PH	{ End of Two Main Tracks. PORTAGE }	158.1			
			PH	EAST CABIN	170.9		CB	Continuous
6.45	3.50		PH	{ C. B. & Q. Crossings DUBUQUE JCT. }	171.3 171.9		JC	Continuous
			PH	{ C. M. St. P. & P. Crossing DUBUQUE }	172.1	253		
7.01	4.10		PH-R	FAIR GROUND	174.2	251	RZ	5.00 AM to 1.00 PM 4.00 PM to 12 Mid.
7.30	4.40		PH	GRAF	187.9	237		
7.55	5.00		PH	FARLEY	196.0	229		
8.05	5.15		PH	DYERSVILLE	202.5	223	DY	8.00 AM to 12 Noon 1.00 PM to 5.00 PM
8.20	6.01 ⁹⁰		PH	ALMORAL	210.6	215		
			PH	{ ONEIDA C. M. St. P. & P. Crossing }	215.2	210		
8.50	7.01		PH	LAMONT	230.4	195	DJ	8.00 AM to 12 Noon 1.00 PM to 5.00 PM
9.10	7.25		PH	AURORA	235.2	190	OU	8.00 AM to 12 Noon 1.00 PM to 5.00 PM
			PH	FELTON	242.5			
9.20 AM	7.30 PM		PH-R-Ry	{ End of Two Main Tracks. OELWEIN }	245.2 245.8	180	WI	Continuous
Arrive Daily	Arrive Daily							
10.20	11.00							

Time on District

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

CHICAGO DISTRICT — OELWEIN TO CHICAGO

7

Capacity of Other Tracks. Location of Water and Fuel Sta- tions, Turn-Tables, Track Scales, Wyes.	Capacity of Sidings.	Distance from Council Bluffs.	TIME TABLE No. 8 Effective November 4, 1956		EASTBOUND	SECOND CLASS	
						90	192
						Manifest Freight	Manifest Freight
						Arrive Daily	Arrive Daily
Yard W-O-S-Y		504.6	PH	CHICAGO.....			
		497.3	PH-R	CHICAGO TRANS.....		2.00AM	12.15PM
Interlocked		494.3	PH	C. G. W. Jct. FOREST PARK.....			
Yard		493.0	PH	MAYWOOD.....			
Yard		491.5	PH-R	BELLWOOD.....		1.00	11.00AM
Connection	43	487.8	PH	ELMHURST.....		12.45 ⁹¹	10.30
Interlocked		487.4		{ End of Two Main Tracks. }			
Interlocked				{ I. C. R. R. Crossing }			
80-East & 25		479.0	PH	GRETNA.....		12.20	10.10
Yard	87	473.9	PH-R	INGALTON.....		12.01AM	10.00 ¹⁴³
20	96	468.7	PH	ST. CHARLES.....		11.49PM	9.50
16	65	463.2	PH	WASCO.....		11.37	9.37
16	116	459.0	PH	LILY LAKE.....		11.30	9.30
34		456.0	PH	VIRGIL.....		11.25	9.25
Yard	222	448.0	PH	SYCAMORE.....		11.10	9.13
