

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD CO.

HENRY A. SCANDRETT, WALTER J. CUMMINGS, GEORGE I. HAIGHT, Trustees

Kansas City Division

TIME TABLE No. 2

To be used in conjunction with Special Rules No. 2

Taking effect at 12:01 A. M.
Central Standard Time

Sunday, June 30, 1940

For the government and information
of employes only

J. E. HILLS,
Assistant Superintendent.

O. A. BEERMAN,
Superintendent.

J. L. BROWN,
General Superintendent of Transportation.

A. J. ELDER,
Assistant General Manager.

O. N. HARSTAD,
General Manager.

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

FIRST SUBDIVISION—WESTWARD

TIME TABLE No. 2 June 30, 1940 STATIONS	Distance from Davenport	Telegraph calls	Capacity in cars		SEE RULE 6-A	Office open week days	FIRST CLASS		
			Sidings	Other tracks			25	103	3
							Passenger Daily	Passenger Daily Except Sunday	Passenger Daily Except Sunday
DAVENPORT	0.0	DN		Yard	JP	Continuous	L 12.08AM		L 7.35AM
WEST DAVENPORT	1.9				J		12.13		7.45
NAHANT	3.7	NA		Yard	BCKPRTVWX	Continuous	12.16		7.48
LINWOOD	8.0	WD					12.21		7.56
BUFFALO	9.1								
MONTPELIER	13.9						12.27		8.08
FAIRPORT	19.7						12.33		8.17
MUSCATINE	27.3	BT			HTVWXZ		12.43		8.40
CULVER	28.6	DY	95	34	LPRV	Continuous	L 12.46AM		L 8.45AM
ARDON	35.7	AD	65	31	P	8:00 am to 5:00 pm	12.57		s 9.00
CRANSTON	39.6		52	31	P	No Office	1.01 ⁷⁰		s 9.07
(C. R. I. & P. Crossing) CONE	44.3	C	83	32	HIPW	Continuous	1.06		s 9.19
GLADWIN	49.0		50	25	P	No Office	1.15		f 9.26
HASKINS	54.8	H	87	31	P	7:00 am to 4:00 pm	1.24		s 9.40
WASHINGTON (C. R. I. & P. Crossing)	62.9	WN	125	150	CMFY	Continuous	s 1.33 ²⁶ 1.42		s 9.58
TITUS	68.5		87	30	P	No Office	1.48		f 10.06 ⁷⁶
WELLSTON	71.8			9	P	No Office			f 10.10
RUBIO	77.1		57	31	HPW	No Office	1.56		s 10.20
RICHLAND	80.5	RD	51	30	P	8:00 am to 5:00 pm	2.00		s 10.29
(M. & St. L. Crossing) LINBY	88.9	BY	87	37	IP	Continuous	2.10 ⁸⁶		s 10.47
FARSON	95.2	FS	62	30	P	8:00 am to 5:00 pm	2.17		s 10.58
RUTLEDGE (C. R. I. & P. and C. B. & Q. Crossings)	104.9	G	73	88	JPX	No Office	2.28	L 10.50AM	f 11.14
OTTUMWA SHERMAN ST.	107.7	OA	32	Yard	BIJKPY	7:30 pm to 3:30 am	s 2.35	s 10.57	s 11.21
OTTUMWA JEFFERSON ST.	108.9	VN		Yard	RVXZ	8:00 am to 5:00 pm		As 11.05AM	11.28 s 11.40
OTTUMWA SHERMAN ST.	107.7		32	Yard		7:30 pm to 3:30 am	2.45		s 11.46
WEST YARD	109.0	D		Yard	BCHKPRTWXZ	Continuous	A 2.48AM		As 11.52AM ⁶⁴

Passenger trains must not exceed maximum speed of 70 miles per hour—other trains 50 miles per hour

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS EXCEPT BETWEEN
RUTLEDGE AND OTTUMWA, SHERMAN STREET.

This time-table confers no authority between Davenport and Culver; D. R. I. & N. W. time-table and rules govern between Davenport and West Davenport. C. R. I. & P. time-table and rules govern between West Davenport and Culver.

Manual Block System is in use between Culver and Rutledge. Train Order Signals are also used as Block Signals.

Rule 307 does not apply to a train that enters the block with a Clearance Form A showing block "clear".

Automatic Block System is in use between Rutledge and Ottumwa, Sherman Street.

Centralized Traffic Control System is in use between Rutledge and Ottumwa Sherman Street.

No. 3 will hold at Davenport not to exceed ten minutes for U. S. Mail or fifteen minutes for passengers from C. B. & Q. No. 48 and not to exceed ten minutes for U. S. Mail, baggage or express or fifteen minutes for passengers from C. R. I. & P. No. 9.

At Rutledge, the time of Nos. 108, 186 and 168 applies at the Junction Switch.

FIRST SUBDIVISION—WESTWARD

STATIONS	SECOND CLASS					THIRD CLASS					
	79	67	65	75	175	197					
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Way Freight Daily Except Sunday					
DAVENPORT 1.9											
WEST DAVENPORT 1.8											
NAHANT 4.3	L 1.30AM	L 7.15AM	L 8.45AM	L 6.00PM							
LINWOOD 1.1											
BUFFALO 4.8											
MONTPELIER 5.8											
AIRPORT 7.5											
MUSCATINE 1.3											
CULVER 7.1	L 3.00AM	L 8.01AM	L 9.45AM	L 6.45PM							
ARDON 3.9	3.20	8.21	10.03	7.01							
CRANSTON 4.7	3.39 ⁸⁵	8.28	10.10	7.07							
(C. R. I. & P. Crossing) CONE 4.7	4.00	8.43	10.25	7.20							
GLADWIN 5.8	4.20	8.53	10.35	7.30							
HASKINS 8.1	4.45	9.08	10.50 ⁷⁶	7.45							
WASHINGTON (C. R. I. & P. Crossing) 5.6	6.15	9.23	11.05	8.00							
TITUS 3.3	6.30	9.33	11.20	8.10							
WELLSTON 5.3											
RUBIO 3.4	7.00	9.50 ⁷⁶	11.40	8.25							
RICHLAND 8.4	7.15	10.01	11.50	8.35							
& St. L. Crossing) LINBY 6.3	7.35	10.17	12.07PM	8.52							
FARSON 9.7	7.55	10.27	12.17	9.02 ⁷⁰							
RUTLEDGE 2.8	8.35 ⁷⁶	10.42	12.32 ⁶⁴	9.30 ¹⁷⁰	L 9.00PM	L 9.40AM					
(C. R. I. & P. and C. B. & Q. Crossings) OTTUMWA SHERMAN ST. 1.2	8.45 ¹⁶⁸	10.52	12.42	9.40	9.10	9.50					
OTTUMWA JEFFERSON ST. 1.2											
OTTUMWA SHERMAN ST. 1.3											
WEST YARD	A 8.50AM	A 11.00AM	A 12.47PM	A 9.45PM	A 9.15PM	As 9.55AM					

Passenger trains must not exceed maximum speed of 70 miles per hour—other trains 60 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS EXCEPT BETWEEN RUTLEDGE AND OTTUMWA, SHERMAN STREET.

