

SURGEONS AND PHYSICIANS

Albia, Iowa	DR. F. M. BAY	Surgeon.
Burlington, Iowa	DR. F. G. OBER	Surgeon and Examiner.
Burlington, Iowa	DR. F. M. TOMBAUGH	Surgeon.
Burlington, Iowa	DR. G. J. PEARSON	Eye Specialist.
Chariton, Iowa	DR. J. B. ROBB	Surgeon.
Chariton, Iowa	DR. A. L. YOCUM	Surgeon.
Corning, Iowa	DR. F. BINDER	Surgeon.
Council Bluffs, Iowa	DR. M. A. TINLEY	Surgeon.
Council Bluffs, Iowa	DR. M. HANCHETT	Surgeon.
Creston, Iowa	DR. J. G. MACRAE	Surgeon.
Creston, Iowa	DR. H. G. BEATTY	Surgeon and Examiner.
Creston, Iowa	DR. O. S. BARBER	Eye Specialist.
Des Moines, Iowa	DR. L. M. OVERTON	Surgeon and Examiner.
Des Moines, Iowa	DR. O. J. FAY	Surgeon.
Des Moines, Iowa	DR. C. F. HOWLAND	Eye Specialist.
Fort Madison, Iowa	DR. R. L. FEIGHTNER	Surgeon.
Galesburg, Ill.	DR. E. T. P. ZESSIN	Medical Examiner.
Galesburg, Ill.	DR. B. V. McCLANAHAN	Surgeon.
Galesburg, Ill.	DR. E. B. GROGAN	Surgeon.
Galesburg, Ill.	DR. G. E. KLEIN	Eye Specialist.
Hamburg, Iowa	DR. R. C. DANLEY	Surgeon.
Knoxville, Iowa	DR. C. S. CORNELL	Surgeon.
Mt. Pleasant, Iowa	DR. W. A. STERNBERG	Surgeon.
Melrose, Iowa	DR. T. A. MORAN	Surgeon.
Monmouth, Ill.	DR. H. G. EBERSOLE	Surgeon.
Monmouth, Ill.	DR. J. L. SHERRICK	Surgeon.
New London, Iowa	DR. F. R. MEHLER	Surgeon.
Osceola, Iowa	DR. C. R. HARKEN	Surgeon.
Osceola, Iowa	DR. F. W. SELLS	Surgeon.
Ottumwa, Iowa	DR. M. BANNISTER	Surgeon.
Ottumwa, Iowa	DR. H. A. SPILMAN	Surgeon and Examiner.
Ottumwa, Iowa	DR. W. C. NEWELL	Surgeon.
Ottumwa, Iowa	DR. D. O. BOVENMYER	Eye Specialist.
Omaha, Neb.	DR. B. W. CHRISTIE	Division Surgeon and Examiner.
Red Oak, Iowa	DR. W. S. REILEY	Surgeon.
Shenandoah, Iowa	DR. J. F. ALDRICH	Surgeon.
Shenandoah, Iowa	DR. E. J. GOTTSCH	Surgeon.
Sidney, Iowa	DR. R. S. LOVELADY	Surgeon.
Villisca, Iowa	DR. F. S. WILLIAMS	Surgeon.
Washington, Iowa	DR. H. C. HULL	Surgeon.

Whenever any person other than a trespasser sustains injuries on Company property, requiring immediate medical attention, the nearest Company Surgeon should be summoned by the officer or employe of highest rank present.

In cases of emergency, when the attendance of the Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives, who upon arrival, should at once take charge of the case and relieve the called surgeon from further care or attendance, as far as the Company is concerned.

In case of injury to trespassers, a physician, the Company Surgeon when available, should be summoned only in case the injury renders the patient incapable of seeking medical attention himself. An injured trespasser should not, except in emergency, be removed from the county in which the injury occurs, but arrangements should be made to turn the patient over to the county authorities in case he cannot provide for his own care after emergency service has been rendered.

The acceptance of the aid of a surgeon called by the Company is entirely optional with injured parties. In case they desire, they can select, at their own expense, other surgical attendance.

This Company will not recognize bills of surgeons other than those on its regular staff, except for temporary service rendered prior to the arrival of the Company Surgeon, and then only for such attendance as it appears is clearly and immediately demanded. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

DR. O. H. HORRALL, Chief Surgeon, Chicago, Ill.

Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

TIME TABLE

OF THE

OTTUMWA AND CRESTON DIVISIONS

OF THE

CENTRAL DISTRICT

No. 68

EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME

SUNDAY, JULY 18, 1943

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the book of rules of the operating department.

Galesburg to Ottumwa—Sub-division—Westward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 68.

EFFECTIVE JULY 18, 1943.

FIRST CLASS				Signs	Distance from Chicago	Distance from Galesburg	STATIONS	Capacity of		Office Open Week Days	FIRST CLASS					
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger					Siding	Other Tracks		Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	
15	3	7	9					11	39		177	1	5			
A.M. L 12.01	A.M. L 2.45	A.M. L 5.00	P.M. L 1.30	B.C.K.O.R. T.W.Y.Yd.	162.23	0.00	.....GALESBURG..... 6.02 P.M.	Yard	Yard	Continuous	L 2.54	L 3.02		L 7.50	L 9.55
							.....WATERMAN..... 3.53 P.M.	Yard	Yard	Continuous					
12.09	2.53	5.08	1.38		168.25	6.02	.....GRAHAM..... 3.18			No Office					10.03
12.12	2.57	5.12	f 1.42		171.43	9.20	.....CAMERON..... 7.47		34	8:30 a.m. to 5:30 p.m.	3.03	3.11		7.58	10.07
					178.90	16.67	.....COSTELLO TOWER..... M. & St. L. Cross'g (Interlocked)			Continuous					
12.20	s 3.10	s 5.24	s 1.53	B.O.W.Y.Yd.	179.05	16.82	.....MONMOUTH..... 0.15	106	Yard	No Office	3.11	3.19		8.06	s 10.20
12.26	f 3.18	5.31	s 2.01		184.84	22.61	.....KIRKWOOD..... 5.79		63	8:30 a.m. to 5:30 p.m.					10.28
12.33	f 3.26	5.37	s 2.08		190.56	28.33	.....BIGGSVILLE..... 5.72		27	8:30 a.m. to 5:30 p.m.					10.35
12.39	3.32	5.43	s 2.15		196.09	33.86	.....GLADSTONE..... 5.53		131	8:30 a.m. to 5:30 p.m.	3.23	3.32	L P.M. 6.15	8.21	10.41
					204.24	42.01	.....ILLINOIS JCT..... 8.15			No Office					
					204.91	42.68	.....WOOD TOWER..... 0.67			Continuous					
12.50	A 3.45	s 5.55	s 2.30	B.C.K.O.R. T.W.Yd.	205.42	43.19	.....BURLINGTON..... 0.51	Yard	Yard	Continuous	s 3.37	s 3.47	A 6.30 P.M.	s 8.33	s 10.53
12.55	A.M.	6.20	2.45				.....WEST BURLINGTON..... 3.90								11.05
1.05		6.30	s 2.55	Y. Yd.	209.32	47.09	.....DAYMAN..... 3.18	79	Yard	8:15 a.m. to 5:15 p.m.					11.15
					212.50	50.27	.....MIDDLETOWN..... 2.22		160	No Office					
					214.72	52.49	.....DANVILLE..... 3.61		12	No Office					
1.15		6.41	s 3.07		218.33	56.10	.....NEW LONDON..... 6.25		28	8:15 a.m. to 5:15 p.m.					11.26
1.21		s 6.51	s 3.18	C.W.	224.58	62.35	.....MT. PLEASANT..... 8.60		84	72	6:45 a.m. to 3:45 p.m.				11.33
					233.18	70.96ROME..... 7.02		79	91	9:00 a.m. to 5:00 p.m. 11:00 p.m. to 7:00 a.m.	4.04	4.18		9.00	s 11.47
					240.20	77.97	.....LOCKRIDGE..... 3.54		11	No Office					
					243.74	81.51BECKWITH..... 6.38		100	22	8:00 a.m. to 5:00 p.m.					A.M. 12.02
					250.12	87.89	.....FAIRFIELD..... 5.11		23	No Office					
1.55		s 7.43	s 3.59	W.	255.23	93.00TOWER 255..... 0.47		90	94	9:30 a.m. to 5:30 p.m. 10:45 p.m. to 6:45 a.m.	4.22	4.38		9.19	s 12.22
					255.70	93.47	.....C. R. I. & P. Cross'g (Interlocked).....			No Office					
					261.41	99.18	.....BERNHART..... 4.69		6	No Office					
2.06		7.58	s 4.12		266.10	103.87	.....BATAVIA..... 7.30		58	8:30 a.m. to 5:30 p.m.					12.35
2.14		8.08	f 4.20		273.40	111.17	.....AGENCY CITY..... 6.22		7	No Office	4.36	4.55		.9.32	12.45
A 2.24		A 8.18	A 4.30	B.C.K.O.R. T.W.Yd.	279.62	117.39	.....OTTUMWA.....	Yard	Yard	Continuous	A 4.46 P.M.	A 5.05 P.M.		A 9.42 P.M.	A 12.55 A.M.
Daily	Daily	Daily	Daily								Daily	Daily	Daily Ex. Sunday	Daily	Daily	
2:23 49.2	1:00 43.0	3:18 35.6	3:00 39.1				.....SCHEDULE TIME.....				1:52 82.9	2:03 67.3	0:15 37.8	1:52 82.9	3:00 39.1
							.....AVERAGE MILES AN HOUR.....								

Double Track between Galesburg and Ottumwa.
Automatic Block System in effect between Galesburg and Illinois Jct.; Wood Tower and Ottumwa. Rules D-251, D-252 and D-254 in effect.
Centralized Traffic Control in effect between Illinois Jct. and Wood Tower.
Double Track between Waterman and Graham. Centralized Traffic Control in effect.
No train order signal Galesburg, Wood Tower, Burlington and Ottumwa. Conductors and Enginemen must have Clearance Form A. At Burlington, passenger trains will be cleared at passenger station, all other trains at Wood Tower.

Drawbridge 204.66 over Mississippi River at Burlington interlocked.
No. 177 will make flag stop at Bass Lake, M. P. 202.5.
M-4-A engines must not be double-headed over bridge 204.66.
Local Extra leaves Galesburg 12:30 p. m. daily except Sunday for Burlington.
Local Extra leaves Burlington 6:00 a. m. Monday, Wednesday and Friday for Ottumwa.
Local Extra leaves Galva 10:00 a. m. Tuesday, Thursday and Saturday for Burlington via Gladstone.

Ottumwa to Galesburg—Sub-division—Eastward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 68.

EFFECTIVE JULY 18, 1943.