Auto. Signals		442.7	PH	C. M. St. P. & P. Crossing			
27		440.5	PH	CLARE.....		10.55	9.02
26	138	434.8	PH	ESMOND.....		10.45	8.51
46		429.7	PH	LINDENWOOD.....		10.35	8.41
Connection				{ C. B. & Q. Crossing }			
Auto. Signals	55	426.2	PH	HOLCOMB.....		10.28	8.35
Connection				{ C. M. St. P. & P. Crossing }			
Auto. Signals	79	416.8	PH-R	BYRON.....		10.12	8.23
		416.3		{ C. M. St. P. & P. Crossing }			
21	82	410.8	PH	MYRTLE.....		10.02	8.12
17		403.7	PH	GERMAN VALLEY.....		9.50	8.00
Yard	222	397.9	PH	SOUTH FREEPORT.....		9.40	7.50
43		384.6	PH	PEARL CITY.....		9.15	7.25
				{ End of Two Main Tracks. }			
Yard-W		375.6	PH	EAST STOCKTON.....		9.00	7.10
		373.5	PH-R	STOCKTON.....		8.55	7.05
		373.1	PH	GOLDEN.....		8.50	7.00
				{ End of Two Main Tracks. }			
31		361.3	PH	ELIZABETH.....			
24	222	358.0	PH	NORTH HANOVER.....		8.20	6.35
		349.2	PH	AIKEN.....		7.55	6.10 ⁹¹
				{ End of Two Main Tracks. }			
44-Connection		347.0	PH	GALENA JCT.....		7.50	6.00
Interlocked				{ End of Two Main Tracks. }			
Interlocked		346.5	PH	PORTAGE.....			
Interlocked		333.7	PH	EAST CABIN.....			
Interlocked		333.3		{ C. B. & Q. Crossings }			
Interlocked		332.7	PH	DUBUQUE JCT.....		7.20	5.30
Auto. Signals				{ C. M. St. P. & P. Crossing }			
Yard W-O-S	94	330.4	PH-R	DUBUQUE.....			
				{ End of Two Main Tracks. }			
		316.7	PH	FAIR GROUND.....		7.10	5.20
		308.6	PH	GRAF.....		6.45	4.45
40 & 19	53	302.1	PH	FARLEY.....		6.25	4.20
6-East	222	294.0	PH	DYERSVILLE.....		6.13	4.05
37-Auto. Signals		289.4	PH	ALMORAL.....		6.01 ¹⁴³	3.50
				{ ONEIDA..... }			
				{ C. M. St. P. & P. Crossing }			
23	94	274.2	PH	LAMONT.....		5.15	3.10
32		269.4	PH	AURORA.....			
		262.1	PH	FELTON.....		4.45	2.45
				{ End of Two Main Tracks. }			
Connection		259.4		{ C. R. I. & P. Crossing }			
Auto. Signals				{ OELWEIN..... }			
Yard W-O-S-Y		258.8	PH-R-Ry	OELWEIN.....		4.15PM	2.00AM
				245.8		Depart Daily	Depart Daily
				Time on District		9.45	10.15