FIRST SUBDIVISION—EASTWARD

TIME TABLE No. 2 June 30, 1940 STATIONS	Distance from West Yard	FIRST CLASS			SECOND CLASS						
		26	8	108	86	186	168	76	64	70	176
		Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight
		Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Sunday and Tuesday only	Daily	Daily	Daily	Daily
DAVENPORT 1.9	109.0	As 2:55AM	As 7:20PM								
WEST DAVENPORT 1.8	107.1	2:48	7:00								
NAHANT 4.3	105.3	2:45	6:55	A 5:00AM			A 2:00PM	A 4:00PM	A 3:25AM		
LINWOOD 1.1	101.0	2:40	6:49								
BUFFALO 4.8	99.9										
MONTPELIER 5.8	95.1	2:33	6:38								
FAIRPORT 7.6	89.3	2:27	6:29								
MUSCATINE 1.3	81.7	2:18	6:17								
CULVER 7.1	80.4	A 2:15 ⁷⁰ AM	A 6:07PM	A 4:00AM			A 12:45PM	A 2:55PM	A 1:55 ²⁶ AM		
ARDON 3.9	73.3	2:07	s 5:58	3:49			12:20PM	2:43	1:25		
CRANSTON 4.7 (C. R. I. & P. Crossing)	69.4	2:02	s 5:51	3:39 ⁷⁹			11:50	2:32	1:01 ²⁵		
CONE 4.7	64.7	1:57	s 5:42	3:31			11:30	2:22	12:45		
GLADWIN 5.8	60.0	1:48	f 5:34	3:16			11:05	2:07	12:15AM		
HASKINS 8.1	54.2	1:42	s 5:26	3:08			10:50 ⁶⁵	1:59	11:55		
WASHINGTON (C. R. I. & P. Crossing) 5.6	46.1	s 1:33 ²⁵ 1:23	s 5:14	2:55			10:25	1:45	11:15		
TITUS 3.3	40.5	1:16	f 5:00	2:45			10:06 ³	1:35	10:50		
WELLSTON 5.3	37.2		f 4:54								
RUBIO 3.4	31.9	1:07	s 4:43	2:29			9:50 ⁶⁷	1:17	10:20		
RICHLAND 8.4 (M. & St. L. Crossing)	28.5	1:03	s 4:37	2:22			9:25	1:10	10:00		
LINBY 6.3	20.1	12:54	s 4:25	2:10 ²⁵			9:10	12:58	9:30		
FARSON 9.7	13.8	12:49	s 4:14	1:50			8:55	12:48	9:02 ⁷⁵		
RUTLEDGE (C. R. I. & P. and C. B. and Q. Crossings) 2.8	4.1	12:39	f 3:59	As 3:55PM	1:25	A 1:55AM	A 9:05AM	8:35 ⁷⁹	12:32 ⁶⁵	8:40 ¹⁷⁵	A 9:00 ¹⁷⁵⁻⁷⁵ PM
OTTUMWA SHERMAN ST. 1.2	1.3	12:29	s 3:50	s 3:45	1:05	1:35	8:45 ⁷⁹	8:15	12:13	8:25	8:40
OTTUMWA JEFFERSON ST. 1.2	2.5		s 3:40 3:21	L 3:35PM							
OTTUMWA SHERMAN ST. 1.3	1.3	s 12:19	s 3:16								
WEST YARD	0.0	L 12:16AM	L 3:11PM		L 1:00AM	L 1:30AM	L 8:30AM	L 8:10AM	L 12:10 ³ PM	L 8:15PM	L 8:30PM

Passenger trains must not exceed maximum speed of 70 miles per hour—other trains 50 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS EXCEPT BETWEEN
RUTLEDGE AND OTTUMWA, SHERMAN STREET.

At Rutledge, the time of Nos. 108, 186 and 168 applies at Junction Switch.

SECOND SUBDIVISION—WESTWARD

5

TIME TABLE No. 2 June 30, 1940 STATIONS	Distance from West Yard	Telegraph calls	Capacity in cars		SEE RULE 6-A	Office open week days	FIRST CLASS						
			Sidings	Other tracks			25	3					
							Passenger Daily	Passenger Daily Except Sunday					
WEST YARD 5.1	0.0	D		Yard	BCHKPRTWXZ	Continuous	L 2.48AM	L 11.54AM ⁶⁴					
BIDWELL 7.5	5.1		85		P	No Office	2.55	112.01PM					
BLAKESBURG 5.8	12.6	RG	92	30	P	7:30 am to 4:30 pm	3.05	12.16					
BROMPTON 5.4	18.4		58	23	HPW	No Office	3.13	112.27					
MORAVIA (Wabash Crossing)	23.8	VA	87	72	MP	8:00 am to 5:00 pm	3.20	12.39					
TRASK 2.5	26.3			17	V	No Office							
RATHBUN 3.9	31.5		53	24	P	No Office	3.30	12.51					
MYSTIC 6.4	35.4	MY	73	Yard	HPWY	Continuous	s 3.39	s 1.00					
JEROME 5.4	41.8		75	27	P	No Office	3.50	s 1.13					
SEYMOUR 0.4	47.2	S	135	57	P	8:00 am to 5:00 pm	s 3.58	s 1.23					
SEYMOUR TOWER (C. R. I. & P. Crossing)	47.6	F			IPV	Continuous							
SEWAL 7.5	55.6	BA	89	48	CHPW	8:00 am to 5:00 pm	4.09	s 1.36 ⁸⁻⁶⁷					
POWERSVILLE 6.3	63.1	VR	80	60	P	7:00 am to 4:00 pm	4.19	s 1.49					
LUCERNE 6.8	69.4	CN	92	30	P	8:00 am to 5:00 pm	4.28	s 2.00					
NEWTOWN 4.9	76.2	WN	93	30	HPW	7:00 am to 3:00 pm 10:00 pm to 6:00 am	4.38 ⁷⁶	s 2.12					
HARRIS 7.5	81.1	HR	54	31	P	8:00 am to 5:00 pm	4.43	s 2.20					
OSGOOD 5.9	88.6	GD	87	28	P	8:00 am to 5:00 pm	4.52	s 2.33					
GALT 7.7	94.5	GA	114	41	P	7:00 am to 4:00 pm	5.00	s 2.44					
LAREDO	102.2	RD	87	Yard	CHKPRTWX	Continuous	A 5.09AM	As 2.57PM ⁷⁰					