FIRST CLASS					Distance from Chicago	Distance from Galesburg	STATIONS	Distance from Ottumwa	Capacity of Siding	Office Open Sundays	FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger							Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
30	8	4	10	176							40	178	6	12
A 4:25	A 5:02	A 7:00	A 7:13		162.23	0.00	.....GALESBURG.....	117.39	Yard	Continuous	A 8:30	A 3:10	A 3:40	A 5:44
							.....WATERMAN..... 6 02 P.M.	114.90	Yard	Continuous				
4:15	4:53	6:50	7:04		168.25	6.02	.....GRAHAM..... 3 53 P.M.	111.37		No Office	8:20	3:00	3:30	5:35
		s 6:47			171.43	9.20	.....CAMERON..... 3 18	108.19		Closed	s 2:55	3:27		
					178.90	16.67	.....COSTELLO TOWER..... 7 47	100.72		Continuous				
s 4:00	4:37	s 6:35	6:55		179.05	16.82	.....M. & St. L. Cross'g (Interlocked)..... 0 15	100.57	106	No Office	8:07	s 2:42	s 3:16	5:26
3:48	4:27	s 6:25	6:48		184.84	22.61	.....MONMOUTH..... 5 79	94.78		Closed	7:57	s 2:30	3:06	5:19
		s 6:19			190.56	28.33	.....KIRKWOOD..... 5 72	89.06	68	Closed	s 2:21	3:00		
		s 6:13		A.M. 7:00	196.09	33.86	.....BIGGSVILLE..... 5 53	83.53		Closed	s 2:13	2:55		
					204.24	42.01	.....GLADSTONE..... 8 15	75.38		No Office				
					204.91	42.68	.....ILLINOIS JCT..... 0 67	74.71		Continuous				
s 3:25	s 3:54	L 6:00	s 6:30	L 6:45	205.42	43.19	.....WOOD TOWER..... 0 51	74.20	Yard	Continuous	s 7:34	s 1:58	s 2:40	s 5:02
s 3:10	s 3:39	A.M.		A.M.			.....BURLINGTON..... 3 90							
3:02	3:29		6:19		209.32	47.09	.....WEST BURLINGTON..... 3 18	70.30	Yard	Closed	7:20	s 1:40	2:20	4:51
					212.50	50.27	.....DAYMAN..... 2 22	67.12		No Office				
2:57	3:24		6:15		214.72	52.49	.....MIDDLETOWN..... 3 61	64.90		No Office	7:15	s 1:31	2:14	4:47
					218.33	56.10	.....DANVILLE..... 6 25	61.29		Closed	s 1:24	2:09		
					224.58	62.35	.....NEW LONDON..... 8 60	55.04	84	Closed	s 1:14	2:02		
s 2:36	3:02		6:01		233.18	70.95	.....MT. PLEASANT..... 7 02	46.44	79	9:00 a.m. to 5:00 p.m. 11:00 p.m. to 7:00 a.m.	6:57	s 1:00	s 1:50	4:33
					240.20	77.97	.....ROME..... 3 54	39.42		No Office	s 12:48			
					243.74	81.51	.....LOCKRIDGE..... 6 38	35.88		Closed	s 12:43	1:37		
					250.12	87.89	.....BECKWITH..... 5 11	29.50		No Office				
s 2:12	2:39		5:42		255.23	93.00	.....FAIRFIELD..... 0 47	24.39		9:30 a.m. to 5:30 p.m. 10:45 p.m. to 6:45 a.m.	6:34	s 12:25	s 1:24	4:14
					255.70	93.47	.....TOWER 255..... 5 71	23.92		No Office				
					261.41	99.18	.....C. R. I. & P. Cross'g (Interlocked)..... 4 63	18.21		No Office	f 12:14			
					266.10	103.87	.....BERNHART..... 7 30	13.52		Closed	s 12:08	1:10		
					273.40	111.17	.....BATAVIA..... 6 22	6.22	80	No Office	s 11:58	1:02		
L 1:40	L 2:10		L 5:16		279.62	117.39	.....AGENCY CITY.....			Continuous	L 6:05	L 11:45	L 12:52	L 3:49
A.M.	A.M.		A.M.				.....OTTUMWA.....	0.00	Yard	Continuous	A.M.	A.M.	P.M.	P.M.
Daily	Daily	Daily	Daily	Daily Ex. Sunday							Daily	Daily	Daily	Daily
2:45	2:52	1:00	1:57	0:15							2:25	3:25	2:48	1:55
42.7	40.8	43.2	60.2	37.8							48.6	34.4	41.9	61.3
					SCHEDULE TIME.....									
					.....AVERAGE MILES AN HOUR.....									

Double Track between Ottumwa and Galesburg.

Automatic Block System in effect between Ottumwa and Wood Tower; Illinois Jct. and Galesburg. Rules D-251, D-252 and D-254 in effect.

Centralized Traffic Control in effect between Wood Tower and Illinois Jct.

Double Track between Graham and Waterman. Centralized Traffic Control in effect.

No train order signal Ottumwa, Burlington, Wood Tower and Galesburg. Conductors and Enginemen must have Clearance Form A. At Burlington, passenger trains will be cleared at passenger station, all other trains at Wood Tower.

Drawbridge 204.66 over Mississippi River at Burlington Interlocked.

M-4-A engines must not be double-headed over bridge 204.66.

Local Extra leaves Ottumwa 5:00 a. m. Tuesday, Thursday and Saturday for Burlington.

Local Extra leaves Burlington 10:00 a. m. Monday, Wednesday and Friday for Galva via Gladstone.

No. 12 will stop at Fairfield to discharge revenue passengers from Council Bluffs or beyond and to receive revenue passengers for Chicago.

No. 40 will stop at Fairfield, Mt. Pleasant and Monmouth to discharge revenue passengers from Denver.

Lone Tree Spur off eastward track, M. P. 199.69, capacity 10 cars.

Gales Farm spur off eastward track, M. P. 167.33, capacity 2 cars.

Ottumwa to Creston—Sub-division—Westward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 68.

EFFECTIVE JULY 18, 1943.

FIRST CLASS				Signs	Distance from Chicago	Distance from Ottumwa	STATIONS	Distance from Creston	Capacity of		Office Open Week Days	FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger						Siding	Other Tracks		Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
5	15	7	27						11	39		179	1		
L A.M. 1:07	L A.M. 2:30	L A.M. 8:28	L A.M. 8:45	B.C.K.O. R.T.W.Yd.	279.62	0.00	..... OTTUMWA	114.32	Yard	Yard	Continuous	L P.M. 4:48	L P.M. 5:20	L P.M. 5:30	L P.M. 9:44
					280.46	0.84	..... LAWLER TOWER	113.48			Continuous				
							..... C. M. St. P. & P. Cross'g (Interl.)								
1:18	2:40	8:39	f 8:59		287.42	7.80	..... CHILLICOTHE	106.52		8	No Office			s 5:42	
1:23	2:43	8:44	f 9:05		290.81	11.19	..... DUDLEY	103.13		17	No Office			f 5:48	
							..... AVERY	95.66			No Office				
1:39	2:56	8:58	9:30	W	301.92	22.30	..... MAXON	92.12	86	99	No Office	5:09	5:43	6:10	10:07
s 1:48	s 3:04	s 9:09	A 9:35 A.M.	Yd.	303.71	24.09	..... M. & St. L. Crossing (Interlock ed on Westward Track)		32	Yard	Continuous	5:13	s 5:51	A 6:15 P.M.	10:10
1:54	3:09	9:15			307.54	27.92	..... ALBIA	85.63		11	No Office				
2:07	3:20	9:29			318.62	39.00	..... HALPIN	74.55	81	9	8:30 p.m. to 5:30 a.m.				
2:17	3:29	s 9:41			326.85	47.23	..... MELROSE	66.32		66	8:30 a.m. to 5:30 p.m.	5:32	6:13		10:30
							..... RUSSELL	58.85	80	Yard	Continuous	5:42	s 6:27		10:40
s 2:33	s 3:48	s 10:01		B.C.K.O. T.W.Y.Yd.	334.32	54.70	..... CHARITON	56.01			No Office				
					337.16	57.54	..... INDIANOLA JCT	51.58			No Office.				
					341.66	62.04	..... SHANNON	50.45		20	8:30 a.m. to 5:30 p.m.				
2:45	3:58	10:17			342.79	63.17	..... LUCAS	42.92		16	No Office	5:53	6:44		10:53
2:54	4:05	10:26			350.32	70.70	..... WOODBURN	33.20	103	Yard	Continuous	6:05	s 7:00		11:04
s 3:10	4:18	s 10:49		W.Y.Yd.	359.74	80.12	..... OSCEOLA	22.53		37	8:00 a.m. to 5:00 p.m.				
3:25	4:29	s 11:05			370.41	90.79	..... MURRAY	17.08		28	No Office				
3:31	4:34	11:10			375.86	96.24	..... THAYER	9.37	82	27	8:30 a.m. to 5:30 p.m.	6:25	7:22		11:24
3:39	4:41	s 11:23			383.57	103.96	..... APTON	0.00	Yard	Yard	Continuous	A 6:36 P.M.	A 7:37 P.M.		A 11:35 P.M.
A 4:03 A.M.	A 5:00 A.M.	A 11:48 A.M.		B.C.K.O.R T.W.Y.Yd.	392.94	113.32	..... CRESTON					Daily	Daily	Daily	Daily
Daily	Daily	Daily	Daily				..... SCHEDULE TIME					1:48	2:17	0:45	1:51
2:58 38:6	2:30 45.3	3:20 34:0	0:50 28:9				..... AVERAGE MILES AN HOUR					62.9	49.6	33.3	61.3

Double Track between Ottumwa and Creston.

Automatic Block System in effect between Ottumwa and Maxon; Halpin and Charlton; Shannon and Creston. Rules D-251, D-252 and D-254 in effect.

Centralized Traffic Control in effect between Maxon and Halpin; Charlton and Shannon.

No train order signal Ottumwa and Creston. Conductors and Enginemen must have Clearance Form A.

Avery station on Eastward Track.

Frederic station on Eastward Track at M. P. 295.40.

No. 27 will make flag stop at M. P. 295.40 and M. P. 298.57.

No. 179 will make flag stop at M. P. 295.40.

Tyrone spur off Westward Track, M. P. 312.9, capacity 8 cars.

Local Extra leaves Ottumwa 6:00 a. m. daily except Sunday for Creston.

No. 65 Leaves Charlton 7:15 a. m. daily except Sunday,
Arrives Indianola Jct. 7:25 a. m.

No. 81 Leaves Ottumwa 12:05 a. m. daily except Sunday,
Arrives Albia 1:00 a. m.

Creston to Ottumwa—Sub-division—Eastward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 68.

EFFECTIVE JULY 18, 1943.

FIRST CLASS				Distance from Chicago	Distance from Ottumwa	STATIONS	Distance from Creston	Capacity of Siding	Office Open Sundays	FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger							Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
10	40	178	6							12	28	30	8
A 5:14	A 6:00	A 11:25	A 12:45	279.62	0.00	..... OTTUMWA	114.32	Yard	Continuous	A 3:48	A 11:00	A 1:30	A 1:55
				280.46	0.84	..... LAWLER TOWER	113.48		Continuous				
						..... C. M. St. P. & P. Cross'g (Interl.)							
5:05	5:50	s 11:09	12:35	287.42	7.80	..... CHILLICOTHE	106.52		No Office	3:38	f 10:44	1:20	1:45
		f 11:04		290.81	11.19	..... DUDLEY	103.13		No Office		f 10:38		
		s 10:52				..... AVERY	95.66		No Office		f 10:26		
4:50	5:34	10:46	12:18	301.92	22.30	..... MAXON	92.12		No Office	3:24	10:20	1:03	
		L 10:42	s 12:15			..... M. & St. L. Crossing (Interlock ed on West ward Track)		West	No Office				
		A.M.		303.71	24.09	..... ALBIA			Continuous		L 10:15	s 1:00	1:25
4:41	5:24		12:05	307.54	27.92	..... HALPIN	85.63		No Office	3:16	P.M.	12:46	
			s 11:52	318.62	39.00	..... MELROSE	74.55		8:30 p.m. to 5:30 a.m.				
			11:43	326.85	47.23	..... RUSSELL	66.32		Closed				
4:17	4:56		s 11:33	334.32	54.70	..... CHARITON	58.85	78	Continuous	s 2:52		s 12:20	s 12:45
				337.16	57.54	..... INDIANOLA JCT.	56.01		No Office				
				341.66	62.04	..... SHANNON	51.58		No Office				
4:09	4:45		s 11:18	342.79	63.17	..... LUCAS	50.45		Closed	2:44		12:04	12:25
			s 11:10	350.32	70.70	..... WOODBURN	42.92		No Office			A.M.	
3:54	4:27		s 10:58	359.74	80.12	..... OSCEOLA	33.20	79	Continuous	2:29		s 11:46	12:11
3:44	4:15		s 10:44	370.41	90.79	..... MURRAY	22.53		Closed	2:19		11:34	12:01
			f 10:35	375.86	96.24	..... THAYER	17.08		No Office				A.M.
			s 10:27	383.57	103.95	..... AFTON	9.37	82	Closed				
L 3:24	L 3:48		L 10:05	392.94	113.32	..... CRESTON	0.00	Yard	Continuous	L 2:00		L 11:05	L 11:30
Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily
1:50 61.8	2:12 51:5	0:43 33:6	2:40 42:5			..... SCHEDULE TIME				1:48 62.9	0:45 32.1	2:25 46.8	2:25 46.8
						..... AVERAGE MILES AN HOUR							

Double Track between Creston and Ottumwa.

Automatic Block System in effect between Creston and Shannon; Chariton and Halpin; Maxon and Ottumwa. Rules D-251, D-252 and D-254 in effect.

Centralized Traffic Control in effect between Shannon and Chariton; Halpin and Maxon.

No train order signal Creston and Ottumwa. Conductors and Enginemen must have Clearance Form A.

No. 40 will stop at Osceola and Chariton to discharge revenue passengers from Denver.

Albia station on Westward Track.

Frederic station on Eastward Track at M. P. 295.40.

No. 178 and No. 28 will make flag stops at M. P. 295.40.

No. 8 will stop at Albia Saturday mornings to unload mail and express.

No. 66 Leaves Indianola Jct. 10:45 a. m. daily except Sunday, Arrives Chariton 10:55 a. m.

No. 82 Leaves Albia 8:00 p. m. daily except Sunday, Arrives Ottumwa 9:00 p. m.

Creston to Omaha—Sub-division—Westward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 68.

EFFECTIVE JULY 18, 1943.

