

SURGEONS AND PHYSICIANS

Albia, Iowa.....	DR. F. M. BAY.....	Surgeon.
Burlington, Iowa.....	DR. F. G. OBER.....	Surgeon and Examiner.
Burlington, Iowa.....	DR. C. J. LOHMANN.....	Surgeon and Examiner.
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. C. L. BAIN.....	Surgeon.
Council Bluffs, Iowa.....	DR. M. A. TINLEY.....	Surgeon.
Council Bluffs, Iowa;	DR. R. E. TINLEY.....	Surgeon.
Council Bluffs, Iowa.....	DR. M. HANCHETT.....	Surgeon.
Council Bluffs, Iowa.....	DR. L. R. MARTIN.....	Surgeon.
Creston, Iowa.....	DR. J. G. MACRAE.....	Surgeon.
Creston, Iowa.....	DR. H. G. BEATTY.....	Surgeon and Examiner.
Creston, Iowa.....	DR. A. S. BEATTY.....	Surgeon and Examiner.
Creston, Iowa.....	DR. H. A. CHILDS.....	Eye Specialist.
Des Moines, Iowa.....	DR. D. N. GIBSON.....	Surgeon and Examiner.
Des Moines, Iowa.....	DR. F. W. FORDYCE.....	Surgeon.
Des Moines, Iowa.....	DR. G. S. MARQUIS.....	Eye Specialist.
Fairfield, Iowa.....	DR. L. D. JAMES.....	Surgeon.
Fort Madison, Iowa.....	DR. R. L. FEIGHTNER.....	Surgeon.
Galesburg, Ill.....	DR. M. I. LAKSY.....	Eye Specialist.
Galesburg, Ill.....	DR. E. T. P. ZESSIN.....	Medical Examiner.
Galesburg, Ill.....	DR. B. V. McCLANAHAN.....	Surgeon.
Galesburg, Ill.....	DR. S. M. HANAUER.....	Surgeon.
Glenwood, Iowa.....	DR. D. W. HARMON.....	Surgeon.
Glenwood, Iowa.....	DR. W. A. DE YOUNG.....	Surgeon.
Hamburg, Iowa.....	DR. R. C. DANLEY.....	Surgeon.
Hamburg, Iowa.....	DR. W. H. KERR.....	Surgeon.
Knoxville, Iowa.....	DR. D. A. MATER.....	Surgeon.
Mt. Pleasant, Iowa.....	DR. W. A. STERNBERG.....	Surgeon.
Monmouth, Ill.....	DR. H. G. EBERSOLE.....	Surgeon.
Oscola, Iowa.....	DR. C. R. HARKEN.....	Surgeon.
Ottumwa, Iowa.....	DR. E. B. HOEVEN.....	Surgeon.
Ottumwa, Iowa.....	DR. H. A. SPILMAN.....	Surgeon and Examiner.
Ottumwa, Iowa.....	DR. S. FOX.....	Surgeon.
Ottumwa, Iowa.....	DR. D. O. BOVENMYER.....	Eye Specialist.
Omaha, Neb.....	DR. G. B. WHITCOMB.....	Surgeon and Examiner.
Omaha, Neb.....	DR. H. H. DAVIS.....	Surgeon.
Omaha, Nebr.....	DR. CALVIN DAVIS.....	Surgeon.
Omaha, Neb.....	DR. H. GIFFORD.....	Eye Specialist.
Omaha, Neb.....	DR. C. DAVIS.....	Eye Specialist.
Omaha, Neb.....	DR. W. L. SUCHA.....	Consulting Surgeon.
Red Oak, Iowa.....	DR. H. C. BASTRON.....	Surgeon and Examiner.
Shenandoah, Iowa.....	DR. J. F. ALDRICH.....	Surgeon.
Shenandoah, Iowa.....	DR. E. J. GOTTSCH.....	Surgeon.
Sidney, Iowa.....	DR. R. S. LOVELADY.....	Surgeon.
Villisca, Iowa.....	DR. E. L. CROXDALE.....	Surgeon and Examiner.
Villisca, Iowa.....	DR. J. C. COOPER.....	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 case 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. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for immediate safety of the patient.

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.

Dr. O. H. HORRALL,
Chief Surgeon,
Chicago, Illinois

Dr. R. B. KEPNER,
Chief Medical Officer,
Chicago, Illinois

Chicago, Burlington & Quincy Railroad Company

LINES EAST OF THE MISSOURI RIVER

TIME TABLE

OF THE
79
OTTUMWA AND CRESTON
DIVISIONS
OF THE
CENTRAL DISTRICT

No. 79

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

SUNDAY, SEPTEMBER 30, 1951

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—Subdivision—Westward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 79.

EFFECTIVE SEPTEMBER 30, 1951.