Passenger trains must not exceed maximum speed of 70 miles per hour—other trains 60 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Manual Block System is in use between West Yard and Laredo. Train Order Signals are also used as Block Signals.

Rule G317 Applies at West Yard and Laredo.

Rule 307 does not apply to a train that enters the block with a Clearance Form A showing block "Clear".

No. 25 will stop at Laredo, Powersville, Lucerne, Harris and Moravia to discharge passengers from Davenport or beyond, and to receive passengers for Kansas City.

SECOND SUBDIVISION—WESTWARD

STATIONS	SECOND CLASS				THIRD CLASS					
	67	65	79	75	93					
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Way Freight Daily Except Sunday					
WEST YARD 5.1	L 11.25 ^{AM}	L 1.15 ^{PM}	L 3.30 ^{PM} ⁸	L 10.05 ^{PM}	L 7.05 ^{AM}					
BIDWELL 7.5	11.39 ⁶⁴	1.30	3.50	10.15	7.15					
BLAKESBURG 5.8	11.59	1.50	4.20	10.35	7.35 ⁷⁶					
BROMPTON 5.4	12.09 ^{PM}	2.05	4.40	10.45	7.45					
MORAVIA (Wabash Crossing) 2.5	12.19	2.32 ⁸	5.05	10.56	8.00					
TRASK 5.2										
RATHBUN 3.9	12.36	2.43	5.20	11.09	8.15					
MYSTIC 6.4	12.42	3.05	5.48 ⁷⁰	11.16 ²⁶⁻⁸⁶ 11.42	9.00					
JEROME 5.4	12.54	3.25	6.16	11.57	9.15					
SEYMOUR 0.4	1.03	3.37	6.30	12.07 ^{AM}	9.35					
SEYMOUR TOWER (C. R. I. & P. Crossing) 8.0										
SEWAL 7.5	1.21 ³⁻⁸ 1.49	3.58	7.20	12.21	10.15 ⁶⁴					
POWERSVILLE 6.3	2.03	4.11	7.40	12.35	10.35					
LUCERNE 6.8	2.14	4.22 ⁷⁰	8.00	12.46	10.55					
NEWTOWN 4.9	2.24	4.32	8.20	12.58	11.10					
HARRIS 7.5	2.32	4.40	8.35	1.06	11.25					
OSGOOD 5.9	2.44	4.50	8.50	1.21	11.40					
GALT 7.7	2.55	5.01	9.05	1.31	11.52					
LAREDO	A 3.05 ⁷⁰ ^{PM}	A 5.15 ^{PM}	A 9.25 ^{PM} ²⁶⁻⁸⁶	A 1.45 ^{AM}	A 12.04 ⁸ ^{PM}					

Passenger trains must not exceed maximum speed of 70 miles per hour—other trains 50 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

OTHER HOURS FOR TELEGRAPHERS

	Sundays	Holidays
Cone.....	Continuous	Continuous
Washington.....	{ 12.30 a.m. to 2.30 a.m. 9.00 a.m. to 11.00 a.m.	{ 12.30 a.m. to 2.30 a.m. 9.00 a.m. to 11.00 a.m. 4.30 p.m. to 6.30 p.m.
Linby.....	Continuous	Continuous
Ottumwa, Sherman Street.....	7.30 p.m. to 3.30 a.m.	{ 7.30 p.m. to 3.30 a.m. 10.45 a.m. to 12.45 p.m. 3.00 p.m. to 4.00 p.m.
Ottumwa, Jefferson Street.....	None	{ 10.30 a.m. to 12.30 p.m. 2.30 p.m. to 4.30 p.m.
West Yard.....	Continuous	Continuous
Mystic.....	Continuous	Continuous
Seymour Tower.....	Continuous	Continuous
Newtown.....	10.00 p.m. to 6.00 a.m.	10.00 p.m. to 6.00 a.m.
Laredo.....	Continuous	Continuous

Chillicothe.....	3.00 p.m. to 7.00 a.m.	3.00 p.m. to 7.00 a.m.
Braymer.....	7.30 p.m. to 9.30 p.m.	{ 9.30 a.m. to 11.00 a.m. 3.30 p.m. to 5.30 p.m. 7.30 p.m. to 9.30 p.m.
Polo.....	Continuous	Continuous
Excelsior Springs....	Continuous	Continuous
Birmingham.....	Continuous	Continuous
Coburg.....	Continuous	Continuous
Sigourney.....	None	{ 8.00 a.m. to 10.00 a.m. 3.00 p.m. to 5.00 p.m.
North English.....	None	8.00 a.m. to 10.00 a.m.
Williamsburg.....	None	8.00 a.m. to 10.00 a.m.

Note:

Holidays include New Years, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving, and Christmas. When any of these holidays fall on Sunday, the holiday assignment will be in effect on the day observed by the state, nation, or as set by proclamation. Stations not listed above have neither Sunday or Holiday assignments.