FIRST CLASS				Signs	Distance from Chicago	Distance from Creston	STATIONS	Distance from Omaha	Capacity of		Office Open Week Days	FIRST CLASS				
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger						Siding	Other Trucks		Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
23	5	15	27									7	21	11	39	1
	A.M. L 4.10	A.M. L 5.05		B.C.K.O.R. T.W.Y.Yd.	392.94	0.00	.....CRESTON.....	103.26		Yard	Continuous	A.M. L 11.58		P.M. L 6.43	P.M. L 7.42	P.M. L 11.37
					398.59	5.65	.....CROMWELL.....	97.61		19	No Office	P.M. L 12.06				
					406.71	13.77	.....PRESCOTT.....	89.49		22	7:30 a.m. to 4:30 p.m.	s 12.16				
	s 4.39	5.30			413.66	20.72	.....CORNING.....	82.54	82	42	6:00 a.m. to 9:30 p.m.	s 12.26			s 8.04	
					417.67	24.73	.....BROOKS.....	78.53		6	No Office	12.32				
					422.68	29.74	.....NODAWAY.....	73.52		15	No Office	12.38				
							.....VILLISCA.....	68.79		105	5:00 a.m. to 1:00 p.m. 2:00 p.m. to 10:00 p.m.	s 12.47		7.14	s 8.21	12.07
	s 5.01	s 5.49		K.W.T.	427.41	34.47	.....STANTON.....	60.98		39	7:30 a.m. to 4:30 p.m.	s 12.57		7.21	8.30	12.13
	5.11	5.58			435.22	42.28	.....RED OAK.....	53.78		62	Continuous	s 1.19		7.28	s 8.44	12.20
				C.K.O. T.W.Y.Yd.	442.42	49.48	.....McPHERSON.....	48.09	168	29	No Office	1.29				
				F	448.11	55.17	.....EMERSON.....	44.55	124	46	No Office	s 1.35				
					451.65	58.71	.....HASTINGS.....	39.30	209	80	No Office	s 1.45		7.40	9.01	12.32
	s 5.53	6.32		C.F.W.Y.	456.90	63.96	.....MALVERN.....	34.52	166	65	No Office	s 1.54				
				F	461.68	68.74	.....BALFOUR.....	28.31			No Office	s 2.03				
	s 6.03				467.89	74.95	.....GLENWOOD.....	24.83		69	No Office	s 2.12		P.M. 7.53	9.18	12.44
	6.12	6.44			471.37	78.43	.....PACIFIC JCT.....	21.22		Yard	Continuous	f 2.19	L 6.45	7.58	9.22	12.49
	s 6.21	6.50		B.C.K.R. T.W.Y.Yd.	474.98	82.04	.....FOLSOM.....	15.51	96		No Office	2.27	6.50	8.04	9.27	12.54
	A.M. L 5.35	A.M. 6.30	P.M. L 1.40	F	480.69	87.75	.....ISLAND PARK.....	10.16	71	10	No Office	2.34	6.55	8.09	9.35	12.59
	5.45	7.01	1.47		486.04	93.10	Wabash Crossing (Auto Intrl)	4.89								
	5.55	7.07	1.54		491.31	98.37	.....COUNCIL BLUFFS YARD.....	4.45		Yard	Continuous	2.46	7.02	8.16	9.45	1.07
				B.C.K.O. R.T.W.Yd.	491.75	98.81	C.M.St.P.&P. Crossing (Intrl)									
	6.08	7.18	2.06		491.75	98.81	C.R.I.&P. Crossing (Intrl)									
				Yd.	492.13	99.19	.....COUNCIL BLUFFS.....	4.07		Yard	No Office.	s 2.48	s 7.04	8.17	s 9.47	f 1.09
					492.70	99.76	C.&N.W. Crossing (Auto Intrl)	3.50								
					492.99	100.05	.....I. C. Crossing (Interlocked).....	3.21								
					493.01	100.07	.....C.R.I.&P. Crossing (Interlocked).....	3.19								
	s 6.40	s 7.45	s 2.25	Yd.	493.34	100.40	.....U. P. TRANSFER.....	2.86			No Office	s 3.15	s 7.18	s 8.38	s 10.00	s 1.16

Between U. P. Transfer and Omaha Union Station each member of train and engine crews must have a copy of and be governed by Union Pacific Rules, Bridge Subdivision Special Rules, and Bridge Subdivision time table.

Via U. P. A 7.00 A.M.	Via Platte A 7.10 A.M.	Via U. P. A 8.00 A.M.	Via U. P. A 2.40 P.M.	B.K.R. W.Yd.	496.20	103.26	.....OMAHA.....	0.00			Continuous	Via U. P. A 3.30 P.M.	Via U. P. A 7.30 P.M.	Via U. P. A 8.50 P.M.	Via U. P. A 10.15 P.M.	Via U. P. A 1.30 A.M.
Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily	Daily
1:05 18.9	2:20 35:2	2:40 37.6	0:45 24.5				.....SCHEDULE TIME.....					3:17 30:5	0:33 33.4	1:52 53.8	2:18 43.7	1:39 60.8
							.....AVERAGE MILES AN HOUR.....									

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

Single track between M. P. 443.7, west of Red Oak, and M. P. 466.44, east of Balfour; Pacific Jct. and Council Bluffs Yard; M. P. 492.8 and U. P. Transfer.

Double Track between Creston and M. P. 443.7, west of Red Oak; M. P. 466.44, east of Balfour, and Pacific Jct.; Council Bluffs Yard and M. P. 492.8.

Automatic Block System in effect between Creston and Red Oak; Balfour and U. P. Transfer.

Rules D-251, D-252 and D-254 in effect between Creston and Red Oak; Balfour and Pacific Jct.; Council Bluffs Yard and M. P. 492.8.

Centralized Traffic Control in effect between Red Oak and Balfour.

No train order signal Creston and Pacific Jct. Conductors and Enginemen must have Clearance Form A.

Operators at Pacific Jct. and Council Bluffs Yard will register for all first class trains and other trains that do not stop.

Spring switch located at west end of double track, Council Bluffs.

At Pacific Jct. yardmaster will handle and be responsible for main track cross-over switches located east of depot and switches of the northeast leg of wye for passenger trains except No. 22. Normal position of northeast wye switch will be for Creston-Omaha Subdivision.

Local Extra leaves Creston, 8:30 a. m. daily except Sunday for Red Oak and will carry passengers.

No. 6 will stop at Stanton to discharge revenue passengers.

Local Extra leaves Red Oak 7:00 a. m. Monday, Wednesday and Friday for Pacific Jct.

No. 39 will stop at Glenwood to discharge revenue passengers from Chicago and to receive revenue passengers for Denver or beyond.

Omaha to Creston—Sub-division—Eastward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 68.

EFFECTIVE JULY 18, 1943.

FIRST CLASS					Distance from Chicago	Distance from Creston	STATIONS	Distance from Omaha	Capacity of		Office Open Sundays	FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger					Siding	Other Tracks		Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
10	40	6	20	12								26	30	8	22
A.M.	A.M.	A.M.		P.M.	392.94	0.00	CRESTON	103.26		Yard	Continuous				
A 3:22	A 3:43	A 10:00		A 1:59	398.59	5.65	CROMWELL	97.61		19	No Office		P.M. A 10:55	P.M. A 11:15	
3:14	3:33	9:50		1:51	406.71	13.77	PRESCOTT	89.49	81	22	Closed		10:45	11:05	
		9:41			413.66	20.72	CORNING	82.54		42	8:30 a.m. to 10:30 a.m.		10:27	10:48	
		s 9:31			417.67	24.73	BROOKS	78.53		6	No Office				
		9:25			422.68	29.74	NODAWAY	73.52	81	15	No Office				
		9:19			427.41	34.47	VILLISCA	68.79	62	105	5:00 a.m. to 1:00 p.m. 2:00 p.m. to 10:00 p.m.		s 10:10	s 10:30	
2:48	3:03	s 9:13		1:27	435.22	42.28	STANTON	60.98	79	39	Closed				
		9:02			442.42	49.48	RED OAK	53.78	77	62	Continuous		s 9:50	s 10:10	
2:36	2:48	s 8:51		1:15	448.11	55.17	MCPHERSON	48.09	163	29	No Office		9:38	10:01	
2:31	2:39	8:37		1:10	451.65	58.71	EMERSON	44.55	124	46	No Office				
		f 8:31			456.90	63.96	HASTINGS	39.30	209	80	No Office		9:29	9:52	
2:22	2:28	s 8:23		1:01	461.68	68.74	MALVERN	34.52	166	65	No Office				
		s 8:15			467.89	74.95	BALFOUR	28.31			No Office				
		8:07			471.37	78.43	GLENWOOD	24.83		69	No Office				
L 2:06 A.M.	2:08	L 7:55 A.M.	A 9:33	12:46	474.98	82.04	PACIFIC JCT.	21.22			Yard	Continuous	A 5:11 P.M.	L 9:10 P.M.	9:32 A.M.
	1:58		9:27	12:41	480.69	87.75	FOLSOM	15.51	96		No Office		5:04	9:27	12:26
	1:49		9:22	12:36	486.04	93.10	ISLAND PARK	10.16	71	10	No Office		4:58	9:20	12:16
					491.31	98.37	Wabash Crossing (Auto Intri)	4.89							
	1:38		9:15	12:29	491.75	98.81	COUNCIL BLUFFS YARD C. M. St. P. & P. Crossing (Intri) C. R. I. & P. Crossing (Intri)	4.45			Yard	Continuous	4:49	9:11	12:06
					492.13	99.19	COUNCIL BLUFFS	4.07			Yard	No Office	s 4:48	9:10	s 12:05 A.M.
					492.70	99.76	C.&N.W. Crossing (Auto Intri)	3.50							
					492.99	100.05	I. C. Crossing (Interlocked)	3.21							
					493.01	100.07	C.R.I.&P. Crossing (Interlocked)	3.19							
1:30		s 9:10	12:25		493.34	100.40	U. P. TRANSFER	2.86			No Office		s 4:42	s 9:05	s 11:59

Between Omaha Union Station and U. P. Transfer each member of train and engine crews must have a copy of and be governed by Union Pacific Rules, Bridge Subdivision Special Rules, and Bridge Subdivision time table.

Via Platts	Via U. P.	Via Platts	Via U. P.	Via U. P.	Distance from Chicago	Distance from Creston	STATIONS	Distance from Omaha	Capacity of	Office Open Sundays	Via U. P.	Via Platts	Via U. P.	Via U. P.
L 1:30 A.M.	L 1:15 A.M.	L 7:15 A.M.	L 9:00 A.M.	L 12:15 P.M.	496.20	103.26	OMAHA	0.00		Continuous	L 4:30 P.M.	L 8:30 P.M.	L 7:45 P.M.	L 11:45 P.M.
Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily
1:16 64.8	2:13 45.3	2:05 39.4	0:23 47.9	1:34 64.1			SCHEDULE TIME				0:29 38.0	1:45 46.8	2:10 47.6	0:41 27.4
							AVERAGE MILES AN HOUR							

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

Single Track between U. P. Transfer and M. P. 492.8; Council Bluffs Yard and Pacific Jct.; M. P. 466.44, east of Balfour, and M. P. 443.7, west of Red Oak. Double Track between M. P. 492.8 and Council Bluffs Yard; Pacific Jct. and M. P. 466.44, east of Balfour; M. P. 443.7, west of Red Oak, and Creston. Automatic Block System in effect between U. P. Transfer and Balfour; Red Oak and Creston. Rules D-251, D-252 and D-254 in effect between M. P. 492.8 and Council Bluffs Yard; Pacific Jct. and Balfour; Red Oak and Creston. Centralized Traffic Control in effect between Balfour and Red Oak. No train order signal Omaha, Council Bluffs Yard, Pacific Jct. and Creston. Conductors and Enginemen must have Clearance Form A. Spring switch located at west end of double track, Council Bluffs. Spring switch located at east end, Pacific Jct. yard. Operators at Council Bluffs Yard and Pacific Jct. will register for all first class trains and other trains that do not stop.

At Pacific Jct. yardmaster will handle and be responsible for main track cross-over switches located east of depot and switches of the northeast leg of wye for passenger trains except No. 22. Normal position of northeast wye switch will be for Creston-Omaha subdivision. Local Extra leaves Pacific Jct. 7:00 a. m. Tuesday, Thursday and Saturday for Red Oak. Local Extra leaves Red Oak 5:30 p. m. daily except Sunday, for Creston and will carry passengers. No. 12 will stop at Red Oak to discharge revenue passengers from Council Bluffs or beyond and to receive revenue passengers for Chicago. No. 30 will stop at Corning to discharge revenue passengers from Omaha or west and to receive revenue passengers for Galesburg or beyond when notified at Red Oak. No. 40 will stop at Council Bluffs to discharge revenue passengers and on flag to receive revenue passengers; Glenwood to receive revenue passengers for Chicago when notified at Pacific Jct. and at Red Oak to discharge revenue passengers from Denver.

Freight Trains (Information Only)

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 68.

EFFECTIVE JULY 18, 1943.