FIRST CLASS					Signs	Distance from Galesburg	STATIONS	Capacity of		Office Open Week Days, except Saturday	FIRST CLASS				
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger				Siding	Other Tracks		Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger	
3	7	19	11	17				177	1		5	15			
A.M. L 1.00	A.M. L 4.45	P.M. L 1.30	P.M. L 3.00	P.M. L 5.50	B.C.K.O.R. T.W.Y.Yd.	0.00	.....GALESBURG.....	Yard	Yard	Continuous		P.M. L 7.09	P.M. L 8.18	P.M. L 10.35
							6.02 P.M. WATERMAN.....	Yard	Yard	Continuous					
						6.02	.....GRAHAM (Interlocked).....			No Office				
1.09	f 4.58	1.39	3.08	5.59		9.20	.....CAMERON.....		34	8:30 a.m. to 5:30 p.m.		7.17	8.26	10.44
						16.67	.....COSTELLO TOWER.....			Continuous				
f 1.20	s 5.12	s 1.54	3.16	6.08	B.O.W.Y.Yd.	16.82	M. & St. L. Cross'g (Interlocked).....								
	s 5.22					22.61	.....MONMOUTH.....	106	Yard	No Office		7.25	s 8.36	10.52
	f 5.32					28.33	.....KIRKWOOD.....		63	8:30 a.m. to 5:30 p.m.				
	f 5.42					33.86	.....BIGGSVILLE.....		27	8:30 a.m. to 5:30 p.m.				
1.40	5.47	2.09	3.36	6.26		40.22	.....GLADSTONE.....		131	8:30 a.m. to 5:30 p.m.	L P.M. 6.25			
						42.01	.....CONNETT.....			No Office		6.34	7.44	8.57
						42.68	.....ILLINOIS JCT.....			No Office				
s 1.50	s 5.55	s 2.25	s 3.45	s 6.35	B.C.K.O.R. T.W.Yd.	43.19	WOOD TOWER (Interlocked).....			Continuous					
	6.40				Y. Yd.	47.09	.....BURLINGTON.....	Yard	Yard	Continuous	A 6.40 P.M.	s 7.51	A 9.02 P.M.	s 11.17 11.32
						50.27	.....WEST BURLINGTON.....	79	Yard	8:15 a.m. to 5:15 p.m.				
	f 6.55					52.49	.....DAYMAN.....		26	No Office				
	s 7.01					56.10	.....MIDDLETOWN.....		12	No Office				
	s 7.11				C.W.	62.35	.....DANVILLE.....		28	6:30 a.m. to 3:30 p.m.				
2.19	s 7.29	2.51	s 4.16	7.02		70.95	.....NEW LONDON.....	130	72	6:45 a.m. to 3:45 p.m.				11.54
						77.97	.....MT. PLEASANT.....	79	91	9:00 a.m. to 5:00 p.m. 11:00 p.m. to 7:00 a.m.		8.17		A.M. s 12.14
	f 7.41					81.51	.....ROME.....		11	No Office				
2.39	s 8.03	3.10	s 4.37	7.21	W.	87.89	.....LOCKRIDGE.....	100	22	7:15 a.m. to 4:15 p.m.				
						93.00	.....BECKWITH.....		23	No Office				
						93.47	.....FAIRFIELD.....	90	94	12:01 a.m. to 8:00 a.m. 9:30 a.m. to 5:30 p.m.		8.34		s 12.50
						99.18	.....TOWER 255.....			No Office				
						103.87	C. R. I. & P. Cross'g (Interlocked).....		6	No Office					
	s 8.18					111.17	.....BERNHART.....		58	8:00 a.m. to 5:00 p.m.				
2.56	8.28	3.26	4.54	7.36		117.39	.....BATAVIA.....		7	No Office		8.46		1.14
A 3.06	A 8.37	A 3.35	A 5.03	A 7.46	B.C.K.O.R. T.W.Yd.		.....AGENCY CITY.....							
A.M. 2:05 55.9	A.M. 3:52 30.3	P.M. 2:05 56.3	P.M. 2:03 57.2	P.M. 1:56 60.7			Wabash Crossing (Interlocked).....	Yard	Yard	Continuous		A 8.56 P.M.		A 1.24 A.M.	
							.....OTTUMWA.....							
							.....SCHEDULE TIME.....				0:15 37.3	1:47 65.8	0:44 58.1	2:49 41.7
							.....AVERAGE MILES AN HOUR.....							

Double Track between Galesburg and Ottumwa.
Automatic Block System in effect between Galesburg and Connett; Wood Tower and Ottumwa. Rules D-251, D-252, D-253 and D-254 in effect. Manual Block System Rule 318-B in effect for trains moving against the current of traffic.
Centralized Traffic Control in effect between Connett and Wood Tower.
Double Track between Waterman and Graham. Centralized Traffic Control in effect.

No train order signal Galesburg, Wood Tower and Burlington. 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. Spring switch at east end of eastward siding New London. No. 177 will make flag stop at Bass Lake, M. P. 202.5.

Ottumwa to Galesburg—Subdivision—Eastward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 79.

EFFECTIVE SEPTEMBER 30, 1951.

FIRST CLASS				Distance from Chicago	Distance from Galesburg	STATIONS	Distance from Ottumwa	Capacity of Siding	Office Open Saturday and Sunday	FIRST CLASS				
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger							Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
8	14	30	10							176	2	18	6	12
A 2:40	A 3:15	A 5:00	A 6:46	162.23	0.00	GALESBURG 6.02 Psgr.	117.39	Yard	Continuous	A 8:51	A 10:53	A 5:30	A 5:55	
						WATERMAN 3.53 Frt.	114.90	Yard	Continuous					
2:28	2:58	4:48	6:35	168.25	6.02	GRAHAM (Interlocked) 3.18	111.37		No Office	8:39	10:41	5:20	5:44	
				171.43	9.20	CAMERON 7.47	108.19		Closed			f 5:16		
				178.90	16.67	COSTELLO TOWER M. & St. L. Cross'g (Interlocked) 0.15	100.72		Continuous					
2:14	s 2:45	4:35	6:27	179.05	16.82	MONMOUTH 5.79	100.57	106	No Office	s 8:31	10:33	s 5:06	5:34	
2:04	2:34	4:28	6:20	184.84	22.61	KIRKWOOD 5.72	94.78		Closed	8:24	10:27	f 4:48	5:27	
				190.56	28.93	BIGGSVILLE 5.53	89.06	68	Closed			f 4:35		
				196.09	33.86	GLADSTONE 6.36	83.53		Closed	A 7:00		f 4:28		
				202.45	40.22	CONNETT 1.79	77.17		No Office					
				204.24	42.01	ILLINOIS JCT. 0.67	75.38		No Office					
				204.91	42.68	WOOD TOWER (Interlocked) 0.51	74.71		Continuous					
s 1:42	s 2:12	s 4:10	s 6:03	205.42	43.19	BURLINGTON 3.90	74.20	Yard	Continuous	L 6:45 A.M.	L 8:05 A.M.	s 10:07	s 4:15 s 3:55	
1:17	1:44	3:58	5:52	209.32	47.09	WEST BURLINGTON 3.18	70.30	Yard	Closed			9:55	f 3:48	
				212.50	50.27	DAYMAN 2.22	67.12	152	No Office					
1:13	1:40	3:53	5:48	214.72	52.49	MIDDLETOWN 3.61	64.90		No Office			9:50	3:42	
				218.33	56.10	DANVILLE 6.25	61.29		Closed				f 3:38	
				224.58	62.35	NEW LONDON 8.60	55.04	125	Closed				f 3:31	
12:57	s 1:24	3:37	5:35	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.			9:37	s 3:22	
				240.20	77.97	ROME 3.54	39.42		No Office				f 3:07	
				243.74	81.51	LOCKRIDGE 6.38	35.88		Closed				f 3:03	
				250.12	87.89	BECKWITH 5.11	29.50		No Office					
12:35	s 12:59	3:17	5:16	255.23	93.00	FAIRFIELD 0.47	24.39		12:01 a.m. to 8:00 a.m. 9:30 a.m. to 5:30 p.m.			9:18	s 2:54	
				255.70	93.47	TOWER 255 C. R. I. & P. Cross'g (Interlocked) 5.71	23.92		No Office					
				261.41	99.18	BERNHART 4.69	18.21		No Office					
				266.10	103.87	BATAVIA 7.30	13.52		Closed				f 2:36	
				273.40	111.17	AGENCY CITY 6.22	6.22	80	No Office				f 2:29	
L 12:08 A.M.	L 12:25 A.M.	L 2:50 A.M.	L 4:53 A.M.	279.62	117.39	Wabash Crossing (Interlocked) OTTUMWA	0.00	Yard	Continuous			L 8:55 A.M.	L 2:20 P.M.	
2:32 46.3	2:50 41.4	2:10 54.1	1:53 62.3			SCHEDULE TIME				0:15 37.3	0:46 56.3	1:58 59.6	3:10 37.0	
						AVERAGE MILES AN HOUR							2:00 58.7	