SECOND SUBDIVISION—EASTWARD

TIME TABLE No. 2 June 30, 1940 STATIONS	Distance from Laredo	FIRST CLASS		SECOND CLASS						
		8	26	76	64	70	86			
		Passenger	Passenger	Time Freight	Time Freight	Time Freight	Time Freight			
		Daily Except Sunday	Daily	Daily	Daily	Daily	Daily			
WEST YARD 5.1	102.2	As 3.09 ⁷⁹ PM	A 12.15AM	A 8.00AM	A 11.49 ³ AM	A 7.15PM	A 12.45AM			
BIDWELL 7.5	97.1	f 3.01	12.07AM	7.50	11.39 ⁶⁷	7.05	12.35			
BLAKESBURG 5.8	89.6	s 2.52	11.57	7.35 ⁹³	11.28	6.50	12.25			
BROMPTON 5.4	83.8	f 2.41	11.50	7.25	11.18	6.35	12.15			
MORAVIA (Abash Crossing) 2.5	78.4	s 2.32 ⁶⁵	11.43	7.05	11.09	6.20	12.05AM			
TRASK 5.2	75.9									
RATHBUN 3.9	70.7	s 2.16	11.32	6.40	10.54	5.58	11.50			
MYSTIC 6.4	66.8	s 2.07	s11.25 ⁷⁵	6.30	10.47	5.48 ⁷⁹	11.42 ⁷⁵			
JEROME 5.4	60.4	s 1.57	11.11	6.10	10.37	5.35	11.32			
SEYMOUR 0.4	55.0	s 1.48	s11.05	5.50	10.28	5.25	11.24			
SEYMOUR TOWER (C. R. I. & P. Crossing) 8.0	54.6									
SEWAL 7.5	46.6	s 1.36 ³⁻⁶⁷	10.54	5.30	10.15 ⁹³	5.05	11.10			
POWERSVILLE 6.3	39.1	s 1.18	10.44	5.10	9.53	4.35	10.55			
LUCERNE 6.8	32.8	s 1.06	10.36	4.55	9.43	4.22 ⁶⁵	10.46			
NEWTOWN 4.9	26.0	s12.54	10.27 ⁸⁶	4.38 ²⁵	9.32	4.05	10.36 ²⁶ 10.13			
HARRIS 7.5	21.1	s12.45	10.21	3.58	9.24	3.55	10.05			
OSGOOD 5.9	13.6	s12.33	10.12	3.38	9.12	3.40	9.55			
GALT 7.7	7.7	s12.22	10.04	3.25	9.02	3.30	9.47			
LAREDO	0.0	L 12.09 ⁹³ PM	L 9.53 ⁷⁹ PM	L 2.55AM	L 8.45AM	L 3.10 ³⁻⁶⁷ PM	L 9.32 ⁷⁹ PM			

Passenger trains must not exceed maximum speed of 70 miles per hour—other trains 50 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

No. 26 will stop at Laredo, Harris, Lucerne, Powersville and Moravia to discharge passengers from Kansas City, and to receive passengers for Davenport or beyond.

WATCH INSPECTORS

National Railway Time Service Co., Chief Watch Inspectors,
55 East Washington Street, Chicago

C. Jansen Est..... Davenport
 George W. Zoller..... Muscatine, Ia.
 John R. Cotton Co..... Ottumwa
 H. Storms..... Laredo
 Louise Quist..... Mystic
 J. H. Mace Co..... 7001 Winner Road, Kansas City
 Geo. E. Dolson..... St. John-Belmont-Kansas City
 J. H. Baker..... 6809 Wash. Park Blvd., Sheffield, Mo.
 K. E. Kleinman..... Kansas City
 Boyson Jewelry Co..... Cedar Rapids
 Okinow's..... Cedar Rapids

TIME TABLE No. 2 June 30, 1940 STATIONS	Distances from Laredo	Telegraph calls	Capacity in cars		SEE RULE 6-A	FIRST CLASS							
			Siding	Other tracks		C. M. ST. P. & P.		C. R. I. & P.					
						25	3	115	143	117	507	1	
						Passenger Daily	Passenger Daily Except Sunday	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	
LAREDO 7.7	0.0	RD	87	Yard	CHKPRTWX	L 5.14AM	Ls 3.00 ⁷⁰ PM						
CHULA 3.4	7.7	HU	87	22	P	5.24	s 3.13						
STURGES 6.2	11.1		51	29	P	5.28	f 3.21						
CHILLICOTHE 9.8	17.3	Q	85	Yard	PW	s 5.38	s 3.36						
DAWN 3.8	27.1	DA	87	12	P	5.50	s 3.51						
LUDLOW 6.8	30.9	UK	52	31	P	5.54	s 4.00						
BRAYMER 7.8	37.7	BY	87	70	P	6.02	s 4.14						
COWGILL 5.9	45.5	WG	87	29	P	6.14	s 4.32						
(East End of Two Main Tracks) POLO 7.2	51.4	PO	87	Yard	CHKIPRW	6.24	s 4.46	Lf 5.45AM	L 7.42AM	Lf 11.30AM	L 8.20PM	L 9.04PM	
ELMIRA 4.0	58.6	MR	55	12	P	6.32	s 4.58	5.54	7.49	11.39	8.27	9.12	
LAWSON JUNCTION 1.3	62.6		110		IJPW	6.37	5.06	6.00	7.55	11.44	8.32 ²⁶	9.17	
LAWSON 6.6	63.9	ON	110	50	PV	6.39	s 5.10	6.02	7.57	11.45	8.33	9.19	
EXCELSIOR SPRINGS 4.7	70.5	EX	87	27	HPW	s 6.50	s 5.25	s 6.15	f 8.06	s 11.55	8.38	s 9.28	
MOSEBY 0.6	75.2		18		P	6.56	s 5.33	6.21	8.12	12.01PM	8.46	9.34	
MOSEBY JUNCTION 2.6	75.8		110		IJP	6.57	5.35	6.22	8.13	12.02	8.47	9.35	
STOCKDALE 4.9	78.4		15		P	7.00	f 5.40	6.26	8.16	12.05	8.50	9.39	
LIBERTY 5.8	83.3	BR	110	34	HPW	7.08	s 5.49	f 6.35	8.22	12.10	8.55	9.45	
(West End of Two Main Tracks) (C. B. & Q. Crossing) BIRMINGHAM 2.4	89.1	BG	63	Yard	IJPRV	7.15	f 5.59	A 6.45AM	A 8.30AM	A 12.19PM	A 9.01PM	A 9.55PM	
RANDOLPH 2.3	91.5		6										
NORTHERN JUNCTION 1.3	93.8		65	Yard	P	7.22	f 6.09						
SUBURBAN JUNCTION (K.C.S., M.P.—C.&A. Crossings) 1.8	95.1		60	128	IK	7.29	6.15						
COBURG (St. L. & S. F. Crossing) 5.2	96.9	CB		Yard	BCKPRTVWYZ	A 7.37AM	A 6.20 ⁸⁶ 6.26PM						
KANSAS CITY (Union Depot)	102.1	US				As 7.50AM	As 6.40PM	A 7.30AM	A 9.00AM	A 12.50PM	A 9.30PM	A 10.30PM	

Passenger trains must not exceed maximum speed of 70 miles per hour—other trains 50 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS EXCEPT BETWEEN POLO AND BIRMINGHAM

Two main tracks are in use between Polo and Birmingham; trains must keep to the left unless otherwise provided.