WESTWARD						STATIONS	EASTWARD				
Daily Freight	Denver Daily Mdse.	Co. Bluffs Daily Mdse.	Denver Daily Mdse.	Co. Bluffs Daily Mdse.	Daily Mdse.		So. Omaha Daily Ex. Sunday Meat	Daily Ex. Sunday Meat	Daily Fruit	Daily Fruit	
73	61	61A	67	67A	62		70	74	68	68A	
A.M. L 5:00	A.M. L 6:00	A.M. L 6:30	P.M. L 7:30	P.M. L 8:00	A 6:00	A 5:30	P.M. A 10:15	A.M. A 9:00	P.M. A 2:40		
A 11:00	10:45 P.M.	11:15 P.M.	11:30 A.M.	12:01 A.M.	1:30 P.M.	1:45	L 6:15	4:45	10:00 P.M.		
A.M.	5:00 P.M.	5:30	5:15	5:45	11:30 A.M.	9:45	P.M.	4:00 A.M.	9:15		
	6:00	6:30	6:15	6:45	7:30	9:15		11:45	5:15		
	10:00	10:30	10:30	11:00 P.M.	6:30	9:15		11:00	4:30		
	11:00 P.M.	11:00	11:30 A.M.	12:01 A.M.	2:30	6:45		7:45	1:15		
	A 11:45 P.M.	A 11:45 P.M.	A 12:45 P.M.	A 12:45 P.M.	1:30 A.M.	5:00		6:45 P.M.	12:15 A.M.		
					L 4:30 P.M.				L 11:30 P.M.		

Burlington and Washington—Sub-division

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 68.

EFFECTIVE JULY 18, 1943.

WESTWARD				STATIONS	Office Open Week Days	EASTWARD			
SECOND CLASS						SECOND CLASS			
Daily Ex. Sunday Mixed	Signs	Distance from Burlington	Distance from Washington			Capacity of Other Tracks	Daily Ex. Sunday Mixed		
23									
A.M. L 7:20	B.C.K.O. R.T.W.Yd.		52.5	Yard	Continuous	P.M. A 2:55			

Trains between Burlington and Mediapolis are governed by rules and time table of C. R. I. & P. R. R.

Time	Class	Distance	Station	Distance	Capacity	Office	Time
8:25	R.	15.4	MEDIAPOLIS	37.1	22	8:00 a.m. to 5:00 p.m.	2:10
8:40		20.6	ROSCOE	31.9	21	No Office	1:30
8:50		23.9	YARMOUTH	28.6	25	No Office	1:15
9:05		28.3	MT. UNION	24.2	25	8:30 a.m. to 5:30 p.m.	1:00
		32.9	M. & St. L. Crossing (Grade)	19.6			
9:45	W.	34.0	WINFIELD	18.5	52	8:30 a.m. to 5:30 p.m.	12:35
10:00		38.7	WYMAN	13.8	13	No Office	12:15
10:15		42.4	CRAWFORDSVILLE	10.1	21	8:30 a.m. to 5:30 p.m.	12:01 P.M.
10:25		47.0	HAVRE	5.5		No Office	11:45
11:45 A.M.	R.Y.	52.5	WASHINGTON		35	8:30 a.m. to 5:30 p.m.	11:30 A.M.
Daily Ex. Sunday							Daily Ex. Sunday
3:25 15.4			SCHEDULE TIME				3:25 15.6
			AVERAGE MILES AN HOUR				

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.

Manual Block System—Rule 318-B in effect.

Rule 907 in effect.

No train order signal Mediapolis, Winfield and Washington. Conductors and Enginemen must have Clearance Form A when operator on duty.

Sundays: Burlington continuous; other offices closed.

Normal position of gate at M. & St. L. Crossing, M. P. 32.9, is against C. B. & Q. trains.

Ft. Madison and Birmingham—Sub-division

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 68.

EFFECTIVE JULY 18, 1943.

WESTWARD				Signs	Distance from Fort Madison	STATIONS				Distance from Birmingham	Capacity of Other Tracks	Office Open Week Days	EASTWARD				
SECOND CLASS						Daily Ex. Sunday Mixed							Daily Ex. Sunday Mixed	SECOND CLASS			
														97			98
			A.M. L 8:15	B.C.K.R. T.W.Yd.	 FORT MADISON	41.2	Yard		6:35 a.m. to 10:35 p.m.	A 3:15						
			8:45		5.8 SAWYER	35.4	11		No Office	8:00 a.m. to 5:00 p.m.	8:25					
			9:10		11.3	..... WEST POINT	29.9	11		8:00 a.m. to 5:00 p.m.	8:25					
			9:30		17.0	..... PILOT GROVE	24.2	7		8:30 a.m. to 5:30 p.m.	8:25					
			10:50	R.Yd.	20.7 MERTENSVILLE	20.5	10		No Office	8:30 a.m. to 5:30 p.m.	8:25					
			11:18		28.1	..... HILLSBORO	13.1	20		8:00 a.m. to 5:00 p.m.	8:25					
			11:45		34.7	..... STOCKPORT	6.5	20		8:00 a.m. to 5:00 p.m.	8:25					
			12:15	R.Y.	41.2	..... BIRMINGHAM		18		No Office	L 12:30					
			P.M.								P.M.						
			Daily Ex. Sunday								Daily Ex. Sunday						
			4:00			..... SCHEDULE TIME					2:45					
			10:3			..... AVERAGE MILES AN HOUR					15.0					

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.

Manual Block System—Rule 318-B In effect.

No train order signal Ft. Madison. Conductors and Enginemen must have Clearance Form A when operator on duty.

Clearance Form A will not be required at Birmingham.

Rule 907 In effect.

Normal position of switch at Mertensville will be for Salem spur.

No. 97 and No. 98 will stop at Cottonwood M. P. 23.2.

Spur track Mertensville to Hamill, 1 mile south.

Spur track Mertensville to Salem, 5.8 miles north.

Yard limits extend Mertensville to Hamill and Mertensville to Salem; Rule 908 In effect.

No. 97 will serve Hamill at 9:45 a. m., Houghton at 9:55 a. m. and Salem at 10:15 a. m. daily except Sunday.

Salem office open 8:30 a. m. to 5:30 p. m. daily except Sunday.

No office at Hamill and Houghton.

Car Capacity: Hamill 6, Houghton 12, Salem 16.

Sundays: Ft. Madison open 6:35 a. m. to 10:35 p. m.; other offices closed.

Indianola Jct. and Indianola—Sub-division

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 68.

EFFECTIVE JULY 18, 1943.

NORTHWARD				Signs	Distance from Chariton	STATIONS				Distance from Indianola	Capacity of Other Tracks	Office Open Week Days	SOUTHWARD				
SECOND CLASS						Daily Ex. Sunday Mixed							Daily Ex. Sunday Mixed	SECOND CLASS			
														65			66
			A.M. L 7:25		2.8 INDIANOLA JCT.	30.4			No Office	A.M. A 10:45						
			7:55		13.8	..... LACONA	19.4	12		7:45 a.m. to 4:45 p.m.	8:10					
			8:25		21.8	..... MILO	11.4	24		8:00 a.m. to 5:00 p.m.	8:45					
			8:55	R.Y.	33.2	..... INDIANOLA		22		8:00 a.m. to 5:00 p.m.	L 9:15					
			A.M.								A.M.						
			Daily Ex. Sunday								Daily Ex. Sunday						
			1:30			..... SCHEDULE TIME					1:30					
			20:2			..... AVERAGE MILES AN HOUR					20.2					

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Manual Block System—Rule 318-B In effect.

Rule 907 In effect.

No. 65 and No. 66 will stop at Oakley MP 4.4 and Ackworth MP 25.1.

Train register at Chariton.

No train order signal Indianola. Conductors and Enginemen must have Clearance Form A when operator on duty.

No offices open Sundays.

Albia and Des Moines—Sub-division

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 68.

EFFECTIVE JULY 18, 1943.

WESTWARD				Office Open Week Days	Signs	Distance from Albia	STATIONS	Distance from Des Moines	Capacity of		Office Open Sundays	EASTWARD			
SECOND CLASS		FIRST CLASS							Siding	Other Tracks		FIRST CLASS		SECOND CLASS	
Daily M. & St. L. Freight	Daily Ex. Sunday Freight	Daily Passenger	Daily Passenger									Daily Passenger	Daily Passenger	Daily Ex. Sunday Freight	Daily M. & St. L. Freight
895	81	27	179	Continuous	Yd.	0	.....ALBIA.....	68.0	32	Yard	Continuous	178	28	82	894
	A.M. L 1:05	A.M. L 9:40	P.M. L 6:20									A.M. A10:38	P.M. A10:08	P.M. A 7:30	

Trains between Albia and Tracy are governed by rules and time table of Wabash Railway.

P.M. L 3:00	2:00	s10:20	s 6:58	8:30 a.m. to 12:30 a.m.	R.	19.4	.....TRACY.....	48.6	35	8:30 a.m. to 12:30 a.m.	s 9:58	s 9:26	6:00	P.M. A10:35
3:10	2:15	s10:27	s 7:05	No Office		23.1	.....HARVEY..... 3.7	44.9	23	No Office	s 9:48	s 9:15	5:35	10:25
3:15	2:20	f10:31	f 7:09	No Office		24.9	.....DURHAM..... 1.8	43.1	36	No Office	f 9:44	f 9:11	5:30	10:20
3:25	2:30	f10:38	f 7:15	No Office		28.4	.....FLAGLER..... 3.5	39.6	26	No Office	f 9:38	f 9:05	5:15	10:10
3:40	3:05	s10:53	s 7:28	7:00 a.m. to 11:00 p.m.	W.	33.1	.....KNOXVILLE..... 4.0	34.9	118	7:00 a.m. to 3:00 p.m. 7:00 p.m. to 9:00 p.m.	s 9:30	s 8:56	5:00	9:58
3:50	3:15	f11:03	f 7:36	No Office		37.1	.....DONNELLY..... 6.1	30.9	22	No Office	f 9:18	f 8:41	4:20	9:43
4:05	3:35	s11:16	s 7:48	8:30 a.m. to 5:30 p.m.		43.2PLEASANTVILLE..... 5.9	24.8	37	38	7:15 p.m. to 9:15 p.m.	s 9:07	s 8:28	4:05	9:28
4:20	3:50	s11:29	s 7:58	No Office		49.1	.....SWAN..... 4.3	18.9	25	No Office	s 8:56	s 8:16	3:40	9:13
4:30	4:05	f11:38	f 8:06	No Office		53.4	.....FORD..... 3.7	14.6	23	No Office	f 8:48	f 8:06	3:25	9:03
4:40	4:20	f11:45	f 8:13	3:00 p.m. to 11:00 p.m.		57.1	.....CLARKSON..... 4.8	10.9	31	Closed	f 8:42	f 7:59	3:15	8:54
				No Office		61.9	.....LEVY..... 0.7	6.1		No Office				
				No Office		62.6	Iowa Power and Light Co. Spur 0.3	5.4	50	50	No Office				
4:52	4:37	11:55	8:23	No Office		62.9GLAKE..... 2.8	5.1	50	50	No Office	8:33	7:49	2:58	8:40
5:00	4:50	P.M. 12:03	8:28	No Office	R.	66.2	C. R. I. & P. Cross'g (Interlocked) 0.5	2.3							
				No Office		66.2EAST D. M. U. JCT..... 0.5	1.8			No Office	8:27	7:42	2:45	8:30

Trains between East D. M. U. Jct. and Des Moines Union Station are governed by rules and time table of Des Moines Union Railway.

						66.3	-0.1.....D. M. U. Crossing (Grade).....	1.7							
						66.4	-0.1.....C. R. I. & P. Crossing (Grade).....	1.6							
						66.5	-0.1.....C. R. I. & P. Crossing (Grade).....	1.5							
						66.7	-0.2.....C. G. W Crossing (Grade).....	1.3							
		s12:10	s 8:35	No Office		67.3	-0.6.....EAST DES MOINES.....	0.7	Yard	Yard	No Office	s 8:20	s 7:35		
A 5:15 P.M.	A 5:05 A.M.	A12:15 P.M.	A 8:40 P.M.	6:30 a.m. to 10:30 p.m.	B.C.K. O.R.T. W.Yd.	68.0	-0.7.....DES MOINES.....		Yard	Yard	6:30 a.m. to 10:30 p.m.	L 8:15 A.M.	L 7:30 P.M.	L 2:30 P.M.	L 8:15 P.M.
Daily	Daily Ex. Sunday	Daily	Daily									Daily	Daily	Daily Ex. Sunday	Daily
2:15 21:3	4:00 17:0	2:35 26:3	2:20 29:1			SCHEDULE TIME.....					2:23 28:5	2:38 25:7	5:00 13:6	2:20 20:8
						AVERAGE MILES AN HOUR.....								

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

Manual Block System—Rule 318-B in effect.