SIDINGS AND SPURS BETWEEN STATIONS

STATION NO.	MILE POST	CAR CAPACITY	CONNECTED
Villa Park.....	407	18.5	Both ends
Lombard.....	405	20.9	Both ends
North Glen Ellyn.....	402	23.3	West end
Campbell's Spur.....	394	29.7	East end
Fox River.....	388	27.3	Both ends
Five Points.....	365	59.3	Both ends
Stillman Valley.....	342	83.4	Both ends
Egan.....	329	96.7	Both ends
Botton.....	311	114.3	Both ends
Kent.....	301	124.9	Both ends
Woodbine.....	287	138.6	Both ends
Rice.....	271	153.6	Both ends
Aiken Spur.....		155.1	Both ends
Friths Spur.....	250	176.0	Both ends
Durango.....	245	180.1	Both ends
Petersburg.....	217	207.5	Both ends
Thorpe.....	220	220.2	Both ends
Dundee.....	200	225.3	Both ends
Stanley.....	185	239.7	Both ends
DeKalb.....	7374		Both ends

On branch 6 miles south of Sycamore Yard

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

DES MOINES DISTRICT — OELWEIN TO DES MOINES

SOUTHBOUND			TIME TABLE No. 8 Effective November 4, 1956	Distance from Kansas City.	Station Numbers.	Office Calls.	HOURS OF TELEGRAPH SERVICE	
SECOND CLASS		FIRST CLASS					Monday Thru Friday	Saturdays, Sundays, Holidays
43 Manifest Freight	41 Manifest Freight	5 Passenger						
Depart Daily	Depart Daily	Depart Daily Ex. Saturday						
9.00 PM	11.30 AM ⁴²	7.40 PM	PH-Ry..... OELWEIN.....	351.2	2180	WI	Continuous	Continuous
9.45	12.30 PM ⁴²	7.51	PH..... FAIRBANK.....	343.8	2187	FK	8.00 AM to 12 Noon 1.00 PM to 5.00 PM	
		8.03	PH..... DUNKERTON.....	336.1	2195	KN	8.00 AM to 12 Noon 1.00 PM to 5.00 PM	
10.50	1.50	8.25	PH-R { WATERLOO..... I. C. R. R. Crossing	325.3	2205	WA	Continuous	Continuous
			C. R. I. & P. Crossing	324.8				
		8.35	PH..... CEDAR FALLS JCT.....	319.1	2212			
11.10 ⁹²	2.15	8.40	PH..... HUDSON.....	315.8	2215	CF	8.00 AM to 12 Noon 1.00 PM to 5.00 PM	
			C. & N. W. Crossing	310.9				
		8.53	PH { REINBECK..... C. R. I. & P. Crossing	306.5	2224	RK	8.00 AM to 12 Noon 1.00 PM to 5.00 PM	
11.45	2.50	9.05	PH..... LINCOLN.....	299.4	2231	RN	8.00 AM to 12 Noon 1.00 PM to 5.00 PM	
12.01 AM ⁶	3.05	9.14	PH { GLAD BROOK..... C. & N. W. Crossing	293.9	2237	GB	8.00 AM to 12 Noon 1.00 PM to 5.00 PM	
12.30		9.27	PH..... GREEN MOUNTAIN.....	285.0	2246	GM	8.00 AM to 12 Noon 1.00 PM to 5.00 PM	
			POWERSVILLE	279.8	2252			
12.50	3.35	9.36	PH..... NORTH MARSHALLTOWN.....	279.3				
			C. & N. W. Crossing	277.7				
1.40	4.00	9.55 ⁹²	PH-R..... MARSHALLTOWN.....	277.5	2254	RA	8.00 AM to 4.00 PM 9.00 PM to 5.00 AM	(Ex. Sun. & Holidays) 8.00 AM to 4.00 PM 9.00 PM to 5.00 AM Daily
			C. & N. W. - M. & St. L. Crossings	276.7				
2.10	4.30	10.15	PH..... MELBOURNE.....	263.9	2267	MB	8.00 AM to 12 Noon 1.00 PM to 5.00 PM	
		10.29	PH..... BAXTER.....	254.8	2276	BX	8.00 AM to 12 Noon 1.00 PM to 5.00 PM	
2.50	5.10	10.43	PH..... MINGO.....	245.6	2285	MI	8.00 AM to 12 Noon 1.00 PM to 5.00 PM	
3.15	5.35	11.00 ⁶	PH..... BONDURANT.....	232.9	2298	BU	8.00 AM to 12 Noon 1.00 PM to 5.00 PM	
3.30	5.50	11.10	PH..... NORWOOD.....	226.2	2305			
			HIGHLAND	224.6	2306			
			C. R. I. & P. Crossing	221.7				
3.45	6.15	11.17	PH..... REDDY.....	221.0	2310			
			{ C. R. I. & P. - D. M. U. and C. B. & Q. Crossings	220.9				
4.00 AM ⁴²	6.45 PM ⁹²	11.25 PM	PH-R..... DES MOINES.....	218.8	2313	SF	Continuous	Continuous
Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday	132.4					
7.00	7.15	3.45	Time on District					