Automatic Block System is in use between Polo and Birmingham.

Centralized Traffic Control System is in use between Polo and Birmingham.

Manual Block System is in use between Laredo and Polo and between Birmingham and Coburg. Train Order Signals are used as Block Signals.

Rule G-317 Applies at Laredo and Coburg.

Rule 307 does not apply to a train that enters the block with a Clearance Form A showing block "Clear".

This time-table confers no authority between Coburg and Kansas City Union Depot. Kansas City Terminal Ry. time-table and rules govern.

The normal routing of Nos. 116, 118, 104, 508, 26 and 8 is via west track Moseby Junction to Lawson Junction.

See page 10 for conditional stops of passenger trains.

THIRD SUBDIVISION—WESTWARD

9

STATIONS	Office open week days	SECOND CLASS								THIRD CLASS
		C. M. St. P. & P.				C. R. I. & P.				C.M.ST.P.&P.
		75	67	65	79	915	991	993	911	95
		Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Way Freight Daily Except Sunday
LAREDO 7.7	Continuous	L 2.05 ^{AM}	L 3.15 ⁷⁰ ^{PM}	L 5.35 ^{PM}	L 10.45 ^{PM}					L 5.45 ^{AM}
CHULA 3.4	7:00 am to 4:00 pm	2.25 ⁷⁶	3.30	5.50	11.00					6.00
STURGES 6.2	No Office	2.32	3.37	5.58	11.10					6.08
CHILLICOTHE 9.8	3:00 pm to 7:00 am	2.45	3.54	6.10	11.30					6.50
DAWN 3.8	8:00 am to 5:00 pm	3.01	4.10	6.26	11.50					7.15
LUDLOW 6.8	8:00 am to 5:00 pm	3.08	4.17	6.35	12.05 ^{AM}					7.38 ⁶⁴
BRAYMER 7.8	6:00 am to 10:00 pm	3.20	4.32	6.50	12.50 ⁷⁶					8.10
COWGILL 5.9	8:00 am to 5:00 pm	3.38	4.50	7.15	1.15					8.30
(East End of Two Main Tracks) POLO 7.2	Continuous	3.50	5.05	7.29	1.35	L 2.30 ^{AM}	L 3.55 ^{AM}	L 4.25 ^{PM}	L 5.15 ^{PM}	8.50
ELMIRA 4.0	8:00 am to 5:00 pm									9.15
LAWSON JUNCTION 1.3	No Office									9.25
LAWSON 6.6	8:00 am to 5:00 pm									9.44 ⁵⁰⁸
EXCELSIOR SPRINGS 4.7	Continuous									9.50 ⁸ 10.15
MOSEBY 0.6	No Office									10.25
MOSEBY JUNCTION 2.6	No Office									10.27
STOCKDALE 4.9	No Office									10.33
LIBERTY 5.8	8:00 am to 5:00 pm									10.45
(V. B. & Q. Crossing) BIRMINGHAM 2.4	Continuous	5.00	7.33	8.50	3.01	A 4.45 ^{AM}	A 5.30 ^{AM}	A 5.40 ^{PM}	A 6.30 ^{PM}	11.00
RANDOLPH 2.3	No Office									
NORTHERN JUNCTION 1.3	No Office	5.46 ⁶⁴	7.48 ²⁶	9.05	3.15					11.20 ⁷⁰
SUBURBAN JUNCTION (K. C. S., M. P.—C. & A. Crossings) 1.8	No Office	6.00	7.50	9.20	3.25					11.30
COBURG (St. L. & S. F. Crossing) 5.2	Continuous	A 6.15 ^{AM}	A 8.15 ^{PM}	A 10.00 ⁷⁶ ^{PM}	A 3.45 ^{AM}					A 11.45 ^{AM}
KANSAS CITY (Union Depot)	Continuous									

Passenger trains must not exceed maximum speed of 70 miles per hour—other trains 60 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS EXCEPT BETWEEN POLO AND BIRMINGHAM

TIME TABLE No. 2 June 30, 1940 STATIONS	Distance from Kansas City	FIRST CLASS							
		C. M. St. P. & P.		C. R. I. & P.					
		8	26	508	118	144	104	116	
		Passenger Daily Except Sunday	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	
LAREDO 7.7	102.1	As 12.07 PM	A 9.49 PM						
CHULA 3.4	94.4	s 11.55	9.39						
STURGES 6.2	91.0	f 11.47	9.35						
CHILLICOTHE 9.8	84.8	s 11.36	s 9.27						
DAWN 3.8	75.0	s 11.20	9.16						
LUDLOW 5.8	71.2	s 11.12	9.12						
BRAYMER 7.8	64.4	s 11.00	9.04						
COWGILL 5.9	56.6	s 10.47	8.54						
(East End of Two Main Tracks) POLO 7.2	50.7	s 10.37	8.46	A 9.55 AM	A 7.11 PM	A 9.05 PM	A 10.15 PM	A 12.45 AM	
ELMIRA 4.0	43.5	s 10.23	8.37	9.49	7.02	8.55	10.05	12.35	
LAWSON JUNCTION 1.3	39.5	10.16	8.32 ⁵⁰⁷	9.45	6.56	8.50	9.59	12.31	
LAWSON 6.6	38.2	s 10.14	8.30	9.44 ⁹⁵	6.54		9.57	12.30	
EXCELSIOR SPRINGS 4.7	31.6	s 10.00 ⁹⁵	s 8.20	9.38	f 6.46		s 9.47	s 12.20	
MOSEBY 0.6	26.9	s 9.46	8.09	9.33	6.37		9.37	12.10	
MOSEBY JUNCTION 2.6	26.3	9.44	8.08	9.32	6.36	8.30	9.36	12.09	
STOCKDALE 4.9	23.7	f 9.40	8.05	9.29	6.33	8.26	9.33	12.06 AM	
LIBERTY 5.8	18.8	s 9.32	8.00	9.25	6.28	8.20	9.28	11.59	
(West End of Two Main Tracks) BIRMINGHAM 2.4	13.0	f 9.21	7.53	L 9.19 AM	L 6.20 PM	L 8.10 PM	L 9.20 PM	L 11.50 PM	
RANDOLPH 2.3	10.6								
NORTHERN JUNCTION 1.3	8.3	f 9.12	7.48 ⁶⁷						
SUBURBAN JUNCTION (K. C. S., M. P.—C. & A. Crossings) 1.8	7.0	9.07	7.42						
COBURG (St. L. & S. F. Crossing) 5.2	5.2	Ls 9.01 AM	L 7.38 PM						
KANSAS CITY (Union Depot)	0.0	L 8.45 AM	L 7.25 PM	L 9.00 AM	L 5.45 PM	L 7.50 PM	L 9.00 PM	L 11.30 PM	