Rule 907 in effect.

Rule 221 (a) in effect at Tracy for westward trains.

All trains must run at restricted speed between west switch Tracy and Wabash junction switch east of Tracy depot.

No train order signal Tracy and Des Moines. Conductors and engineers must have clearance Form A when operator on duty.

Abbott Spur track at M. P. 50, switch on east end, capacity 8 cars.

S-1-A and S-2-A engines must not be doubleheaded over Bridge 56.41, Bridge 62.08 and Bridge 67.43.

O engines must not be operated over bridge 67.43.

Des Moines and Osceola—Sub-division

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 68.

EFFECTIVE JULY 18, 1943.

SOUTHWARD				STATIONS	Distance from Des Moines	Distance from Osceola	Capacity of Other Tracks	Office Open Week Days	NORTHWARD			
SECOND CLASS		FIRST CLASS							FIRST CLASS		SECOND CLASS	
Daily Ex. Sunday Freight		Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger						Daily Ex. Sunday Passenger		Daily Ex. Sunday Passenger		Daily Ex. Monday Way Frt.
75		35	37	.....DES MOINES	57.2	Yard		6:30 a.m. to 10:30 p.m.	36	38		76
P.M. L 7:30		A.M. L 8:30	P.M. L 4:35	B.C.K. O.R.T. W.Yd.					A 1:10	A 9:15		A 3:35

Trains between West D. M. U. Jct. and Des Moines Union Station are governed by rules and time table of Des Moines Union Railway.

7:35	8:34	4:39	0.7	.....WEST D. M. U. JCT.	56.5	No Office	1:05	9:10	3:15
7:40	8:36	4:41	1.1	.....BRIDGE JCT.	56.1	No Office	1:03	9:08	3:10

Trains between Bridge Jct. and Burch are governed by rules and time table of C. G. W. R. R.

7:50	f 8:42	f 4:47	4.0	.....BURCH	53.2	No Office	f 12:55	f 9:00	3:00
8:10	s 8:57	s 5:02	10.7	.....NORWALK	46.5	No Office	s 12:42	f 8:46	2:40
8:33	s 9:11	s 5:16	17.1	.....PROLE	40.1	14	s 12:28	f 8:33	2:20
8:39	s 9:17	s 5:22	19.8	.....MARTENSDALE C. R. I. & P. Crossing (Grade)	37.4	3	s 12:22	f 8:28	2:10
8:47	s 9:23	s 5:28	22.0	.....WICK	35.2	4	s 12:16	f 8:23	2:00
9:02	s 9:29	s 5:34	24.7	.....ST. MARYS	32.5	10	s 12:11	f 8:17	1:50
9:17	s 9:39	s 5:44	W. 28.8	.....ST. CHARLES	28.4	15	8:30 a.m. to 5:30 p.m. s 12:01	s 8:07	1:35
9:39	s 9:54	s 5:59	35.7	.....TRURO	21.5	22	8:30 a.m. to 5:30 p.m. s 11:46	s 7:55	1:10
10:16	s 10:11	s 6:16	45.7	.....NEW VIRGINIA	11.5	12	No Office s 11:29	s 7:37	12:40
10:30	s 10:20	s 6:25	50.1	.....JAMISON	7.1	3	No Office s 11:20	f 7:28	12:25
A 10:50 P.M.	A 10:35 A.M.	A 6:40 P.M.	R.W.Y. Yd. 57.2	.....OSCEOLA		Yard	Continuous L 11:05 A.M.	L 7:15 P.M.	L 12:01 A.M.
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday					Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Monday
3:20 17.2	2:05 27:5	2:05 27:5		.....SCHEDULE TIME			2:05 27:5	2:00 28:6	3:34 18.0
				.....AVERAGE MILES AN HOUR					

TRAINS SOUTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS NORTHWARD.

Manual Block System—Rule 318-B in effect.

Rule 907 in effect.

No train order signal Des Moines and Osceola. Conductors and Enginemen must have Clearance Form A when operator on duty.

Sheffler Siding at M. P. 10.2, capacity 12 cars.

Sundays: Des Moines open 6:30 a. m. to 10:30 p. m.; Osceola, continuous; other offices closed.

Creston and Cumberland—Sub-division

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 68.

EFFECTIVE JULY 18, 1943.

NORTHWARD					Signs	Distance from Creston	STATIONS	Distance from Cumberland	Capacity of Other Trains	Office Open Week Days	SOUTHWARD				
SECOND CLASS											SECOND CLASS				
Daily Ex. Sunday Mixed											Daily Ex. Sunday Mixed				
97											96				
A.M. L 9.45					B.C.K.O. R.T.W. Y.Yd.		.....CRESTON..... 7.7	47.2	Yard	Continuous	P.M. A 5.00				
\$10.05						7.7	.....SPAULDING..... 4.9	39.5	4	No Office	\$ 4.35				
\$10.25						12.6	.....ORIENT..... 8.7	34.6	23	8:30 a.m. to 5:30 p.m.	\$ 4.15				
\$11.00						21.3	.....GREENFIELD..... 7.8	25.9	43	8:30 a.m. to 5:30 p.m.	\$ 3.45				
\$11.30 P.M.						29.1	.....FONTANELLE..... 6.5	18.1	37	8:30 a.m. to 5:30 p.m.	\$ 3.15				
\$12.01						35.6	.....BRIDGEWATER..... 5.7	11.6	17	8:30 a.m. to 5:30 p.m.	\$ 2.45				
\$12.30					W.	41.3	.....MASSENA..... 5.9	5.9	56	8:30 a.m. to 5:30 p.m.	\$ 2.30				
A12.50 P.M.					R.T.	47.2	.....CUMBERLAND.....		31	8:30 a.m. to 5:30 p.m.	L 2.05 P.M.				
Daily Ex. Sunday											Daily Ex. Sunday				
3:05 15.3							.....SCHEDULE TIME.....				2:55 18.2				
							.....AVERAGE MILES AN HOUR.....								

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Manual Block System—Rule 318-B in effect.

Rule 907 in effect.

No train order signal Creston and Cumberland. Conductors and Enginemen must have Clearance Form A when operator on duty.

Sundays: Creston continuous; other offices closed.

Red Oak and Hamburg—Sub-division

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 68.

EFFECTIVE JULY 18, 1943.

SOUTHWARD					Signs	Distance from Red Oak	STATIONS	Distance from Nebraska City	Capacity of Other Trains	Office Open Week Days	NORTHWARD				
SECOND CLASS											SECOND CLASS				
Daily Ex. Sunday Mixed	Daily Ex. Sunday Freight	Sunday Only Mixed	Daily Ex. Sunday Mixed								Daily Ex. Sunday Mixed	Daily Ex. Sunday Freight	Sunday Only Mixed	Daily Ex. Sunday Mixed	
101	99	105	103				.....RED OAK..... 6.6	52.0	Yard	Continuous	P.M. A12.20	P.M. A 4.00	P.M. A 5.30	P.M. A 7.15
L 6.45	L 8.00	L 8.30	L 1.30	B.C.K.O. R.T.W. Y.Yd.	6.6	.....COBURG..... 6.3	45.4	18	No Office		\$12.02 P.M.	\$ 3.40	\$ 5.18	\$ 6.55
\$ 6.58	\$ 8.20	\$ 8.42	\$ 1.46		12.9	.....ESSEX..... 5.3	39.1	21	7:00 a.m. to 4:00 p.m.		\$11.50	\$ 3.20	\$ 5.06	\$ 6.44
\$ 7.10	\$ 8.40	\$ 8.53	\$ 2.00		18.2	.....Wabash Crossing (Grade)..... 0.6	33.8							
\$ 7.25	A 9.00 A.M.	\$ 9.08	\$ 2.20	O.T.W. Yd.	18.8	.....SHENANDOAH..... 6.4	33.2	Yard	8:15 a.m. to 5:15 p.m. 6:00 p.m. to 6:40 p.m.		\$11.30	L 3.00 P.M.	\$ 4.52	\$ 6.30
\$ 7.38		\$ 9.21	\$ 2.35		25.2	.....FARRAGUT..... 5.1	26.8	29	7:30 a.m. to 4:30 p.m.		\$10.45		\$ 4.37	\$ 5.55
\$ 7.48		\$ 9.31	\$ 2.50		30.3	.....RIVERTON..... 8.8	21.7	32	7:30 a.m. to 4:30 p.m.		\$10.30		\$ 4.27	\$ 5.45
A 8.05 A.M.		A 9.45 A.M.	A 3.15 P.M.	B.C.R.W. Y.Yd.	39.1	.....HAMBURG.....	12.9	91	Continuous		L10.15 A.M.		L 4.10 P.M.	L 5.30 P.M.
Daily Ex. Sunday	Daily Ex. Sunday	Sunday Only	Daily Ex. Sunday								Daily Ex. Sunday	Daily Ex. Sunday	Sunday Only	Daily Ex. Sunday	
1:20 29.4	1:00 18.9	1:15 31.3	1:45 22.3			.....SCHEDULE TIME.....					2:05 18.8	1:00 18.9	1:20 29.4	1:45 31.0
						.....AVERAGE MILES AN HOUR.....								

TRAINS SOUTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS NORTHWARD.

Manual Block System—Rule 318-B in effect.

Rule 907 in effect.

No train order signal Red Oak and Hamburg. Conductors and Enginemen must have Clearance Form A when operator on duty.

Sundays: Red Oak continuous; Hamburg open 12:01 a. m. to 5:30 a. m., and 8:00 a. m. to 9:00 p. m.; other offices closed.

Red Oak and Griswold—Sub-division

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 68.

EFFECTIVE JULY 18, 1943.

NORTHWARD					STATIONS	Distance from Griswold	Capacity of Other Tracks	Office Open Week Days	SOUTHWARD						
SECOND CLASS									Signs	Distance from Red Oak	SECOND CLASS				
				Daily Ex. Sunday Mixed											Daily Ex. Sunday Mixed
				93									94		
				P.M. L 12.15	B.C.K.O. R.T.W. Y.Yd.								P.M. A 3.15		
				s 12.50		8.1		18.9 Yard Continuous					s 2.45		
				s 1.20		12.8		10.8 7 No Office					s 2.30		
				A 1.45 P.M.	R.T.	18.9		6.1 26 8:30 a.m. to 5:30 p.m.					L 2.05 P.M.		
				Daily Ex. Sunday				6.1 43 8:00 a.m. to 5:00 p.m.					Daily Ex. Sunday		
				1:30 12.8									1:10 18.2		
				 SCHEDULE TIME										
				 AVERAGE MILES AN HOUR										

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Manual Block System—Rule 318-B in effect.
Rule 907 in effect.

No train order signal Red Oak and Griswold. Conductors and Enginemen must have Clearance Form A when operator on duty.

Sundays: Red Oak office continuous; other offices closed.

Hastings and Sidney—Sub-division

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 68.

EFFECTIVE JULY 18, 1943.

SOUTHWARD					STATIONS	Distance from Sidney	Capacity of Other Tracks	Office Open Week Days	NORTHWARD						
SECOND CLASS									Signs	Distance from Hastings	SECOND CLASS				
				Monday Wednesday and Fri. Mixed											Monday Wednesday and Fri. Mixed
				82									83		
				A.M. L 9.50	C.R.W.Y.								P.M. A 12.20		
				f 10.05		3.2		21.0 28 7:30 a.m. to 4:30 p.m.					f 12.05		
				s 10.25		5.7		17.8 ... Wabash Crossing (Grade) ...					P.M. s 1.55		
				f 10.45		11.3		15.3 9 No Office					f 11.35		
				A 11.00 A.M.	R.T.	21.0		9.7 29 8:00 a.m. to 5:00 p.m.					L 11.20 A.M.		
				Monday Wednesday and Fri.				4.2 7 No Office					Monday Wednesday and Fri.		
				1:10 17.0				4.2 20 8:30 a.m. to 5:30 p.m.					1:00 21.0		
				 SCHEDULE TIME										
				 AVERAGE MILES AN HOUR										

TRAINS SOUTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS NORTHWARD.

Manual Block System—Rule 318-B in effect.
Rule 907 in effect.

No train order signal Hastings and Sidney. Conductors and Enginemen must have Clearance Form A when operator on duty.

No offices open Sundays.

Hastings and Carson—Sub-division

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 68.

EFFECTIVE JULY 18, 1943.

NORTHWARD					STATIONS	Distance from Carson	Capacity of Other Tracks	Office Open Week Days	SOUTHWARD				
SECOND CLASS									SECOND CLASS				
				Tuesday Thursday and Sat. Mixed					Signs	Distance from Hastings			
				85								86	
				A.M. L 11.30 P.M.	C.R.W.Y.							P.M. A 2.00	
				S 12.05		9.3	16.2	28	7:30 a.m. to 4:30 p.m.			S 1.35	
				S 12.25		13.1	6.9	17	8:00 a.m. to 5:00 p.m.			S 1.20	
				A 12.45 P.M.	W.R.T.	16.2	3.1	19	8:00 a.m. to 5:00 p.m.			L 1.05 P.M.	
				Tuesday Thursday and Sat.					8:00 a.m. to 5:00 p.m.			Tuesday Thursday and Sat.	
				1:15 12.9								0:55 17.6	
					.....SCHEDULE TIME.....							
					.....AVERAGE MILES AN HOUR.....							