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

LOCATION OF MAIL CRANES

	Mile No.
Fairbank	343.8
Dunkerton	336.1

DES MOINES DISTRICT — DES MOINES TO OELWEIN

Capacity of Other Tracks, Locations and Fuel Stations, Turntables, Track Scales, Wyes.	Capacity of Sidings.	Distance from St. Paul.	TIME TABLE No. 8 Effective November 4, 1956		NORTHBOUND		
					FIRST CLASS	SECOND CLASS	
					6 Passenger	92 Manifest Freight	42 Manifest Freight
					Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
Yard-W-O-S-Y		178.5	PH-R-Ry.....	OELWEIN.....	2.50AM	1.40AM	1.00PM ⁴¹
21	180	185.9	PH.....	FAIRBANK.....	f 2.35	1.15	12.30PM
17		193.6	PH.....	DUNKERTON.....	f 2.25		
Yard-W-O-S	128	204.4	PH-R {	WATERLOO.....	s 2.10	12.25AM	11.45AM
Conn. Interlocked				I. C. R. R. Crossing			
Auto. Signals		204.9		C. R. I. & P. Crossing			
11	20-8	210.6	PH.....	CEDAR FALLS JCT.....	1.25		
45	80	213.9	PH.....	HUDSON.....	s 1.20	11.10PM ⁴³	10.30
Auto. Signals		218.8		C. & N. W. Crossing			
Connection 22		223.2	PH {	REINBECK.....	s 1.06		
Auto. Signals				C. R. I. & P. Crossing			
25	108	230.3	PH.....	LINCOLN.....	f 12.53	10.40	9.55
Auto. Signals				C. & N. W. Crossing			
28 Conn. No. End		235.8	PH {	GLAD BROOK.....	s 12.44	10.30	9.45
28	56	244.7	PH.....	GREEN MOUNTAIN.....	f 12.30 ⁴³		
Yard		249.9		POWERSVILLE.....			
	117	250.4	PH.....	NORTH MARSHALLTOWN.....	12.20	10.00	9.15
Not Gated		252.0		C. & N. W. Crossing			
Yard W.O.S.Y	141	252.2	PH-R.....	MARSHALLTOWN.....	s 12.15AM	9.55 ⁵	8.30
Conn. Itlkd.		253.0		C. & N. W.-M. & St. L. Crossings			
Conn. Milw. R. R.	66	265.8	PH	MELBOURNE.....	f 11.43PM	9.15	7.50
30	58	274.9	PH	BAXTER.....	f 11.30		
22	50	284.1	PH	MINGO.....	f 11.17	8.35	7.05
25	131	296.8	PH	BONDURANT.....	f 11.00 ⁵	8.10	6.35
25-North		303.5	PH	NORWOOD.....	10.46	7.55	6.15
20		305.1		HIGHLAND.....			
Interlocked		308.0		C. R. I. & P. Crossing			
	39	308.7	PH.....	REDDY.....	10.38	7.40	6.00
Connections		308.8	{	C. R. I. & P.-D. M. U. and			
Not Gated				C. B. & Q. Crossings			
Yard-W-O-S		310.9	PH-R.....	DES MOINES.....	10.30PM	7.20PM ⁴¹	5.00AM ⁴³
				132.4	Depart Daily Ex. Saturday	Depart Daily	Depart Daily
				Time on District	4.20	6.20	8.00

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

At Waterloo and Marshalltown time of First Class trains applies at the passenger stations.

SIDINGS AND SPURS BETWEEN STATIONS

	STATION NO.	MILE	CAR CAPACITY	CONNECTED
Dewar	2199	331.5	9	North end
Armour	2201	329.5	19	Both ends
Valeria	2290	240.9	12	North end