Conditional stops for revenue passengers on C. M. St. P. passenger trains:

No. 26 will stop at Polo, Cowgill, Braymer, Ludlow and Laredo to discharge passengers from Kansas City, and to receive passengers for Davenport or beyond.

No. 26 will stop at Liberty to receive passengers for Milwaukee or Chicago only.

No. 26 will stop at St. L. and S. F. Crossing at Coburg to receive Chicago or Milwaukee passengers.

No. 25 will stop at Laredo, Ludlow, Braymer, Cowgill and Polo to discharge passengers from Davenport or beyond, and to receive passengers for Kansas City.

No. 25 will stop at Liberty to discharge passengers from Milwaukee or Chicago only.

Conditional stops for revenue passengers of C. R. I. & P. passenger trains.

No. 103 and 104 will stop at Excelsior Springs to pick up or discharge passengers from any point scheduled to stop.

Polo and Liberty are conditional stops and Excelsior Springs a flag stop for No. 118.

No. 116 to discharge from Kansas City and beyond and to receive points north of Allerton at Liberty, Stockdale, Mo., Lawson, Elmira and Polo.

No. 117 to discharge from Des Moines and beyond and to receive Kansas City and beyond at Liberty.

Nos. 507 and 508 will stop at Excelsior Springs for revenue passengers to and from Des Moines, Twin Cities and beyond.

Passenger trains must not exceed maximum speed of 70 miles per hour—other trains 50 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS EXCEPT BETWEEN POLO AND BIRMINGHAM

THIRD SUBDIVISION—EASTWARD

STATIONS	SECOND CLASS									
	C. M. St. P. & P.				C. R. I. & P.					
	64	70	86	76	998	996	912	990		
	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
LAREDO 7.7	A 8.28AM	A 2.50 ^{3.67} PM	A 9.22PM	A 2.40AM						
CHULA 3.4	8.16	2.31	9.08	2.25 ⁷⁵						
STURGES 6.2	8.11	2.22	9.03	2.05						
MILICOTHE 9.8	7.59	2.10	8.51	1.50						
DAWN 3.8	7.43	1.53	8.33	1.25						
LUDLOW 6.8	7.38 ⁹⁵	1.45	8.28	1.15						
BRAYMER 7.8	7.29	1.34	8.19	12.50 ⁷⁹						
COWGILL 5.9	7.18	1.22	8.08	12.30						
(East end of two main tracks) POLO 7.2	7.10	1.10PM	8.00	12.20AM	A 6.35AM	A 7.50PM	A 10.55PM	A 12.15AM		
ELMIRA 4.0										
LAWSON JUNCTION 1.3										
LAWSON 6.6										
EXCELSIOR SPRINGS 4.7										
MOSEBY 0.6										
MOSEBY JUNCTION 2.6										
STOCKDALE 4.9										
LIBERTY 5.8										
(West end of two main tracks) (S. & Q. Crossing) BIRMINGHAM 2.4	5.57	11.32	6.45	10.50	L 5.35AM	L 6.35PM	L 9.35PM	L 10.45PM		
RANDOLPH 2.3										
NORTHERN JUNCTION 1.3	5.46 ⁷⁵	11.20 ⁹⁵	6.35	10.30						
SUBURBAN JUNCTION (K. C. S., M. P.—C. & A. Crossings) 1.8	5.35	11.07	6.25	10.07						
COBURG (St. L. & S. F. Crossing) 5.2	L 5.30AM	L 11.00AM	L 6.20 ³ PM	L 10.00 ⁶⁵ PM						
KANSAS CITY (Union Depot)										

Centralized Traffic Control System

Passenger trains must not exceed maximum speed of 70 miles per hour—other trains 50 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS EXCEPT BETWEEN POLO AND BIRMINGHAM

The following is being added as a second paragraph to Special Rule G742:
 "This does not apply to U. S. Army Field Range M-1937 when installed under the supervision of a U. S. Army commissioned officer and operated by him."

YARD LIMITS AT

Ottumwa..... Extend from 1819 feet east of C. R. I. & P. crossing to 1420 feet west of west switch at West Yard and to Ottumwa, Jefferson Street.

Cedar Rapids... Extend from 3900 feet west of C. R. & I. C. switch to 850 feet east of Kenwood Park switch on Iowa Division.

Laredo..... Extend from 2184 feet east of east switch to 2920 feet west of west lead switch.

Coburg..... Extend from 1735 feet west of Missouri River Bridge to connection with K. C. T. at Sheffield.

Rutledge..... Extend from 1500 feet west of west switch to 2000 feet east of east switch of siding on the First subdivision and to 1500 feet east of east switch on the Fourth subdivision.