Double Track between Ottumwa and Galesburg.

Automatic Block System in effect between Ottumwa and Wood Tower; Connett and Galesburg. Rules D-251, D-252, D-253 and D-254 in effect. Manual Block System Rule 318-B in effect for trains moving against the current of traffic.

Centralized Traffic Control in effect between Wood Tower and Connett.

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

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

Spring switch at west end of westward siding New London.

Drawbridge 204.66 over Mississippi River at Burlington interlocked.

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—Subdivision—Westward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 79.

EFFECTIVE SEPTEMBER 30, 1951.

FIRST CLASS					Signs	Distance from Ottumwa	STATIONS	Distance from Creston	Capacity of		Office Open Week Days, except Saturday	FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Ex. Sunday Passenger	Siding					Other Tracks	Daily Passenger		Daily Passenger	Daily Passenger	Daily Passenger	
15	3	7	27							19		11	17	1	
A.M. L 1:39	A.M. L 3:10	A.M. L 9:02	A.M. L 9:15	B.C.K.O. R.T.W.Yd.	0.00	..... OTTUMWA	114.32	Yard	Yard	Continuous	P.M. L 3:40	P.M. L 5:05	P.M. L 7:48	P.M. L 8:58
					0.84	..... C. M. St. P. & P. Crossing. (Interlocked)	113.48							
			f 9:29		7.80	..... CHILLICOTHE	106.52		8	No Office				
			f 9:35		11.19	..... DUDLEY	103.13		17	No Office				
					22.30	..... MAXON	92.12	86	99	No Office	4:03	5:28	8:11	9:18
						M. & St. L. Crossing on Westward Track (Interlocked)									
					24.09	..... ALBIA		32	Yard	Continuous	s 4:09	5:31	8:14	9:20
					27.92	..... HALPIN	85.63		11	No Office				
			s 10:10		39.00	..... MELROSE	74.55	81	9	★8:30 p.m. to 5:30 a.m.				
					47.23	..... RUSSELL	66.32		66	8:30 a.m. to 5:30 p.m.	4:31	5:50	8:33	9:39
					54.70	..... CHARITON	58.85	80	Yard	Continuous	s 4:46	5:59	8:42	9:48
					57.54	..... INDIANOLA JCT	56.01			No Office				
					62.04	..... SHANNON	51.58			No Office				
			s 10:54		63.17	..... LUCAS	50.45		20	8:00 a.m. to 5:00 p.m.				
					70.70	..... WOODBURN	42.92		16	No Office	5:04	6:13	8:57	10:00
					80.12	..... OSCEOLA	33.20	103	Yard	Continuous	s 5:20	6:25	9:09	10:11
					90.79	..... MURRAY	22.53		37	8:00 a.m. to 5:00 p.m.				
			f 11:43		96.24	..... THAYER	17.08		28	No Office				
					100.13	TALMAGE JCT. (Interlocked)	13.19			No Office					
					103.95	..... AFTON	9.37	82	27	8:30 a.m. to 5:30 p.m.	5:43	6:45	9:29	10:31
					113.32	..... CRESTON	0.00	Yard	Yard	Continuous	A 5:53 P.M.	A 6:56 P.M.	A 9:42 P.M.	A 10:42 P.M.
						SCHEDULE TIME					2:13	1:51	1:54	1:44	
						AVERAGE MILES AN HOUR					51.1	61.2	59.6	65.3	

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, D-253 and D-254 in effect. Manual Block System Rule 318-B in effect for trains moving against the current of traffic.

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

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

Spring switch at east end of eastward siding, Osceola

No. 15 will reduce speed to 50 M. P. H. at Thayer and Afton, except Sunday, to dispatch mail.

Avery on eastward track at M. P. 298.04.

North Avery on westward track at M. P. 298.57.

Frederic on eastward track at M. P. 295.40.

No. 27 will make flag stop at Frederic and North Avery

★Office Melrose closed 5:30 a. m. Saturday to 8:30 p. m. Monday.

Trains and engines performing switching at Osceola must approach Main Street crossing at reduced speed, and must not occupy crossing until automatic gates have lowered unless movement is protected by member of crew.

Tyrone spur off westward track, M. P. 312.9, capacity 8 cars.

Talmage Jct. spur off westward track at M. P. 379.75, 2240 feet, connected with C. G. W. at Talmage. Rule 908 in effect.

Conductors and Enginemen of westward trains moving from C. G. W. tracks at Talmage must have Clearance Form A.

No. 65 Leaves Charlton 11:00 a. m. daily except Saturday and Sunday.
Arrives Indianola Jct. 11:10 a. m.
No. 81 Leaves Ottumwa 10:05 p. m. daily except Saturday, Arrives Albia 11:00 p. m.