CEDAR FALLS BRANCH—STATIONS

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

KANSAS CITY DISTRICT — DES MOINES TO KANSAS CITY

SOUTHBOUND			TIME TABLE			HOURS OF TELEGRAPH SERVICE		
SECOND CLASS		FIRST CLASS	No. 8					
43 Manifest Freight	41 Manifest Freight	5 Passenger	Effective November 4, 1956			Distance from Kansas City.	Station Numbers.	Office Calls.
Depart Daily	Depart Daily	Depart Daily Ex. Sunday						
42	92							
5.00 ^{AM}	7.00 ^{PM}	12.10 ^{AM}	PH-R	DES MOINES	218.8	2313	SF	Continuous
5.35	7.50	12.25	PH	CUMMING	207.8	2323		8.00 AM to 12 Noon
6.15	8.50 ^f	12.58	PH	PERU	184.4	2346	RU	1.00 PM to 5.00 PM
6.35	9.25 ^f	1.16	PH-R	LORIMOR	173.1	2358	RF	8.00 AM to 12 Noon
6.50	9.40	1.30	PH	TALMAGE	165.3	2365	ZB	1.00 PM to 5.00 PM
7.05	10.00	1.45		ARISPE	157.1	2374		8.15 PM to 11.45 PM
7.25	10.30 ^f	2.05 ⁴²	PH	DIAGONAL	145.0	2386	GI	12.45 AM to 5.15 AM
7.50	11.15 ^f	2.32	PH	BLOCKTON	127.7	2403	CK	8.00 AM to 12 Noon
8.10	11.35 ^{PM}	2.48	PH	SHERIDAN	117.3	2413	NE	1.00 PM to 5.00 PM
8.30	12.05 ^{AM}	3.06	PH	RAVENWOOD	105.1	2426	RX	8.00 AM to 12 Noon
9.00	12.30 ^s	3.20	PH-R	CONCEPTION	99.3	2431	HY	1.00 PM to 5.00 PM
9.20	12.45 ^f	3.31	PH	GUILFORD	91.7	2439		8.00 AM to 12 Noon
9.50	1.15 ^s	4.00	PH	SAVANNAH	74.6	2456	VN	1.00 PM to 5.00 PM
10.40	2.00	4.15	PH-R	SHOPS	63.0	2468	FB	8.00 AM to 4.00 PM
10.50	2.10	4.18		FRANCIS STREET	61.8			9.00 PM to 5.00 AM
				Mo. Pac. Crossing	61.5			{ (Ex. Sun. & Holidays)
				Fifth Street	60.9			{ 8.00 AM to 4.00 PM
				Sixth Street	60.8			{ 9.00 PM to 5.00 AM
		4.20 ^s		ST. JOSEPH—U. D.	60.7	2469	UN	Daily
		4.30		C. B. & Q.—C. R. I. & P. Crossings	60.5			
				TERMINAL	60.4		MK	Continuous
				Hickory Street	60.0			Continuous
				C. B. & Q.—C. R. I. & P. Crossings	59.7			
				H. & St. J. Crossing	59.3			
				C. R. I. & P. Crossing	52.9	2478		
				B. C. JCT.	50.8	2480		
11.25 ⁹²	2.45	4.50		WILLOW BROOK	42.9	2488	BV	8.00 AM to 12 Noon
11.30	2.50	4.55	PH	DEARBORN	29.9	2501		1.00 PM to 5.00 PM
11.45 ^{AM}	3.05 ^f	5.10	PH {	C. B. & Q. Crossing	26.3			
				BEVERLY	25.4	2506	RH	Continuous
12.01 ^{PM}	3.30	5.30		Q JCT.	25.3			Continuous
12.10	3.40	5.40	PH	LEAVENWORTH	25.0			
12.19	3.49 ^s	5.45		Mo. Pac. Crossings	21.37	2510		
				MO. PAC. CONNECTION	18.14	2513		
				COCHRANE	14.54	2517		
				POPE	8.50	2523		
				WOLCOTT	3.22			
				NEARMAN	1.7	2530	RO	5.00 AM to 1.00 PM
				EDGEWATER JCT	1.18	2529		4.00 PM to 12 Mid.
2.00 ^{PM}	5.00 ^{AM}		PH-R	OHIO AVENUE	— 1.7	2531	US	{ (Ex. Sun. & Holidays)
				Kansas City Freight Yard				{ 5.00 AM to 1.00 PM
				KANSAS CITY, KANS.				{ 4.00 PM to 12 Mid.
				Central Avenue				Daily
				KANSAS CITY				
				(Union Station)				
Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	220.5					
9.00	10.00	6.35	Time on District					