TIME TABLE No. 2 June 30, 1940 STATIONS	Distance from Cedar Rapids	Telegraph calls	Capacity in cars		FIRST CLASS		SECOND CLASS		THIRD CLASS	
			Sidings	Other tracks	103		175		197	
					Passenger	Daily Except Sunday	Time Freight	Daily	Way Freight	Daily Except Sunday
CEDAR RAPIDS (C.R.I.&P. and C.&N.W. Crossings)	0.0	CA		Yard	L 7.45AM		L 5.00PM		L 3.15 ¹⁷⁰ AM	
1.4 VERA (C. R. & I. C. Crossing)	1.4		40		7.51					
3.0 BEVERLY C. & N. W. Crossing)	4.4	CF			7.58		5.25		3.40	
4.6 FAIRFAX	9.0		44	29	f 8.07		5.38		f 3.47	
3.5 WALFORD	12.5	WA	34	26	s 8.16		5.50		f 3.55	
6.8 AMANA	19.3		33	33	s 8.30		6.11 ¹⁰⁸		f 4.11	
6.5 SOUTH AMANA	25.8		24	26	s 8.44		6.24		f 4.26 ¹⁸⁶	
3.0 CONROY	28.8	CO	28		s 8.51		6.31		f 4.34	
5.4 WILLIAMSBURG	34.2	W	52	34	s 9.04		6.48		s 5.40	
5.5 PARNELL	39.7	AR	25	35	s 9.15		7.00		f 5.55	
6.7 NORTH ENGLISH	46.4	NG:	46	30	s 9.28		7.16		f 6.40	
7.7 (C. R. I. & P. Crossing) WEBSTER	54.1		34	27	s 9.44		7.33		f 7.00	
7.9 SIGOURNEY	62.0	SY	25	40	s 10.00 ¹⁶⁸		7.51		s 7.35	
6.5 HAYESVILLE	68.5	HA	23	32	s 10.12		8.08		f 7.50	
8.4 HEDRICK (M. & St. L. Crossing)	76.9	HD	42	20	s 10.29		8.26		f 8.25	
3.9 HIGHLAND	80.7		32	26	s 10.38		8.40		f 8.45	
5.8 RUTLEDGE	86.5	G	73	88	A 10.50AM		A 9.00PM ¹⁷⁰		A 9.05AM ¹⁶⁸	

Passenger trains must not exceed maximum speed of 40 miles per hour—other trains 25 miles per hour except speed may be increased to 35 miles per hour on the following territory:

Cedar Rapids to M. P. 76.

Amana, M. P. 67 to M. P. 56, 1½ miles west of Conroy.

M. P. 53, 4½ miles west of Conroy to M. P. 47.5, Parnell.

M. P. 43, 3½ miles west of Parnell to M. P. 39, 1 mile west of North English.

M. P. 37, 1 mile east of Cuba to M. P. 32, Webster.

M. P. 29, 3½ miles west of Webster to Sigourney M. P. 25½.

M. P. 21 to M. P. 18.

M. P. 15 to M. P. 0.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

No. 197 will carry passengers.

TONNAGE RATING

STATIONS	L-3	L-2	C-5	G-7, K-1	STATIONS	L-3	L-2	C-5	G-7, K-1
West Yard to Rutledge.....	1250	1100	850	600	Laredo to Powersville.....	4600	3300		
Rutledge to Rubio.....	4000	3700	2850	1950	Powersville to Sewal.....	2800	1750		
Rubio to Ardon.....	3700	3400	2600	1800	Sewal to Mystic.....	4600	3300		1800
Ardon to Nahant.....	7000	5000	3500	3000	Mystic to Moravia.....	2900	1750		1300
Culver to West Yard.....	3000	2800	1800	1400	Moravia to Brompton.....	4000	2500		1600
Nahant to Culver.....	7000	5000	3500	3000	Brompton to West Yard.....	4600	3300		1800
					West Yard to Bidwell.....	3000	1550		1300
					Bidwell to Jerome.....	2800	1750		1300
					Jerome to Laredo.....	3000	2000		1600
					Coburg to Dawn.....	3900	2900		2500
Rutledge to Hedrick.....		3000	2500	1800	Dawn to Laredo.....	3900	2350		2000
Hedrick to Cedar Rapids.....		1650	1240	900	Laredo to Braymer.....	3000	2000		1600
Cedar Rapids to Hedrick.....		1650	1200	900	Braymer to Polo.....	2600	1550		1300
Hedrick to Rutledge.....		3000	2100	1600	Polo to Coburg.....	3900	2100		1750

The rating shown above may be increased or decreased by order of Chief Dispatcher.

FOURTH SUBDIVISION—EASTWARD

STATIONS	Distance from Rutledge	SEE RULE 6-A	Office open week days	FIRST CLASS		SECOND CLASS		
				108		186	168	170
				Passenger		Time Freight	Time Freight	Time Freight
CEDAR RAPIDS (C.R.I.&P. and C.&N.W. Crossings)	86.5	BCKRTVWXZ	Continuous	As 6.55 ^{PM}		As 6.00 ^{AM}	As 3.00 ^{PM}	As 3.15 ^{AM}
1.4 VERA (C. R. & I. C. Crossing)	85.1		No Office	6.45				
3.0 BEVERLY (C. & N. W. Crossing)	82.1	I	Continuous	6.40		5.19	1.47	1.50
4.6 FAIRFAX	77.5		No Office	6.32		5.09	1.27	1.40
3.5 WALDFORD	74.0		6:30 am to 3:30 pm	6.24		4.59	1.07	1.30
6.8 AMANA	67.2		No Office	6.11 ¹⁷⁵		4.44	12.47	1.10
6.5 SOUTH AMANA	60.7		No Office	5.58		4.26 ¹⁹⁷	12.22	12.40
3.0 CONROY	57.7		6:00 am to 3:00 pm	5.51		4.19	12.07 ^{PM}	12.35
5.4 WILLIAMSBURG	52.3	CHW	7:00 am to 4:00 pm	5.39		4.08	11.52	12.25 ^{AM}
5.5 PARNELL	46.8		7:00 am to 4:00 pm	5.28		3.55	11.27	11.55
6.7 NORTH ENGLISH	40.1		8:00 am to 5:00 pm	5.14		3.37	11.00	11.35
7.7 WEBSTER (C. R. I. & P. Crossing)	32.4	MV	No Office	4.59		3.17	10.25	11.05
6.5 SIGOURNEY	24.5	HW	8:00 am to 5:00 pm	4.44		2.56	10.00 ¹⁰³	10.40
8.4 HAYESVILLE	18.0		8:00 am to 5:00 pm	4.30		2.38	9.50	10.10
3.8 HEDRICK (M. & St. L. Crossing)	9.6	V	7:00 am to 4:00 pm	4.15		2.16	9.30	9.45
5.8 HIGHLAND	5.8		No Office	4.05		2.07	9.20	9.15
RUTLEDGE	0.0	JX	No Office	3.55 ^{PM}		L 1.55 ^{AM}	L 9.05 ^{AM}	L 9.00 ^{PM}

Longer trains must not exceed maximum speed of 40 miles per hour—other trains 25 miles per hour except speed may be increased to 35 miles per hour in following territory:
 Rutledge to Hedrick, 9 miles. Middle Amana to 2 miles west of Walford, 7 miles.
 3 miles west of Williamsburg to South Amana, 11 miles. Fairfax to Cedar Rapids, 8 miles.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

EMERGENCY TELEPHONES

For emergency use telephones may be found at the following locations. Those at open or closed stations, at blind sidings where in depot, or at other points covered by special rules are not indicated on this list as employees should be familiar with their location.