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Manual Block System—Rule 312-B in effect.

Rule 907 in effect.

No. 85 and No. 86 will make flag stop at Etta M. P. 5.4.

No train order signal Hastings and Carson. Conductors and Enginemen must have Clearance Form A when operator on duty.

No offices open Sundays.

SPEED RESTRICTIONS.

1. When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at restricted speed until the indication of the next governing signal can be determined.

Clear indication of block signals does not modify the requirements of Rule 93.

When running against the current of traffic, all trains and engines must move within yard limits at restricted speed.

2. Enginemen handling light engines must approach all hazardous road crossings where view is obscured prepared to stop, and when advised by train dispatcher that maintenance men have no advice of the movement, also when making movement against the current of traffic, must run at restricted speed on curves and where view is obscured and use extreme care to avoid striking motor cars.

Light engines may operate at maximum speed authorized for freight trains, except must not exceed 35 miles an hour.

Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in sub-division speed restrictions or by train order.

Passenger trains handling freight equipment must not exceed maximum speed authorized for freight trains unless otherwise provided.

Gas-electric motor cars may operate on the various sub-divisions at maximum speed authorized for passenger trains, but must not exceed 60 miles an hour. On branch lines when steam is substituted for motor service speed must be reduced 10 miles an hour below authorized speed for motor trains.

Gas-electric motor cars running backward must not exceed a speed of 10 miles an hour above the speed authorized for engines running backward on that sub-division.

Diesel-electric power units running light must not exceed 60 miles an hour.

To prevent damage to traction motors, when handling electrically operated power units dead in train maximum speed must not exceed:

Gas-electric motor cars.....	60 M. P. H.
Diesel-electric power units.....	75 M. P. H.
Diesel-electric switch engines.....	40 M. P. H.

Where sub-division maximum speeds are less, they will govern.

Zephyr-type trains and Gas or Diesel-electric motor trains and engines must not be run over inundated tracks if the water is more than five inches above top of rail; and when operating through water speed must not exceed six miles an hour.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUB-DIVISIONS		
B, S-4 or S-4-A engines with drivers blocked up.....	40	40
O-5, O-5-A or M engines with drivers blocked up.....	30	30
Engines under steam disconnected on one side with main rod down:		
Main line.....	25	25
Branch line.....	20	20
On sidings and through main track crossovers, unless otherwise specified.....	15	15
Through other crossovers, unless otherwise specified.....	10	10
Steam derricks, pile drivers, clamshells or similar equipment:		
Main line.....		30
Branch line.....		15
(See special instructions 10).		
Short scale test car, must be handled next ahead of way car with air hose coupled:		
Main line.....		25
Branch line.....		15
20 yard air dump cars in 202650-202799 series, loaded or empty, in rear of train when possible.....		25
When handling outfit cars of steel and surfacing gangs exclusively:		
Main line.....		35
Branch line.....		20

SPEED RESTRICTIONS—Continued.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
GALESBURG AND OTTUMWA SUB-DIVISION			CRESTON AND OMAHA SUB-DIVISION —Concluded		
Maximum speed.....	65	50	Light engines and single unit motor cars over highway crossing, M. P. 423.08.....	20	20
Stock and time freight trains, O-5 or O-5-A engines.....		60	Passing Red Oak passenger depot.....	50	
Stock and time freight trains, M-4-A engines.....		55	Turnout, end of double track, Red Oak.....	40	40
Eastward track, between M. P. 163 and Galesburg.....	30		West crossover, Red Oak.....	25	25
Both tracks, between Graham and Waterman.....	35	35	Both ends of sidings, McPherson, Emerson, Hastings and Malvern.....	25	25
Turnouts, Graham.....	25	25	Engines on public crossings on sidings, Emerson and Hastings.....	10	10
Between Illinois Jct. and Burlington passenger depot. M-4-A engines over Bridge 204.66.....	20	20	Both crossovers at depot, Hastings.....	10	10
Main track crossovers and turnouts, Wood Tower..	15	15	Turnout, end of double track, Balfour.....	40	40
Engines over Main Street, Burlington.....	10	10	500 feet from railroad crossing, Pacific Jct.....	15	15
Trains after engine passes Main Street, Burlington..	5	5	Spring switch, east end of Pacific Jct. yard:		
Engines must approach all street crossings, Burlington, at restricted speed.....	12	12	Trailing movement through switch.....	15	15
Westward track between Burlington and West Burlington.....	30	30	Facing point movement.....	25	25
Engines through Monmouth, Mt. Pleasant and Fairfield.....	20	20	Crossover at east switch of northeast wye, Pacific Jct....	15	15
Eastward track on first three curves east of M. P. 209..	50	50	Northeast wye, Pacific Jct.....	25	25
Light engines and single unit motor cars over highway crossing, M. P. 269.90.....	15	15	On curve between M. P. 487.65 and M. P. 488.10.....	50	50
Both tracks between M. P. 276.90 and M. P. 277.25.....	35	35	M. P. 490.60.....	50	
Between Iowa Avenue Ottumwa and Lawler Tower....	20	20	Eastward trains between M. P. 492 and M. P. 491.4....	20	20
S-4, S-4-A, O-5, O-5-A or M engines on westward siding West Burlington and both sidings New London	5	5	Over Wabash crossing, Council Bluffs Yard, automatic interlocked:		
Engines running backward.....	20	20	Main track.....	25	25
			Freight track.....	Stop	Stop
OTTUMWA AND CRESTON SUB-DIVISION			Turnout, M. P. 491.70.....	15	15
Maximum speed.....	65	50	Turnout, end of double track, Council Bluffs Yard.....	10	10
Stock and time freight trains, O-5 or O-5-A engines.....		60	Between east end of curve at Council Bluffs depot and U. P. Transfer.....	15	15
Stock and time freight trains, M-4-A engines.....		65	All trains move at restricted speed between east end of U. P. yard and 13th Street, through passenger yard, Omaha.....		
Between Iowa Avenue Ottumwa and Lawler Tower....	20	20	Engines running backward.....	20	20
Both tracks, Market Street crossing, Ottumwa.....	15	15			
O-5 or O-5-A engines double-headed over Bridge 284.12..	15	15	BURLINGTON AND WASHINGTON SUB-DIVISION		
M-4-A engines over Bridge 284.12.....	15	15	Maximum speed:		
Both tracks, M. P. 287.36, M. P. 288.44 and M. P. 289.80..	60		Mediapolis to Washington.....	25	25
Eastward track, between M. P. 301.90 and M. P. 308.00..	55	50	R engines.....	25	25
Eastward track, between M. P. 301.90 and M. P. 308.00 with O-5 or O-5-A engines.....		55	Highway crossings, M. P. 15.93 and north switch, Crawfordsville.....	5	5
East crossover, Maxon.....	25	25	Engines running backward.....	10	10
West crossover, Maxon.....	40	40	Loaded tank cars.....		20
Eastward track over each switch of west crossover, Maxon.....	50	50			
Westward track, M. P. 303.60 to M. P. 304.40, engines..	20	20	FT. MADISON AND BIRMINGHAM SUB-DIVISION		
East crossover, Halpin.....	25	25	Maximum speed:		
West crossover, Halpin.....	40	40	Ft. Madison to Mertensville.....	25	25
Both tracks, between M. P. 316.50 and M. P. 317.....	60		Mertensville to Birmingham.....	20	20
Both tracks, M. P. 321.91 and M. P. 322.48.....	60		D, E, F, G and H Avenues, Ft. Madison, protect movement.....	Stop	Stop
Both tracks, between M. P. 334 and M. P. 334.50.....	20	20	On curves between M. P. 1 and M. P. 3.20.....	10	10
Westward track between M. P. 338.75 and M. P. 340..	40	30	Engines running backward.....	10	10
Eastward track M. P. 341 to M. P. 338.50.....	60	50	Loaded tank cars.....		20
Crossover, Shannon.....	40	40			
Eastward track, M. P. 351.82 and M. P. 352.54.....	60		DES MOINES AND OSCEOLA SUB-DIVISION		
Engines over Main Street, Osceola.....	15	15	Maximum speed.....	35	25
O-3 engines south yard Osceola.....		5	Around all curves unless otherwise indicated.....		20
Between coal chute and New York Avenue, Creston...	15	15	Around curves, M. P. 7.50, M. P. 8.50 northward only, M. P. 16.25, M. P. 23.90 to M. P. 22.25 northward only, M. P. 29.00, M. P. 32.50, M. P. 37.75, M. P. 38.50, M. P. 40.90, M. P. 43.25.....	30	15
Engines running backward.....	20	20	Second street crossing south of St. Charles depot....	5	5
			Between station switch limits, Truro.....	10	10
CRESTON AND OMAHA SUB-DIVISION			Engines running backward.....	10	10
Maximum speed.....	65	50	Loaded tank cars.....		20
Stock and time freight trains, O-5 or O-5-A engines....		60			
Stock and time freight trains, M-4-A engines.....		55			
Between coal chute and New York Avenue, Creston....	15	15			
S-4, S-4-A, O-5, O-5-A or M engines on eastward siding, Prescott.....	5	5			
Light engines and single unit motor cars over Main Street crossing, Prescott.....	20	20			

SPEED RESTRICTIONS—Continued.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALBIA AND DES MOINES SUB-DIVISION			HASTINGS AND SIDNEY SUB-DIVISION		
Maximum speed.....	40	30	Maximum Speed.....	25	25
First street crossing east of Tracy depot.....	5	5	Engines running backward.....	10	10
Street crossing, east end of Knoxville passenger depot.....	5	5	Loaded tank cars.....		20
Highway crossing, M. P. 33.19.....	10	10	Loaded coal cars of 100,000 capacity.....		20
Westward trains, M. P. 46.90 to M. P. 47.44.....	30	20			
Between M. P. 52 and M. P. 52.30.....	20	20	HASTINGS AND CARSON SUB-DIVISION		
S-1-A and S-2-A engines over Bridge 56.41.....	20	20	Maximum speed.....	25	25
S-1-A and S-2-A engines over Bridge 62.08 and Bridge 67.43.....	6	6	Highway crossings, M. P. 1.25 and M. P. 3.25.....	5	5
R engines and M. & St. L., H 2-38 engines over Bridge 62.08 and Bridge 67.43.....	20	20	Engines running backward.....	10	10
when double-headed.....	10	10	Loaded tank cars.....		20
18th Street, East D. M. U. Jct. Freight trains protect movement.....	5	Stop	Loaded coal cars of 100,000 capacity.....		20
Between East D. M. U. Jct., and Scott Street, Des Moines.....		10			
East Sixth Street, Des Moines freight yard.....		5	SPECIAL INSTRUCTIONS GOVERNING TRAINS OPERATING ON SCHEDULES NOS. 1, 8, 10, 11, 12, 15, 20, 21, 30, 39 and 40 HANDLED BY S-4, S-4-A, O-5-A OR DIESEL ENGINES.		
Engines running backward between Tracy and Iowa Power and Light Company spur.....	15	15	1. When these trains consist entirely of Zephyr type lightweight equipment and are handled by S-4, S-4-A or Diesel engines they will be governed by the following speed restrictions.		
Engines running backward between Iowa Power and Light Company spur and Des Moines.....	20	20	2. When these trains have any standard equipment or when they are handled by O-5-A engines they will be governed by the following speed restrictions except must not exceed maximum speed of 80 miles an hour and must reduce speed 10 miles an hour below that designated for curves.		
Loaded tank cars.....		25	3. When these trains are handled by S-4, S-4-A, or O-5-A engines or when they have any standard equipment they must not exceed speed designated for other trains over track or bridges covered by slow order and through turnouts or cross-overs. They must not exceed:		
INDIANOLA JCT. AND INDIANOLA SUB-DIVISION			70 miles an hour, both tracks, between M. P. 186.50 and M. P. 191.		
Maximum speed.....	25	25	60 miles an hour, both tracks, on curve M. P. 287.36.		
Engines running backward.....	10	10	70 miles an hour, eastward track, on curve M. P. 295.90.		
Loaded tank cars.....		20	30 miles an hour, between M. P. 474.50 and M. P. 475.50.		
CRESTON AND CUMBERLAND SUB-DIVISION			4. When these trains have standard equipment handled by Diesel engine they must not exceed 60 miles an hour and when handled by steam engine must not exceed 55 miles an hour on eastward track between MP. 308 and MP. 301.90.		
Maximum speed.....	25	25	5. Triangle and banjo type roadway signals are located approximately one mile from point of curve or point where zone speed changes, unless otherwise specified.		
Between M. P. 21 and M. P. 23.....	20	20	The triangle type signal with reflex letter "Z" thereon indicates zone territory, with maximum speed indicated by numerals thereon, which will govern until the next zone signal is reached. Where speed restrictions are required on curves within that zone the banjo type signal with reflex letter "C" and numerals thereon will indicate maximum speed permissible for that particular curve.		
Highway crossing, M. P. 42.95, southward trains.....	5	5			
Engines running backward.....	10	10			
Loaded tank cars.....		20			
RED OAK AND HAMBURG SUB-DIVISION					
Maximum speed.....	40	30			
R engines.....	25	25			
Around curves between M. P. 1 and M. P. 2.40.....	30				
R-5 and lighter engines between Red Oak passenger depot and foot of incline.....	15	15			
Heavier than R-5 engines between Red Oak passenger depot and foot of incline.....	10	10			
R and S engines between switch at foot of incline and M. P. 2.....	15	15			
Sheridan and Thomas Avenues, Shenandoah. Freight trains protect movement.....	5	Stop			
S-1-A, S-2-A, R-4 and R-5 engines over Bridge 35.96.....	10	10			
S-3 and S-3-A engines over Bridge 35.96.....	5	5			
Main Street, Hamburg.....	5	5			
E Street, Hamburg, protect movement.....	Stop	Stop			
Engines running backward.....	10	10			
Loaded tank cars.....		20			
RED OAK AND GRISWOLD SUB-DIVISION					
Maximum speed.....	25	25			
Coolbaugh St., Red Oak.....	5	5			
Highway crossings M. P. 1.37, M. P. 3.50, M. P. 7.28 and M. P. 7.32.....	5	5			
Between M. P. 7.75 and M. P. 8.75.....	15	15			
Highway crossing M. P. 12.19.....	5	5			
Engines running backward.....	10	10			
Loaded tank cars.....		20			
Loaded coal cars of 100,000 capacity.....		20			