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

KANSAS CITY DISTRICT — KANSAS CITY TO DES MOINES

Capacity of Other Tracks, Locations of Water and Fuel Sta- tions, Turntables, Track Scales, Wyes.	Capacity of Sidings.	Distance from St. Paul.	TIME TABLE No. 8 Effective November 4, 1956		NORTHBOUND		
					FIRST CLASS	SECOND CLASS	
					6 Passenger	92 Manifest Freight	42 Manifest Freight
					Arrive Daily Ex. Saturday	Arrive Daily	Arrive Daily
Yard W-O-S	310.9	PH-R	DES MOINES	s	9.40 ^{PM}	6.15 ^{PM}	5.00 ^{AM}
25	216	PH	CUMMING	s	9.25 ⁴¹	5.55	4.15
22	69	PH	PERU	f	8.50	5.15	3.25
40	73	PH-R	LORIMOR	f	8.36	4.55	3.00
	24	PH	TALMAGE		8.25	4.40	2.40
19	85		ARISPE		8.12	4.25	2.25
30-South	384.7	PH	DIAGONAL	s	7.55	4.05	2.05 ⁵
30	42	PH	BLOCKTON	f	7.31	3.35	1.25
13	222	PH	SHERIDAN	f	7.17	3.15	1.05
20	60	PH	RAVENWOOD	f	7.01	2.55	12.45 ⁴¹
Yard	128	PH-R	CONCEPTION	s	6.52	2.45	12.30 ^{AM}
15	107	PH	GUILFORD	f	6.40	2.15	11.40 ^{PM}
34	222	PH	SAVANNAH	s	6.18	1.45	11.00
Yard W-O-S	466.7	PH-R	SHOPS		6.00	1.20	10.30
Interlocked	467.9		FRANCIS STREET		5.55	12.15 ^{PM}	9.50
Not Gated	468.2		Mo. Pac. Crossing				
	468.8		Fifth Street				
	468.9		Sixth Street				
	469.0	PH	ST. JOSEPH—U. D.	s	5.50		
Not Gated	469.2		C. B. & Q. - C. R. I. & P. Crossings		5.40		
	469.3		TERMINAL				
Not Gated	469.7		Hickory Street				
Not Gated	470.0		C. B. & Q. - C. R. I. & P. Crossings				
Not Gated	470.4		H. & St. J. Crossing				
	470.4		C. R. I. & P. Crossing				
	476.8		B. C. JCT.		5.21	11.40 ^{AM}	9.12
	478.9	PH	WILLOW BROOK		5.18	11.30 ⁴³	9.07
63-North	486.8	PH	DEARBORN	f	5.07	10.40	8.50
Connection Auto. Signals	499.8	PH	BEVERLY		4.50	9.50	8.15
Not Gated	503.4		Q JCT.		4.43	9.35	8.05
	504.3	PH	LEAVENWORTH	s	4.40	9.30	8.00
Interlocked	504.4		Mo. Pac. Crossings				
Interlocked	504.7		MO. P. CONNECTION		4.37	9.28	7.58
	508.33		COCHRANE				
	511.56		POPE				
	515.16		WOLCOTT				
	521.20		NEARMAN				
	526.48		EDGEWATER JCT.				
Yard W-O-S-Y	528.0	PH-R	OHIO AVENUE			8.30 ^{AM}	7.00 ^{PM}
	528.52		KANSAS CITY, KANS.	s	4.07		
	531.4		KANSAS CITY		4.00 ^{PM}		
			220.5		Depart Daily Ex. Saturday	Depart Daily	Depart Daily
			Time on District		5.40	9.45	10.00

LOCATION OF MAIL CRANES

Mile No.	Location
137.0	Benton
133.4	Maloy
123.0	Athelstan
117.3	Sheridan
111.9	Parnell
105.1	Ravenwood
91.7	Gulford
84.2	Rea
48.5	Faucett

SIDINGS AND SPURS BETWEEN STATIONS

STATION NO.	MILE POST	CAR CAPACITY	CONNECTED
215.12	Yard	9	South end
214.8		7	Both ends
199.1		10	South end
191.2		40	South end
137.0		10	South end
111.9		75	Both ends
84.2		7	Both ends
74.0		10	South end
64.9		34	Both ends
48.5		30	Both ends
40.8			
25.9			
2382			
2340			
2394			
2419			
2447			
2490			
2505			

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

WEIGHT OF EMPTY PASSENGER CARS

CLASS	Numbers	Length in Feet	Tons
Baggage.....	36, 37, 38	72	64
".....	39	72	66
".....	40	72	65
".....	42, 43	73	72
".....	44	73	69
".....	45	73	69
".....	46 to 49	60	57
".....	80 to 82	70	45
Mail-Baggage.....	60 to 66	61	58
".....	68, 69	73	75
Mail.....	95, 96	60	62
Chair.....	274 AC	72	69
".....	275 AC	72	79
".....	278 AC	72	68
".....	280 AC	72	69
Coach.....	230 AC	60	55
".....	231 AC	60	57
".....	232 AC	60	58
".....	238 AC	60	54
Coach-Baggage.....	282 to 285 AC	70	76
Official Car.....	99 AC	73	81
".....	100 AC	83	95
".....	101 AC	73	84