Creston to Ottumwa—Subdivision—Eastward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 79.

EFFECTIVE SEPTEMBER 30, 1951.

FIRST CLASS				Distance from Chicago	Distance from Ottumwa	STATIONS	Distance from Creston	Capacity of Siding	Office Open Saturday and Sunday	FIRST CLASS			
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger							Daily Passenger	Daily Ex. Sunday Passenger	Daily Passenger	Daily Passenger
30	10	18	6							12	28	14	8
A.M. A 2:47	A.M. A 4:51	A.M. A 8:53	P.M. A 2:10			..... OTTUMWA			Continuous	P.M. A 3:53	P.M. A 10:55	A.M. A 12:15	P.M. A 11:58
				279.62	0.00	0.84 .. C. M. St. P. & P. Crossing .. (Interlocked)	114.32	Yard					
				280.46	0.84	6.96 CHILLICOTHE	113.48						
2:37	4:41	8:43	c 1:59	287.42	7.80	3.39 DUDLEY	106.52		No Office	3:43	f 10:37	12:05 A.M.	11:48
				290.81	11.19	11.01 E MAXON	103.13		No Office		f 10:31		
2:22	4:28	8:28	1:44	301.92	22.30	M. & St. L. Crossing on Westward Track (Interlocked)	92.12		No Office	3:29	10:19	11:48	11:33
				303.71	24.09	1.79 W ALBIA			Continuous		L 10:15 P.M.	s 11:45	s 11:30
2:14	4:21	8:20	1:28	307.54	27.92	3.83 W HALPIN	85.63		No Office	3:21		11:30	11:21
				318.62	39.00	11.08 MELROSE	74.55		Closed				
				326.85	47.23	8.23 RUSSELL	66.32		Closed				
1:42	3:58	7:55	s 1:01	334.32	54.70	7.47 CHARITON	58.85	78	Continuous	s 2:57		s 11:05	s 11:00
				337.16	57.54	2.84 INDIANOLA JCT	56.01		No Office				
				341.66	62.04	4.50 SHANNON	51.58		No Office				
1:30	3:50	7:47	12:43	342.79	63.17	1.13 LUCAS	50.45		Closed	2:49		10:43	10:45
				350.32	70.70	7.53 WOODBURN	42.92		No Office				
1:14	3:35	7:32	s 12:27	359.74	80.12	942 W OSCEOLA	33.20	79	Continuous	2:34		s 10:25	10:31
1:03	3:26	7:22	12:11 P.M.	370.41	90.79	10.67 MURRAY	22.53		Closed	2:24		s 10:11	10:22
				375.86	96.24	5.45 THAYER	17.08		No Office				
				379.75	100.13	3.89 TALMAGE JCT. (Interlocked).	13.19		No Office				
				383.57	103.95	3.82 AFTON	9.37	82	Closed			s 9:55	
L 12:42 A.M.	L 3:07 A.M.	L 7:02 A.M.	L 11:50 A.M.	392.94	113.32	9.37 CRESTON	0.00	Yard	Continuous	L 2:05 P.M.		L 9:40 P.M.	L 9:55 P.M.
2:05 54.3	1:44 65.3	1:51 61.2	2:20 48.5			..... SCHEDULE TIME				1:48 62.9	0:40 36.1	2:35 43.8	2:03 55.2
						..... AVERAGE MILES AN HOUR							

Double Track between Creston and Ottumwa

Automatic Block System in effect between Creston and Shannon; Charlton and Halpin; Maxon and Ottumwa. Rules D-251, D-252, D-253 and D-254 in effect. Manual Block System Rule 318-B in effect for trains moving against the current of traffic.

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

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

Spring switch at west end of westward siding Osceola.

Albia station on westward track.

Avery on eastward track at M. P. 298.04.

North Avery on westward track at M. P. 298.57.

Frederic on eastward track at M. P. 295.40.

No. 28 will make flag stop at Avery and Frederic.

No. 6 will make flag stop at Chillicothe to receive revenue passengers.

At Osceola, water crane on eastward track must not be used except in an emergency.

No. 66 Leaves Indianola Jct. 3:00 p. m. daily except Saturday and Sunday,
Arrives Charlton 3:10 p. m.
No. 82 Leaves Albia 2:30 a. m. daily except Monday,
Arrives Ottumwa 4:30 a. m.

Creston to Omaha—Subdivision—Westward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 79.

EFFECTIVE SEPTEMBER 30, 1951.