- Culver..... West Switch
- Cone..... Water Tank
- Washington..... Coal Shed
- Rutledge..... 1 1/4 Miles West
- Titus..... Opposite Stock Yards
- Gladwin..... Old Station location
- Highland..... Old Station location
- Hedrick..... 1/4 Mile West
- Hayesville..... 3 Miles West
- Sigourney..... 3 1/4 Miles East
- North English..... 4 Miles West
- Bidwell..... East Switch
- Bidwell..... 4 Miles West

- Brompton..... 1 1/4 Mile West
- Brompton..... West Switch
- Foster..... Old Station Location
- Trask..... At Switch
- Rathbun..... Coal Shed
- Mystic..... East Switch
- Mystic..... 2 1/4 Miles West
- Jerome..... East Switch
- Sewal..... 3 1/4 Miles West
- Harris..... 4 Miles West
- Osgood..... 2 1/4 Miles West
- Laredo..... 4 1/4 Miles West
- Sturges..... West Switch
- Chillicothe..... 4 Miles West
- Cowgill..... 4 1/4 Miles East
- Northern Junction..... East Switch
- Suburban Jet..... KCS. Crossing
- Eastward Main..... {MP 473 + 26 Poles
MP 474 + 29 Poles
MP 475 + 24 Poles

**J. G. UPP,
E. J. KLAHN,
JOHN NIMAN,**
Train Dispatchers.

L. H. WILSON,
Chief Dispatcher.

**J. A. SANFORD,
H. G. BARNARD,
M. L. FROMM,**
Train Dispatchers.

**E. L. McGUIRE
LLOYD CALLAWAY,
L. E. COLEMAN,**
Train Dispatchers.

A. O. THOR,
Trainmaster.

COMPANY SURGEONS ARE LOCATED AS FOLLOWS:

Location	Name	Residence and Phone	Office and Phone
Chicago	§‡A. R. Metz, Chief Surgeon		Washington Boulevard Hospital, Seeley 1640. Union Station, Central 7600.
Chicago	§‡R. Householder, Asst. to Chief Surgeon		Washington Boulevard Hospital, Seeley 1640. Union Station, Central 7600.
Chicago	§‡James De Pree, Asst. to Chief Surgeon		Washington Boulevard Hospital, Seeley 1640. Union Station, Central 7600.
Chicago	§*Wescott & Wescott, Oculist		30 North Michigan Ave., Dearborn 3127.
Chicago	L. F. McBride, Aurist		122 So. Michigan Ave., Wabash 2272.
Chicago	H. A. Hooper, Dentist		53 E. Washington St., State 0509.
Davenport	§‡G. M. Middleton	Phone K666	Phone K242
Davenport	§‡W. G. Bessmer	Phone W994	Phone K2532
Muscatine	G. A. Sywassink	Phone 707	Phone 272
Washington	A. K. Droz	Phone 124	Phone 125
Ottumwa	§‡S. A. Spilman	Phone 13	Phone 377
Ottumwa	§*H. A. Spilman	Phone 1424	Phone 377
Ottumwa	D. T. Rambo	Phone 1052	Phone 544
Ottumwa	D. O. Bovenmyer (Oculist)	Phone 3130	Phone 790
Moravia	C. T. Slavin		
Mystic	N. W. Labagh	Phone L-2808	Phone L-2807
Seymour	A. E. Davis	Phone 3004	Phone 3002
Gault	U. C. Weston	Phone 22	Phone 49
Laredo	*R. J. Gay	Phone 67	Phone 94
Chillicothe	*R. Barney	Phone 3	Phone 103
Chillicothe	D. M. Dowell	Phone 1043	Phone 15
Braymer	G. S. Dowell	Phone 62	Phone 94
Cowgill	O. C. Kilbourne	Phone 14	Phone 14½
Polo	C. H. Wilbur	Phone 227	Phone 159
Lawson	Edwin Shouse	Phone 93	Phone 93
Excelsior Springs	J. E. Baird	Phone 640	Phone 290
Liberty	Burten Maltby	Phone 78	Phone 138
Liberty	Barton Malley	Phone 360	Phone 391
Sheffield	E. W. Martin	Phone BEN.-3186	Phone BEN.-6232
Kansas City	E. Lee Miller	Phone HI-0967	Phone HA-4525
Kansas City	D. A. Williams	Phone VAL-7821	Phone VI-8444
Kansas City	F. D. Dickson	Phone WE-0251	Phone VI-3957
Kansas City	George E. Bellows (Oculist)	Phone LIN-7763	Phone MAIN-1145
Kansas City	§‡J. G. Hayden		
Kansas City	A. W. McAlester, 3rd Oculist	Phone JACK-1000 Phone Highland 6254	Phone VAL-2222 Phone HA 5
Kansas City	Harry E. Erni		
Kansas City	John S. Knight, Rhino-Laryngologist	Phone WAL-6110	Phone HIL-0343
Kansas City	A. G. Johnson	Phone Benton 1123	Phone Chestnut 6100
Cedar Rapids	§‡David Beardsley	Phone 2-3582	Phone 5221
Cedar Rapids	§H. M. Ivins (Oculist)	Phone 7261	Phone 2-1020
Sigourney	Wm. Pfannebecker	Phone 80	Phone 80
Amana	C. F. Noe		
Middle Amana	Christian Herrman, Jr.		
North English	U. S. Geiger	Phone GREEN-33	Phone GREEN-33
Williamsburg	Donald F. Miller	Phone 93	Phone 30
Hedrick	Rex V. Henry	Phone 171-R-2	Phone 171-R-3

§ Indicates salaried company surgeons who should be used whenever possible.

‡ Indicates surgeons equipped to conduct physical examination of employes for entrance into service, promotion or re-examination.

* Indicates surgeons equipped to conduct physical examination of employes for re-examination only.