RECAPITULATION OF PASSENGER EQUIPMENT

Coach.....	4
Coach-Baggage.....	4
Chair.....	4
Mail.....	2
Baggage.....	16
Mail-Baggage.....	9
Official.....	3
Total.....	42

LOAD LIMIT AND CARRYING CAPACITY OF BAGGAGE CARS

Car No.	Journal Size	Load Limit at Rail	Weight of Car	Carrying Capacity of Car
36	5x 9	178,700	128,700	50,000
37	5x 9	178,700	128,700	50,000
38	5x 9	178,700	128,700	50,000
39	5x 9	181,700	131,700	50,000
40	5x 9	179,000	129,000	50,000
42	5x 9	194,300	144,300	50,000
43	5x 9	194,300	144,300	50,000
44	5x 9	177,700	137,700	40,000
45	5x 9	177,700	137,700	40,000
46	5x 9	153,000	113,000	40,000
47	5x 9	153,000	113,000	40,000
48	5x 9	153,000	113,000	40,000
49	5x 9	153,000	113,000	40,000
80	6x11	120,000	90,000	30,000
81	6x11	120,000	90,000	30,000
82	6x11	120,000	90,000	30,000
282 to 285	5x 9	176,200	151,200	25,000

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

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

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

WHITE LIGHT

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

RED LIGHT

ON SINGLE TRACK

When head end protection is required as provided by Rule 99, enginemen will immediately display RED HEADLIGHT. This will not relieve forward trainman or fireman from complying with fourth paragraph of Rule 99.

When occupying main track meeting an opposing train, RED HEADLIGHT will be displayed approaching and while standing on main track waiting arrival of opposing train.

ON TWO MAIN TRACKS

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

THE OPERATION AND USE OF RED HEADLIGHT WILL NOT RELIEVE ENGINEMEN OR TRAINMEN FROM COMPLYING WITH RULES 99, 102 and D152.

TABLE OF TRAIN SPEEDS

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

CLASSIFICATION OF LOCOMOTIVES

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

TONNAGE RATINGS — EASTERN DIVISION

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

RULES REGARDING THE HANDLING OF PLACARDED CARS

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

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

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

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

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

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

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

Terminal or pick-up points en route must furnish conductor and engineer Form 1704 showing consecutively location in train of all cars placarded "Explosives." At points other than terminals where crews change, notice will be transferred from crew to crew.

OFFICIAL WATCH INSPECTORS

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

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

LOCATION	NAME	LOCATION	NAME
Berwyn, Ill.....	E. R. MILLER & SON 6235 Cermak Rd.	Dubuque, Ia.....	E. L. SCHEPPELE
Chicago, Ill.....	THE BALL R.R. TIME SERVICE C. W. Brechner, 6 N. Michigan	Kansas City, Mo.....	GOLDMAN JEWELRY CO. 1103 Walnut St.
Chicago, Ill.....	CHAS. H. BERN LaSalle St. Station	Kansas City, Kans.....	L. J. WITMER JEWELER 841 Minnesota Ave.
Chicago, Ill.....	LEXINGTON JEWELERS 719 S. Pulaski Rd.	Leavenworth, Kans.....	E. H. LAVERY JEWELRY CO.
Chicago, Ill.....	M. GOLDBLATT 12 N. Cicero Ave.	Marshalltown, Ia.....	HOFFMAN JEWELRY CO.
Chicago, Ill.....	S. D. SLAVIN 4158 W. Madison St.	Maywood, Ill.....	McKEE JEWELERS
Cedar Falls, Ia.....	G. R. CUMMINGS	Oelwein, Ia.....	DAVIS JEWELRY AND GIFTS
Des Moines, Ia.....	DANIELS JEWELRY CO.	St. Joseph, Mo.....	HAYNIE & WATKINS
		St. Joseph, Mo.....	V. R. EMERSON
		Sycamore, Ill.....	WETZEL BROS.
		Waterloo, Ia.....	ASQUITH JEWELRY CO.
		Waterloo, Ia.....	FESSLER & CO.