FIRST CLASS					Signs	Distance from Creston	STATIONS	Distance from Omaha	Capacity of		Office Open Week Days, except Saturday	FIRST CLASS				
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger					Siding	Other Tracks		Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
23	15	3	27	7								21	19	11	17	1
	A.M. L 4:35	A.M. L 5:20		P.M. L 12:22	B.C.K.O.R. T.W.Y.Yd.	0.00	.....CRESTON.....	103.26		Yard	Continuous		P.M. L 5:59	P.M. L 6:59	P.M. L 9:45	P.M. L 10:44
						5.65	.....CROMWELL.....	97.61		17	No Office					
				c 12:37		8.12	.....PRESCOTT.....	89.49		24	7:30 a.m. to 4:30 p.m.					
	s 5:03			s 12:46		6.95	.....CORNING.....	82.54	132	57	6:00 a.m. to 9:30 p.m.	c 6:19				
						4.01	.....BROOKS.....	78.53		4	No Office					
						5.01	.....NODAWAY.....	73.52		13	No Office					
						4.73	.....VILLISCA.....	68.79		89	5:15 a.m. to 1:15 p.m. 3:00 p.m. to 11:00 p.m.	s 6:38	7:27	10:13	11:12	
	s 5:25	c 5:55		s 1:08	K.W.T.	7.81	.....STANTON.....	60.98		44	7:30 a.m. to 4:30 p.m.					
	5:35			c 1:18		7.20	.....RED OAK.....	53.78		69	Continuous	s 7:03	7:45	c 10:30	11:25	
					K.O. T.W.Y.	5.69	.....McPHERSON.....	48.09	178	28	No Office					
				s 1:53	F	3.54	.....EMERSON.....	44.55	127	46	No Office					
					F	5.25	.....HASTINGS.....	39.30	227	78	No Office		7:18	7:59	10:44	11:35
	6:12	6:30		s 2:03	F.Y.	4.78	.....MALVERN.....	34.52	175	49	No Office		7:23			
	6:17			s 2:12	F	6.21	.....BALFOUR.....	28.31			No Office					
					F	3.48	.....GLENWOOD.....	24.83		69	No Office		7:33	8:13	10:57	11:45
A.M. L 5:35	6:30	6:44		s 2:30	F	3.61	.....PACIFIC JCT.....	21.22		Yard	Continuous	P.M. L 7:30	7:37	A 8:18	A 11:05	11:50
	6:35	6:51		f 2:36	B.C.K.O. T.W.Y.Yd.	5.71	.....FOLSOM.....	15.51	98		No Office					
					F	5.35	.....ISLAND PARK.....	10.16	98		No Office					
					F	5.27	Wabash Crossing (Interlocked)	4.89								
						0.44	COUNCIL BLUFFS YARD	4.45		Yard	Continuous	7:46	7:57			A.M. 12:06
						0.38	C.M. St. P. & P. Crossing (Intr)									
						0.38	C. R. I. & P. Crossing (Intr)									
s 6:03	7:00	c 7:15	s 1:46	s 2:59		0.57	.....COUNCIL BLUFFS.....	4.07		Yard	No Office	s 7:48	c 8:00			c 12:08
						0.29	C.&N.W. Crossing (Interlocked)	3.50								
						0.02	I. C. Crossing (Interlocked)	3.21								
						0.33	C.R.I.&P. Crossing (Interlocked)	3.19								
A 6:07	A 7:04	A 7:19	A 1:50	A 3:03	Yd.	0.33	.....U. P. TRANSFER.....	2.86			No Office	A 7:52	A 8:04			A 12:12

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.M. A 7:00	Via U. P. A.M. A 7:45	Via U. P. A.M. A 8:00	Via U. P. P.M. A 2:20	Via U. P. P.M. A 3:40	B.K.R. W. Yd.	103.26	.....OMAHA.....	0.00			Continuous	Via U. P. P.M. A 8:20	Via U. P. P.M. A 8:35	Via Platts. P.M. A 8:55	Via Platts. P.M. A 11:45	Via U. P. A.M. A 12:30
0:32 34.4	2:29 40.4	1:59 50.6	0:27 40.8	2:41 37.4			.....SCHEDULE TIME.....					0:22 50.0	2:05 48.2	1:19 62.2	1:20 61.8	1:28 68.4
							.....AVERAGE MILES AN HOUR.....									

FOOTNOTES ON PAGE 8.

Omaha to Creston—Subdivision—Eastward

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 79.

EFFECTIVE SEPTEMBER 30, 1951.

FIRST CLASS					Distance from Chicago	Distance from Creston	STATIONS	Distance from Omaha	Capacity of		Office Open Saturday and Sunday	FIRST CLASS					
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger					Siding	Other Tracks		Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	
10	18	20	6	12					26	14		8	30	22			
A.M. 3:05	A.M. 6:58		A.M. 11:45	P.M. 2:03	392.94	0.00	CRESTON	103.26		Yard	Continuous		P.M. 9:30	P.M. 9:45	A.M. 12:35		
2:58	6:51		11:34	1:55	398.59	5.65	CROMWELL	97.61	17		No Office	s	9:18	9:35	12:26		
					406.71	13.77	PRESCOTT	89.49		24	Closed	s	9:07				
			s 11:19		413.66	20.72	CORNING	82.54	132	57	See Footnote	s	8:57	9:16	12:13		
					417.67	24.73	BROOKS	78.53		4	No Office	s	8:46				
					422.68	29.74	NODAWAY	73.52	80	13	No Office	s	8:40				
2:33	6:26		s 11:03	1:31	427.41	34.47	VILLISCA	68.79	59	89	5:15 a.m. to 1:15 p.m. 3:00 p.m. to 11:00 p.m.	s	8:33	9:00	12:01 A.M.		
					435.22	42.28	STANTON	60.98	78	44	Closed	s	8:19				
2:21	6:14		s 10:42	s 1:18	442.42	49.48	RED OAK	53.78	77	69	Continuous	s	8:08	s 8:35	c 11:43		
					448.11	55.17	MCPHERSON	48.09	178	28	No Office						
					451.65	58.71	EMERSON	44.55	127	46	No Office	s	7:41				
2:10	6:03		10:24	1:05	456.90	63.96	HASTINGS	39.30	227	78	No Office	s	7:31	8:13	11:24		
					461.68	68.74	MALVERN	34.52	175	49	No Office	s	7:25				
					467.89	74.95	BALFOUR	28.31			No Office						
					471.37	78.43	GLENWOOD	24.83		69	No Office	s	7:16				
L 1:52 A.M.	L 5:45 A.M.	A 9:33 A.M.	L 10:05 A.M.	12:47	474.98	82.04	PACIFIC JCT.	21.22			Yard	Continuous	A 4:41 P.M.	L 7:10 P.M.	7:55	11:05	A 1:07 A.M.
					480.69	87.75	FOLSOM	15.51	98		No Office						
					486.04	93.10	ISLAND PARK	10.16	98		No Office						
					491.31	98.37	Wabash Crossing (Interlocked)	4.89									
		9:15		12:30	491.75	98.81	COUNCIL BLUFFS YARD C.M.St.P.&P. Crossing (Intri) C.R.I.&P. Crossing (Intri)	4.45			Yard	Continuous	4:19	7:35	10:47	12:26	
		s 9:14		s 12:29	492.13	99.19	COUNCIL BLUFFS	4.07			Yard	No Office	s 4:18	7:34	s 10:46	s 12:25	
					492.70	99.76	C.&N.W. Crossing (Interlocked)	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 9:10		12:25	493.34	100.40	U. P. TRANSFER	2.86			No Office	s 4:12		s 7:30	10:42	s 12:20 A.M.	