SPEED RESTRICTIONS—Concluded.

BETWEEN GALESBURG AND OMAHA						BETWEEN GALESBURG AND OMAHA—Concluded					
Westward M.P.H.		Condition	M. P. Location	Eastward M.P.H.		Westward M.P.H.		Condition	M. P. Location	Eastward M.P.H.	
Zone	Other			Zone	Other	Zone	Other			Zone	Other
30	....	.....	Galesburg to 163.00	30	....	....	....	*Turnout end of double track	Red Oak	....	50
90	....	.....	163.00 to 178.75	90	....	90	....	.....	444.00 to 474.50	90	....
....	80	Curve	169.02	....	80	....	40	*Siding turnouts	McPherson	....	40
....	80	Curve	176.42	....	80	....	40	*Siding turnouts	Emerson	....	40
40	....	.....	178.75 to 179.50	40	....	....	10	*Over public crossings on siding	Emerson	....	10
90	....	.....	179.50 to 188.50	90	....	....	40	*Siding turnouts	Hastings	....	40
80	....	.....	186.50 to 191.00	80	....	....	20	*Crossovers at depot	Hastings	....	20
90	....	.....	191.00 to 203.00	90	....	....	10	*Over public crossings on siding	Hastings	....	10
70	....	.....	203.00 to 204.00	70	....	....	40	*Siding turnouts	Malvern	....	40
30	....	.....	204.00 to 207.00	30	....	....	40	*Turnout	Balfour	....	50
....	10	*Main Street	Burlington	....	10	....	....	.....	474.50 to 475.50	40	....
50	....	.....	207.00 to 209.00	65	....	....	20	*Main track crossover at Northeast	Wye Pacific Jct.	....	20
90	....	.....	209.00 to 233.00	90	....	....	15	*500 ft. from Rail-	road crossing Pacific Jct.	....	15
80	....	.....	233.00 to 276.50	80	....	....	80	.....	475.50 to 491.00	80	....
....	30	*	Mt. Pleasant	....	30	....	70	Curve	487.88	....	70
....	30	*	Fairfield	....	30	....	55	Curve	490.60	....	55
50	....	.....	276.50 to 279.00	50	....	....	30	.....	491.00 to U. P. Transfer	30	....
30	....	.....	279.00 to 280.00	30	....	....	20	C. R. I. & P., C. & N. W. and I. C. crossings, between Council Bluffs and U. P. Transfer.	....	20	
80	....	.....	280.00 to 287.00	80	....	....	20	Turnout	491.70	....	20
65	....	.....	287.00 to 290.00	65	....	....	15	Turnout end of double track	Council Bluff Yard	....	15
80	....	.....	290.00 to 295.00	....	....	....	15	*Trailing moves through spring switch west end of double track	Council Bluffs	....	....
70	....	.....	295.00 to 307.00	....	....	....	....	*No Roadway signals.			
....	....	.....	290.00 to 301.90	80	....	....	....	When using any turnout or crossover not otherwise specified, must not exceed speed designated for other trains.			
....	40	*East Crossover	Maxon	....	40	....	....	Zephyr type motor trains approaching train order signal in stop position will sound four short blasts of the whistle and must not exceed sixty miles an hour passing stations at which train orders or clearance cards are to be delivered.			
....	50	*West Crossover	Maxon	....	50	....	....	SPEED OF TRAINS:			
....	50	*Eastward track over east switch of west crossover	Maxon	....	50	....	....	Miles per Hour			
....	30	*	Albia	....	30	....	....	Time per Mile			
....	40	Curve	304.30	....	....	....	....	Minutes			
80	....	.....	307.00 to 315.00	....	....	....	....	Seconds			
....	40	*East Crossover	Halpin	....	40	....	....	Miles per Hour			
....	50	*West Crossover	Halpin	....	50	....	....	Time per Mile			
....	....	.....	301.90 to 308.00	65	....	....	....	Minutes			
....	....	.....	308.00 to 315.00	80	....	....	....	Seconds			
70	....	.....	315.00 to 321.50	70	....	....	....	Miles per Hour			
....	65	Curve	316.78	....	65	....	....	Time per Mile			
60	....	.....	321.50 to 323.25	60	....	....	....	Minutes			
80	....	.....	323.25 to 338.75	....	....	....	....	Seconds			
....	40	Curve	333.90	....	40	....	....	Miles per Hour			
....	40	Curve	334.20	....	40	....	....	Time per Mile			
....	30	*	Charlton	....	30	....	....	Minutes			
50	....	.....	338.75 to 340.00	....	....	....	....	Seconds			
80	....	.....	340.00 to 392.50	....	....	....	....	Miles per Hour			
....	70	*On Eastward track between M. P. 338.50 and M. P. 341	....	....	70	....	....	Time per Mile			
....	50	*Crossover	Shannon	....	50	....	....	Minutes			
....	....	Curve	351.82	....	65	....	....	Seconds			
....	....	Curve	352.54	....	65	....	....	Miles per Hour			
....	30	*	Osceola	....	30	....	....	Time per Mile			
....	....	.....	323.25 to 392.50	80	....	....	....	Minutes			
30	....	.....	392.50 to 393.70	30	....	....	....	Seconds			
80	....	.....	393.70 to 444.00	80	....	....	....	Miles per Hour			
....	50	*Passing Red Oak Passenger Depot	....	....	50	....	....	Time per Mile			

SPECIAL INSTRUCTIONS—CENTRALIZED TRAFFIC CONTROL

CENTRALIZED TRAFFIC CONTROL—An automatic block system upon which is superimposed manual control of certain signals and switches, which manual control is exercised by train dispatcher, or operator acting upon authority of train dispatcher.

DUAL-CONTROL SWITCH—A switch equipped with a dual-controlled switch mechanism which is provided with a hand-throw lever and a selector so arranged that when selector lever is operated, the control of switch will be transferred from the power-operated switch machine to the hand-throw lever, or from the hand-throw lever to the power-operated switch machine.

STOP SIGNAL—A fixed signal at the entrance to a route or block which is controlled both manually and automatically, and designated by the absence of a number plate.

TAKE-SIDING SIGNAL—A fixed signal located on and near the base of the signal mast, authorizing movement to siding.

LEAVE-SIDING SIGNAL—A low fixed signal, located near clearance point of siding, authorizing movement to main track and indicating condition of block.

CONTROLLED ELECTRIC SWITCH LOCK—A controlled, electrically operated mechanism with indicator that locks a switch in its normal position until released from the CENTRALIZED TRAFFIC CONTROL office.

AUTOMATIC ELECTRIC SWITCH LOCK—An automatic, electrically operated mechanism with indicator that locks a switch in its normal position when block conditions on main track are such that it would be unsafe to reverse or use switch.

CONTROLLED SIDING—A siding having a dual-controlled switch at each end, protected by Stop or Take-siding signal, all of which are under control of the train dispatcher.

CENTRALIZED TRAFFIC CONTROL is in effect on portions of the road so specified in timetable or bulletin. Limits of CENTRALIZED TRAFFIC CONTROL are further identified by roadway signs located at the entrance to or passage from that portion of the road on which the system is in effect.

515. Within CENTRALIZED TRAFFIC CONTROL limits, signals will govern the use of blocks and movement over controlled switches; and, unless otherwise provided, their indications supersede timetable superiority and take the place of train orders. They do not dispense with the use or observance of other signals whenever or wherever they may be required.

516. **AUTOMATIC INTERMEDIATE BLOCK SIGNALS** govern the use of intermediate blocks between controlled sidings and may be stop-and-proceed, or grade signals. Automatic block system rules are in effect for intermediate blocks governed by such signals. Stop-and-proceed signals are designated by number plate, and grade signals by purple marker.

517. Enginemen and trainmen must comply with the signal indications and also with the instructions of the train dispatcher, in all movements made within CENTRALIZED TRAFFIC CONTROL limits.

518. When a train is delayed at a stop signal and cause is unknown, or in case of any unusual delay, conductor or engineman must notify train dispatcher at once.

519. When a train is stopped by a stop-signal it must stay until authorized to proceed.

520. When a stop-signal does not clear and it is possible to communicate with the train dispatcher and the train dispatcher knows that there is no opposing train in the block, instructions may be issued to proceed under authority of Clearance Form F.

521. When a train or engine is authorized to pass a stop-signal, which falls to clear, with a Clearance Form F, trainman or engineman must examine the switch points and observe them until leading truck of engine or car has passed the signal 50 feet.

522. Trains stopped or delayed after having passed intermediate signal displaying a clear indication, must approach the next signal at restricted speed until indication of governing signal can be determined.

523. The main track and controlled sidings must not be entered or fouled unless the movement is authorized by a signal indication, or by permission from the train dispatcher.

524. **CONTROLLED SIDINGS** are not protected by signals between clearance points. Trains must move at restricted speed, not exceeding speed authorized by timetable through turnouts and on sidings.

525. When trains meet within CENTRALIZED TRAFFIC CONTROL limits, and it is not necessary to stop for opposing train, headlight will be dimmed instead of extinguished when on siding, and opposing train may pass same, and be governed by signal indication.

526. When stopping at a signal, no part of train or engine should pass the signal.

527. A train or engine entering a block between signals, on authority of train dispatcher, must be protected as required by the rules and must proceed at restricted speed to the next governing signal.

528. A train or engine or cars on sidings or other tracks must stand clear of insulated joints placed in the track at the clearance point. When a train or engine enters a siding or other track, the main track switch must be kept open until the entire train has passed the insulated joints at the clearance point.

Trains or engines proceeding from sidings or other tracks, must remain clear of insulated joints at the clearance points on such tracks until the main track switch has been opened.

529. A train or engine having passed beyond the limits of a block must not back into that block, except by permission from the train dispatcher.

530. In foggy or stormy weather, enginemen must approach all signals with great care, prepared to comply with the indication displayed.

531. When a work extra is authorized within CENTRALIZED TRAFFIC CONTROL limits, the train dispatcher will instruct conductor either the time and place the work extra must be clear for other trains or the time to call on telephone for further instructions.

The levers controlling signals and switches at each end of the working limits must be blocked and no other train or engine permitted to enter the working limits until the work extra is clear.

Flag protection will not be required within the working limits except on two or more tracks where other tracks may be obstructed.

532. To operate a dual-control switch by hand, or to make any switch movements over a dual-control switch, trainman or engineman must secure permission from the train dispatcher. When permission (including time and working limits) is granted, engineman must be notified and switch must be operated by hand in the following manner:

1. Unlock switch lock on dual-selector lever.
2. Move dual-selector lever from position marked "POWER" to position marked "HAND."
3. In addition to above, when necessary to reverse the switch points, throw switch in regular manner with lever provided for that purpose.

If additional time is required, permission must be secured from the train dispatcher before the time limit has expired.

When time limit has expired or work is completed, switch must be restored to position in which originally found, and engineman notified. Train Dispatcher must be advised of the location of train or engine, and the next movement desired.