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

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

DIESEL LOCOMOTIVE HAZARDS

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

Chicago Great Western Railway Company

CONSOLIDATED SCHEDULES OF FREIGHT AND PASSENGER TRAINS

SOUTH OR WEST BOUND						Distance from Chicago.	TIME TABLE No. 8 Effective Nov. 4, 1956	Distance from Kansas City	NORTH OR EAST BOUND							
FREIGHT TRAINS				PASSENGER TRAINS					PASSENGER TRAINS			FREIGHT TRAINS				
143	91	41	43	13 Daily	5 Ex. Sat.				6 Ex. Sat.	14 Daily	92	42	90	192		
				Lv 8.10PM	Lv 2.00PM	435.3	MINNEAPOLIS	540.3	Ar 8.50AM	Ar 7.35AM						
		Lv 4.45PM	Lv 5.00AM	Lv 8.45PM	Lv 2.35PM	424.7	ST. PAUL	529.7	Ar 8.10AM	Ar 6.55AM	Ar 1.00PM	Ar 10.30PM				
		Lv 7.01PM	Lv 8.15AM	Lv 9.33PM	Lv 3.22PM	392.2	RANDOLPH	497.2	Lv 7.10AM	Lv 5.54AM	Lv 11.30AM	Lv 9.00PM				
		Lv 8.55PM	Lv 11.00AM	Lv 10.40PM	Lv 4.35PM	343.9	HAYFIELD	448.9	Lv 6.01AM	Lv 4.40AM	Lv 9.15AM	Lv 6.30PM				
		Lv 10.40PM			Lv 5.21PM	309.9	McINTIRE	414.9	Lv 5.10AM		Lv 7.00AM	Lv 4.48PM				
Ar 7.30PM	Ar 9.20AM Lv 1.30PM	Ar 1.00AM Lv 11.30AM	Ar 3.00PM Lv 9.00PM		Ar 7.00PM Lv 7.40PM	245.8	OELWEIN	351.2	Lv 3.15AM Ar 2.50AM		Lv 4.00AM Ar 1.40AM	Lv 2.00PM Ar 1.00PM	Lv 4.15PM Ar 1.30PM	Lv 2.00AM		
Lv 4.10PM	Lv 7.01AM					172.1	DUBUQUE	424.9					Lv 7.10PM	Lv 5.20AM		
Lv 8.55AM	Lv 12.45AM					13.1	BELLWOOD	583.9					Ar 1.00AM	Ar 11.00AM		
Lv 8.30AM	Lv 11.00PM					0.0	CHICAGO	597.0					Ar 2.00AM	Ar 12.15PM		
	Lv 4.40PM			Lv 1.40AM		344.6	CLARION	450.0		Lv 1.01AM			Lv 10.00AM			
	Lv 5.30PM			Lv 2.45AM		372.5	FT. DODGE	477.9		Lv 12.10AM			Lv 9.10AM			
	Ar 10.15PM			Lv 6.30AM		504.6	COUNCIL BLUFFS	616.0		Lv 8.45PM			Lv 5.00AM			
				Ar 7.30AM		508.6	OMAHA	614.0		Lv 8.15PM						
	Lv 1.50PM	Lv 10.50PM			Lv 8.25PM	271.7	WATERLOO	325.3	Lv 2.10AM		Lv 12.25AM	Lv 11.45AM				
	Lv 4.00PM	Lv 1.40AM			Lv 9.55PM	319.5	MARSHALLTOWN	277.5	Lv 12.25AM		Lv 9.50PM	Lv 8.30AM				
	Lv 7.00PM	Lv 5.00AM			Lv 12.10AM	378.2	DES MOINES	218.8	Lv 10.30PM		Lv 7.20PM	Lv 5.00AM				
	Lv 2.00AM	Lv 10.40AM			Lv 4.30AM	536.3	ST. JOSEPH	60.7	Lv 5.50PM		Lv 1.20PM	Lv 10.30PM				
	Ar 5.00AM	Ar 2.00PM			Ar 6.45AM	597.0	KANSAS CITY	0.0	Lv 4.00PM		Lv 8.30AM	Lv 7.00PM				