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 A.M.	Via Platts A.M.	Via U. P. A.M.	Via Platts A.M.	Via U. P. P.M.	Distance from Chicago	Distance from Creston	STATIONS	Distance from Omaha	Capacity of Siding	Capacity of Other Tracks	Office Open Saturday and Sunday	Via U. P. P.M.	Via Platts P.M.	Via U. P. P.M.	Via U. P. P.M.	Via U. P. P.M.
L 1:15	L 5:00	L 9:00	L 9:25	L 12:15	496.20	103.26	OMAHA	0.00			Continuous	L 4:00	L 6:30	L 6:00	L 10:30	L 11:45
1:13 67.4	1:13 67.4	0:23 47.9	1:40 49.2	1:38 61.5			SCHEDULE TIME					0:29 38.0	2:20 35.1	2:15 44.6	1:53 53.2	0:47 23.4
							AVERAGE MILES AN HOUR									

FOOTNOTES ON PAGE 8.

Standard Oil tracks M. P. 489.30, capacity 95 cars.

Creston—Omaha—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 79.

EFFECTIVE SEPTEMBER 30, 1951.

FOOTNOTES

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 M. P. 441.8 east of Red Oak.

Rules D-251, D-252, D-253 and D-254 in effect between Creston and M. P. 441.8 east of Red Oak. Manual Block System Rule 318-B in effect for trains moving against the current of traffic.

Centralized Traffic Control in effect between M. P. 441.8 east of Red Oak and U. P. Transfer.

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

No train order signal Pacific Jct. Conductors and Enginemen must have Clearance Form A on all trains except trains in through movement on Creston-Omaha Subdivision.

No train order signal Council Bluffs Yard. Conductors and Enginemen of trains originating at Council Bluffs must have Clearance Form A.

Office Corning open Saturday 6.00 a. m. to 9.30 p. m.; Sunday 6.00 a. m. to 2.00 p. m.

Train register Pacific Jct. and Council Bluffs yard for trains originating and terminating.

Spring switches on eastward track at east end and on westward track at west end of middle siding, Corning.

Spring switch located at end of double track, Pacific Jct. Normal position of this switch is for eastward movements.

No. 1 will stop at Council Bluffs to discharge revenue passengers from Chicago.

No. 15 will reduce speed to 50 M. P. H. at Stanton, Emerson, Hastings, Malvern and Glenwood to dispatch mail.

No. 7 will stop at Prescott and Stanton to discharge revenue passengers from points Osceola east, and to receive revenue passengers for Omaha or beyond.

No. 7 will reduce speed to 40 M.P.H. at Stanton to dispatch mail.

No. 30 will stop at Red Oak to receive revenue passengers for Chicago.

No. 19 will stop at Council Bluffs to receive or discharge revenue passengers.

No. 19 will stop daily at Corning to let off revenue passengers from Chicago, and on Sunday only to receive revenue passengers for Omaha when notified at Creston.

No. 19 will reduce speed to 50 M.P.H. at Corning to dispatch mail.

No. 17 will stop at Red Oak to discharge revenue passengers from Chicago and to receive revenue passengers for Denver when notified at Creston.

No. 3 will stop at Villisca and Council Bluffs to discharge revenue sleeping car passengers from Chicago.

No. 3 will stop at Red Oak to discharge revenue passengers from Chicago.

No. 3 will reduce speed to 60 M. P. H. at Villisca and Red Oak to dispatch mail.

Burlington and Washington—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 79.

EFFECTIVE SEPTEMBER 30, 1951.

WESTWARD				STATIONS	Distance from Washington	Capacity of Other Tracks	Office Open Week Days, except Saturday	EASTWARD			
SECOND CLASS								SECOND CLASS			
			Daily Ex. Sat. and Sunday Mixed								Daily Ex. Sat. and Sunday Mixed
			23	Signs				22			
		A.M. L 7-20		B.C.K.O. R.T.W.Yd.	.....BURLINGTON.....	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.

		s 8.25	R.	15.4	.....^{15 4} MEDIAPOLIS.....	37.1	22	6:30 a.m. to 3:30 p.m.	s 2.10		
		s 8.40		20.6	.....^{5 2} ROSCOE.....	31.9	21	No Office	s 1.30		
		s 8.50		23.9	.....^{3 3} YARMOUTH.....	28.6	25	No Office	s 1.15		
		s 9.05		28.3	.....^{4 4} MT. UNION.....	24.2	25	8:30 a.m. to 5:30 p.m.	s 1.00		
				32.9	.....^{4 6} M. & St. L. Crossing (Grade).....	19.6					
		s 9.45	W.	34.0	.....^{1 1} WINFIELD.....	18.5	52	8:30 a.m. to 5:30 p.m.	s 12.35		
		s 10.00		38.7	.....^{4 7} WYMAN.....	13.8	13	No Office	s 12.15		
		s 10.15		42.4	.....^{3 7} CRAWFORDSVILLE.....	10.1	21	8:30 a.m. to 5:30 p.m.	s 12.01		
		s 10.25		47.0	.....^{4 6} HAVRE.....	5.5		No Office	P.M. s 11.45		
				48.0	.....^{1 0} C. R. I. & P. Crossing (Interlocked).....	4.5					
		A 10.45 A.M.	R.Y. Yd.	52.5	.....^{4 5} WASHINGTON.....		35	8:30 a.m. to 5:30 p.m.	L 11.30 A.M.		
		3:25 15.4			..... SCHEDULE TIME.....				3:25 15.4		

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

Manual Block System; Rule 318-B in effect.

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

Rule 907 in effect.

Saturday and Sunday: Burlington continuous; other offices closed.

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

At Washington, all tracks are yard tracks from east switch west. Trains entering Washington expect to find cars on any and all tracks including the old main track.

Ft. Madison and Birmingham—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 79.

EFFECTIVE SEPTEMBER 30, 1951.