When a dual-control switch is being operated by hand, or dual-selector lever is on position marked "HAND", signal indications governing movements over such switch are suspended.

The permission granted by the train dispatcher to operate a dual-control switch by hand does not authorize any part of the train or engine to move beyond the designated working limits, nor does it authorize movement over such switch except on hand signal from trainman or engineman stationed at the switch.

The selector and hand-throw lever must not be forced. They will move easily when in mesh, although some manipulation of first one and then the other may be necessary to get them in proper mesh. If the switch was lined for the siding when hand operation started, it must be again lined for siding before selector lever is restored to "POWER" position.

533. When hand-operated switches are equipped with electric locks, trainman or engineman must obtain permission from the train dispatcher before using. Switches must then be operated as follows:

1. Unlock and open door of case.
2. If the indicator shows the word "UNLOCKED", turn crank to the left until it is against its stop block, then throw switch.

When finished using switch, proceed as follows:

1. Place the switch in its normal position and lock.
2. Turn the crank of electric lock to the right until it is against its stop block.
3. Close and lock door of case.
4. Call the train dispatcher and report the completion of movement and that switch is properly locked.

534. When a train or engine is occupying the main track and has permission to operate a switch equipped with Automatic Electric Switch Lock, the leading truck of engine or car must be not less than one rail length ahead of switch before Electric Switch Lock can be operated.

535. When a train or engine is using a hand-operated switch equipped with Electric Switch Lock, and the head end of train has entered the siding and portion of train is left on the main track, the Electric Switch Lock Lever MUST BE LEFT REVERSED until the head end of train has again returned to the main track. It must return to the main track through the same switch, as Electric Switch Lock on opposite end of track cannot be operated under these conditions. This applies to either Controlled or Automatic Electric Switch Lock.

536. Drop switches must not be made over power-operated switches.

537. Enginemen must not permit ash pans or front end of engine to be cleaned on the tracks and switches over which movements are governed by signal indication except at points designated by the Superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

SPECIAL INSTRUCTIONS.

Master Mechanic.....C. J. Dietrich, Galesburg
 Assistant Master Mechanic.....E. W. Fritts, Galesburg
 Road Foreman.....H. Allender, Galesburg
 Trainmaster.....J. A. Lloyd, Ottumwa
 Terminal Trainmaster.....E. C. Hale, Burlington
 Road Foreman.....W. H. Purcell, Ottumwa
 Road Foreman.....D. E. Griswold, Creston
 Chief Dispatcher.....O. A. French, Ottumwa
 Chief Dispatcher.....A. A. Thiehoff, Creston
 Night Chief Dispatcher.....H. R. Davis, Ottumwa
 Assistant Chief Dispatcher.....D. H. Seeger, Creston

TRAIN DISPATCHERS—Ottumwa

A. L. Tullis	E. C. Staley	W. F. Bolam
C. A. Walter	E. E. Davis	J. B. Hanlen
C. G. Conard	E. D. Clark	

TRAIN DISPATCHERS—Creston

L. B. Connett	E. J. Supple	N. D. Blackburn	J. E. Pace
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1. Between Pacific Jct. and Council Bluffs Yard, extra trains and yard engines must clear the time of No. 1, No. 8, No. 11, No. 12, No. 15, No. 20, No. 21, No. 39 and No. 40, ten minutes.

Where manual or controlled manual block system rules are in effect, light engines will be handled the same as passenger trains.

Freight trains carrying passengers, caretakers or occupied company service cars will be handled the same as passenger trains, except where otherwise stated in footnotes or on sub-divisions where Rule 907 is in effect. Conductors will advise train dispatcher when passengers or caretakers on their train.

Under Rule 93, trains handling occupied company service cars, or carrying caretakers, must be protected as prescribed by Rule 99.

Where Rules D-251, D-252 and D-254 are in effect, freight trains stopped by train order signal at stations where sidings are located on or near schedule of first class trains will clear the main track at once unless otherwise advised by signalman. Conductor must advise promptly when clear of main track and receive permission from signalman before he can return to main track.

Rule 374 in Book of Rules of Operating Department is modified to read as follows:

"When a train is passed by a passenger train at a non-communicating station, except in automatic block signal territory, the train passed must wait ten minutes and then proceed at restricted speed to the next available point of communication."

2. Train order signal must indicate "Stop" in both directions at end of reverse movement and Clearance Form A with copy of train order must be delivered to the train completing reverse movement unless movement is controlled by signal indication.

A train authorized by train order to move against the current of traffic must approach all interlocking at restricted speed.

3. USE OF TRACK. Where there are two sidings for meeting or passing trains, the right hand track must be used unless otherwise provided.

When necessary to take siding, advance track at end of double track must be used by trains leaving double track unless otherwise provided.

The following will govern movements through Seminary Street interlocking plant, Galesburg.

When signals protecting switches are in stop position, train, yard or engine men will promptly communicate with the leverman and when so instructed may pass stop signal, first examining switches and derails in route designated, assuring themselves that they are in proper position.

One long and three short blasts of interlocking plant horn is signal for train, yard or engine men to come to telephone.

Before entering interlocking limits at Waterman, trains or engines moving south on yard tracks 4 to 9, inclusive, and moving in either direction through limits of crossover No. 42 between tracks 3 and 4 near south end of Yard "R" must stop clear of the bonded track section unless it is known that switches are properly lined for their movement.

These clearance points are indicated by yellow paint on each track located at safe clearance short of the ladder.

Switch light indication on tracks 4 to 9, inclusive, is yellow when lined for the ladder, and red when lined for the individual track.

On crossover No. 42 light indication for switches is yellow when lined for the straight track and red when lined for the crossover.

Middle siding Monmouth may be used by both eastward and westward trains, as the way is seen to be clear.

Hannibal Division trains will use tracks between Illinois Jct. and Burlington and be governed by Rules in effect on the Galesburg—Ottumwa Sub-division.

Hannibal Division trains between Illinois Jct., Wood Tower, and Sixth Street, Burlington, must move at restricted speed.

Movement of trains or engines against the current of traffic between Wood Tower and Sixth Street, Burlington; between crossover east of Iowa Avenue and Tisdale Street, Ottumwa; between stock yards and New York Avenue, Creston, and between Council Bluffs Yard and M. P. 492.8, will be made on authority of the yardmaster.

C. R. I. & P. trains and engines will use C. B. & Q. tracks between 6th Street and yard office, Burlington, on authority of switchtenders, and will move as the way is seen to be clear.

Engines must not occupy the Chittenden and Eastman stub track between Third and Main Streets, Burlington, when Zephyr trains are using eastward main track at this location.

Engines must not occupy eastward main track on reverse curve just west of Market Street, Ottumwa, when Zephyr trains are using westward main track at this location.

C. R. I. & P. trains and engines will use No. 1 track between Wapello Street and Market Street, Ottumwa, and will move as the way is seen to be clear. Normal position of switches will be for No. 1 track.

O-5, O-5-A and M engines must not use south yard Osceola, or north supply track, Chariton.

Light engines must stop before crossing Main Street, Osceola, when crossing flagman not on duty and then proceed as the way is seen to be clear. When light engine is in charge of a Conductor, movement over crossing must be protected by a flagman.

At Mediapolis the switch connecting C. B. & Q. main track to C. R. I. & P. siding will be left set for C. B. & Q. track. Eastward C. B. & Q. trains must approach this switch at restricted speed, expecting to find siding occupied.

C. G. W. trains and engines will use C. B. & Q. tracks between West D. M. U. Jct. and Bridge Jct. Movements will be governed by automatic block signals. Engines or cars must not foul C. B. & Q. tracks until it is seen that no train or engine is approaching from either direction and automatic signals indicate proceed. Trains and engines must not exceed 15 miles an hour. In case of signal failure, trains or engines may proceed when preceded by a flagman.

C. B. & Q. and C. R. I. & P. trains and engines will use all tracks at Carson jointly. All movements must be made at restricted speed.

SPECIAL INSTRUCTIONS—Concluded.

Wabash crossing at Council Bluffs Yard and C. & N. W. crossing at Council Bluffs are protected by automatic interlocking signals. Normal indication of home signal is "Stop." Distant signal indicates restricted speed. When a train or engine is stopped by home signal and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate release marked C. B. & Q. located at crossing. After time interval has elapsed, signal will clear automatically. In case the operation of the release does not clear the signal, train or engine may proceed over crossing under protection.

Trains or engines operating between west end of double track, Council Bluffs, and east end of Yard at U. P. Transfer Station will be governed by automatic block signals. When signals indicate proceed, trains or engines will proceed at restricted speed, regardless of superior trains. In case of failure and signals cannot be cleared, trains or engines must move under flag protection as prescribed by Rule 99.

C. B. & Q. Crossing, Pacific Jct.; I. C. and C. R. I. & P. crossings, Council Bluffs, are protected with manually operated gates interlocked with automatic signals.

Switchtenders on duty at 6th Street, Omaha, from 6:45 A.M. until 2:45 P.M. and from 5:30 P.M. until 1:30 A.M. Westward trains approaching east end of passenger yard must receive hand signal from switchtender before proceeding into passenger yard during those hours. Between 1:30 A.M. and 6:45 A.M. eastward freight trains will handle their own switches at east end of passenger yard. Normal position of switches will be for westward movement through No. 6 track.

4. Trains must be identified at meeting or waiting points.

5. When a train is to be advanced as prescribed by Rule 925, the engineman will, in acknowledgment of the signal, sound two long blasts of the whistle, as provided in Rule 14 (b).

6. Freight trains will not display classification signals between Galesburg and Creston.

7. Spring Switches are designated by a round target bearing the letter S. Facing point movements over spring switches are protected by automatic home signal. When signal indicates "Stop", trains may proceed on hand signal after switch has been examined and points found to fit properly. Trains trailing through switch may do so without opening or closing it. When sand or snow is blowing the switch points must be cleared before trailing move is made through switch. When trailing through switch and train is stopped before movement is complete, backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand it must be closed by hand. Sand must not be used over spring switches. Drop switch will not be made over spring switches unless specifically authorized.

Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts or between route signals which govern the movements through an interlocking.

8. When under Rule 951, Operators are instructed to handle switches for a train, they must be available immediately to do so. They will maintain a position where they may be seen by the Conductor and will advise him of their intention to handle switches for his train. After so advising the Conductor, the Operator will be responsible for the return of switches to normal position after train has passed.

9. Train orders addressed to motor trains handling trailer, and two car branch line steam passenger trains handling blind end baggage cars must be delivered by Operator to Baggage man in addition to Conductor and Engineman.

10. Derricks, steam shovels, ditchers, draglines, rail loaders and other similar equipment loaded on flat or other open-top cars with booms connected and handled in freight or mixed trains, must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations or junctions and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

When this equipment is moving in freight or mixed trains upon its own wheels, the boom must be disconnected and loaded so as to be entirely free of swinging features. Steam wrecking derricks and bridge derricks, having specially designed idler cars, are excepted from requirements of this rule.

11. When occupied outfit cars are set out of a train at a station, or on a track between stations; or when moved from one track to another at a station, the Conductor must notify the Chief Dispatcher, from the first available point of communication, giving information as to the track on which the occupied outfit cars were left.

Under Rule 908, trains will be notified of occupied company service cars when such cars occupy sidings or station tracks used as sidings.

12. Under Rule 103, when cars are pushed by an engine over public crossings at grade, not protected by a watchman or gates, a member of the crew must protect the crossing, unless the move is made under Rule 1012.

Should train or enginemen observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the Superintendent and Chief Dispatcher.

13. Conductors must report by wire, storms or conditions that may render track unsafe and will tie up their trains when in their judgment it is unsafe to proceed.

14. Rule 914 in Book of Rules of Operating Department is modified to read one mile instead of 3,000 feet.

Under Rule 914, on trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

15. Grade signals changed from the aspects and instructions shown on pages 88 and 89 of Rules of the Operating Department by replacing the yellow roundels in semaphores with red roundels, the blades red and white instead of yellow and black, and in color light signals one yellow roundel changed to red. Trains may pass grade signal displaying restrictive indication at ten miles an hour instead of five, and be governed by Rule 509-A or 509-B.

16. The use of cupola lights will be discontinued and that part of Rule D-19 of Rules of the Operating Department reading: "A red light to the rear and a green light to the front must be displayed in cupola of cabooses while on main track" is abolished.

17. Rule 919 is modified to permit the use of a white electric lantern; the red lantern must be oil-burning.

18. High or wide loads which are moving in train with restrictions on account of limited overhead or side clearance must be handled next to engine when practicable.

19. The night signals to be used under Rule 906 are modified as follows:

Hot Journals..... Stop signal followed by lamp swung in small vertical circle.

Brakes sticking.... Stop signal followed by lamp in sliding movement out from body.

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