WESTWARD				Signs	Distance from Fort Madison	STATIONS	Distance from Birmingham	Capacity of Other Tracks	Office Open Week Days, except Saturday	EASTWARD				
SECOND CLASS										Daily Ex. Sat. and Sunday Mixed	97	98	Daily Ex. Sat. and Sunday Mixed	
			P.M. L 9:00	B.C.K.R. T.W.Yd.	 FORT MADISON	41.2	Yard	7:00 a.m. to 11:00 p.m.					A 3:50
			s 9:30		5.8	..... SAWYER	35.4	11	No Office		s 3:20			
			s 9:55	W	11.3	..... WEST POINT	29.9	11	8:00 a.m. to 5:00 p.m.		s 3:00			
			s 10:15		17.0	..... PILOT GROVE	24.2	7	8:30 a.m. to 5:30 p.m.		s 2:30			
			s 10:30	R.Yd.	20.7	..... MERTENSVILLE	20.5		No Office		s 2:10			
			s 10:45		28.1	..... HILLSBORO	13.1	20	No Office		s 12:50			
			s 11:10		34.7	..... STOCKPORT	6.5	20	8:00 a.m. to 5:00 p.m.		s 12:10			
			A 11:35 P.M.	R.Y.Yd.	41.2	..... BIRMINGHAM		18	No Office		L 11:45 P.M.			
			2:35 13.3			..... SCHEDULE TIME					4:05			
						..... AVERAGE MILES AN HOUR					12.8			

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.

At Birmingham, all tracks are yard tracks from east switch west. Trains entering Birmingham expect to find cars on any and all tracks including the old main track.

No. 97 and No. 98 will make flag 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 inclusive;

Rule 908 in effect.

No. 98 will serve Hamill at 1:05 a. m., Houghton at 1:15 a. m. and Salem at 1:35 a. m. daily except Sunday and Monday.

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

No office at Hamill and Houghton.

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

Saturday and Sunday: Ft. Madison open 7:00 a. m. to 11:00 p. m.; other offices closed.

Indianola Jct. and Indianola—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 79.

EFFECTIVE SEPTEMBER 30, 1951.

NORTHWARD				Signs	Distance from Chariton	STATIONS	Distance from Indianola	Capacity of Other Tracks	Office Open Week Days, except Saturday	SOUTHWARD			
SECOND CLASS										Daily Ex. Sat. and Sunday Mixed	65	66	Daily Ex. Sat. and Sunday Mixed
			A.M. L 11:10		2.8 INDIANOLA JCT	30.4		No Office				
			s 11:45 P.M.		13.8	..... LACONA	19.4	12	7:45 a.m. to 4:45 p.m.	s 2:25			
			s 12:15		21.8	..... MILO	11.4	24	8:00 a.m. to 5:00 p.m.	s 1:55			
			A 12:55 P.M.	R.Y.Yd.	33.2	..... INDIANOLA		22	8:00 a.m. to 5:00 p.m.	L 1:20 P.M.			
			1:45 17.3			..... SCHEDULE TIME				1:40			
						..... AVERAGE MILES AN HOUR				18.2			

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

Manual Block System; Rule 318-B in effect.

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

Rule 907 in effect.

Train register at Chariton.

At Indianola, all tracks are yard tracks from south switch north. Trains entering Indianola expect to find cars on any and all tracks including the old main track.

No offices open Saturday and Sunday.

No. 65 and No. 66 will make flag stop at Oakley M.P. 4.4 and Ackworth M.P. 25.1.

Normal position of north wye switch Indianola is for the north leg of wye.

Albia and Des Moines—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 79.

EFFECTIVE SEPTEMBER 30, 1951.

WESTWARD				Office Open Week Days, except Saturday	Signs	Distance from Albia	STATIONS	Distance from Des Moines	Capacity of		Office Open Saturday and Sunday	EASTWARD							
SECOND CLASS		FIRST CLASS							Daily Ex. Sunday Passenger	Daily Ex. Monday M. & St. L. Freight		Daily Ex. Sunday Freight	Daily Ex. Sunday Passenger	Daily Ex. Monday M. & St. L. Freight	Daily Ex. Sunday Freight	FIRST CLASS		SECOND CLASS	
Daily Ex. Sunday M. & St. L. Freight	Daily Ex. Saturday Freight	Daily Ex. Sunday Passenger	Daily Ex. Sunday Passenger													P.M.	A.M.	P.M.	A.M.
895	81	27	27	Continuous	K.Yd.	0	.....ALBIA.....	68.0	32	Yard	Continuous	28	894	82					
	P.M. 11:05		A.M. 10:00									P.M. 10:15		A.M. 1:25 A.M.					

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

P.M. L 3:50	A.M. 12:01	810:50	Continuous	C.R.	19.4	.....TRACY.....	48.6	35	30	Continuous	8 9:37	A.M. A 6:45	11:55
4:00	12:15	810:57	No Office		23.1	.....HARVEY.....	44.9		23	No Office	8 9:29	6:37	11:30
4:05	12:20	f11:01	No Office		24.9	.....DURHAM.....	43.1	36		No Office	f 9:24	6:27	11:25
4:15	12:30	f11:08	No Office		28.4	.....FLAGLER.....	39.6		26	No Office	f 9:18	6:17	11:15
4:30	1:05	811:23	7:00 a.m. to 11:00 p.m.	W.	33.1	.....KNOXVILLE.....	34.9		118	Closed	8 9:10	6:05	11:05
4:45	1:15	f11:33	No Office		37.1	.....DONNELLEY.....	30.9	50		No Office	f 9:00	5:52	10:45
4:55	1:35	811:46	8:30 a.m. to 5:30 p.m.		43.2	.....PLEASANTVILLE.....	24.8	37	38	Closed	8 8:50	5:37	10:35
5:10	1:50	811:59	No Office		49.1	.....SWAN.....	18.9		25	No Office	8 8:39	5:20	10:16
5:20	2:05	f12:08	No Office		53.4	.....FORD.....	14.6		23	No Office	f 8:32	5:00	10:06
5:30	2:20	f12:15	No Office		57.1	.....CLARKSON.....	10.9		31	No Office	f 8:26	4:50	9:52
			No Office		61.9	.....LEVEY.....	6.1			No Office			
			No Office		62.6	Iowa Power and Light Co. Spur	5.4		50	No Office			
5:42	2:37	12:25	No Office		62.9	.....GLAKE.....	5.1	50	50	No Office	8 8:17	4:35	9:37
			No Office		65.7	C. R. I. & P. Cross'g (Interlocked)	2.3						
5:50	2:50	12:33	No Office		66.2	.....EAST D. M. U. JCT....	1.8			No Office	8 8:10	4:27	9:27
					66.3	D. M. U. Crossing (Grade)	1.7						
					66.4	C. R. I. & P. Crossing (Grade)	1.6						
					66.5	C. R. I. & P. Crossing (Grade)	1.5						
					66.7	C. G. W Crossing (Grade)	1.3						
		f12:40	No Office		67.3	.....EAST DES MOINES.....	0.7	Yard	Yard	No Office	f 8:05		
A 6:05	A 3:05	A12:45	7:15 a.m. to 3:15 p.m. 7:30 p.m. to 3:30 a.m. See footnote	B.C.K. O.R.T. W.Yd.	68.0	.....DES MOINES.....		Yard	Yard	See footnote	L 8:00	L 4:15	L 9:15
2:15	4:00	2:45				.....SCHEDULE TIME.....					2:15	2:30	4:10
21.6	17.0	24.7				.....AVERAGE MILES AN HOUR.....					30.0	19.4	16.3

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

Manual Block System; Rule 318-B in effect.

No train order signal Tracy and Des Moines. Conductors and Enginemen must have Clearance Form A.

Rule 907 in effect.

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

Office Des Moines closed Monday 12:01 a. m. to 3:30 a. m.

Office Des Moines open Saturday 12:01 a.m. to 3:30 a.m.; 7:15 a.m. to 3:15 p.m.
Sunday 12:01 a.m. to 3:30 a.m.; 10:45 a.m. to 1:45 p.m.

Wye for turning engines at M.P. 8, east of Lovilia.

Avon Lake at M. P. 59.45.

No. 27 and No. 28 will make flag stop at Avon Lake.

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

The following restrictions apply over Bridges 62.08 and 67.43.

O or heavier steam engines must not operate.

Doubleheading is prohibited, except:

P and R engines may doublehead with engines of same class.

1000 HP diesel engines 9350 to 9379, inclusive, and M&StL 1000 HP diesel engines may doublehead with engines of same class.

When trains are operated with more than one engine restricted from double-heading over Bridges 62.08 and 67.43, engines must be separated by not less than five cars, or operate separately over the bridges.

Osceola and Truro—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 79.

EFFECTIVE SEPTEMBER 30, 1951.

NORTHWARD					STATIONS	Distance from Truro	Capacity of Other Tracks	Office Open Week Days, except Saturday	SOUTHWARD					
				Signs										
				Distance from Osceola										
				R.W.Y. Yd.										
					7.1	..... OSCEOLA	21.5	Yard	Continuous					
					11.5	..... JAMISON	14.4	3	No Office					
					Yd.	..... NEW VIRGINIA	10.0	12	No Office					
					21.5	..... TRURO		22	8:30 a.m. to 5:30 p.m.					
						..... 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.

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

Rule 907 in effect.

At Truro, all tracks are yard tracks from the south switch north. Trains entering Truro expect to find cars on any and all tracks including the old main track.

Saturday and Sunday: Osceola office continuous; Truro closed.

Creston and Cumberland—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 79.

EFFECTIVE SEPTEMBER 30, 1951.

NORTHWARD					STATIONS	Distance from Cumberland	Capacity of Other Tracks	Office Open Week Days, except Saturday	SOUTHWARD					
SECOND CLASS													SECOND CLASS	
				Daily Ex. Sat. and Sunday Mixed										
				97										
				A.M. L 9.45	Signs									
					Distance from Creston									
					B.C.R.O. R.T.W. Y.Yd.									
					4.7	..... CRESTON	47.2	Yard	Continuous	Daily Ex. Sat. and Sunday Mixed				
					7.7	..... SNYDER	42.5	22	No Office	96				
					12.6	..... SPAULDING	39.5	4	No Office	P.M. A 5.00				
					21.3	..... ORIENT	34.6	20	8:30 a.m. to 5:30 p.m.	f 4.43				
					29.1	..... GREENFIELD	25.9	33	8:30 a.m. to 5:30 p.m.	f 4.35				
					35.6	..... FONTANELLE	18.1	32	8:30 a.m. to 5:30 p.m.	s 4.15				
					41.3	..... BRIDGEWATER	11.6	20	8:30 a.m. to 5:30 p.m.	s 3.45				
					W. 47.2	..... FONTANELLE	18.1	32	8:30 a.m. to 5:30 p.m.	s 3.15				
					R.T. Yd.	..... BRIDGEWATER	11.6	20	8:30 a.m. to 5:30 p.m.	s 2.45				
						..... MASSENA	5.9	26	7:30 a.m. to 4:30 p.m.	s 2.30				
						..... CUMBERLAND		31	8:30 a.m. to 5:30 p.m.	L 2.05 P.M.				
						..... SCHEDULE TIME				2:55				
						..... AVERAGE MILES AN HOUR				16.2				

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

Manual Block System; Rule 318-B in effect.

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

Rule 907 in effect.

At Cumberland, all tracks are yard tracks from the south switch north. Trains entering Cumberland expect to find cars on any and all tracks including the old main track.

Saturday and Sunday: Creston continuous; other offices closed.

Red Oak and Griswold—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 79.

EFFECTIVE SEPTEMBER 30, 1951.

NORTHWARD					STATIONS	Distance from Griswold	Capacity of Other Tracks	Office Open Week Days, except Saturday	SOUTHWARD				
SECOND CLASS									SECOND CLASS				
				Daily Ex. Sunday Mixed					Signs	Distance from Red Oak			
				93							94		
				P.M. L 12.15	B.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	9	No Office		s 2.30		
				A 1.45 P.M.	R.T. Yd.	18 9	6 1	25	8:30 a.m. to 5:30 p.m.		L 2.05 P.M.		
				1:30 13.7			6 1	44	8:00 a.m. to 5:00 p.m.				
							SCHEDULE TIME				1:10		
							AVERAGE MILES AN HOUR...				16.0		

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

Manual Block System; Rule 318-B In effect.

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

Rule 907 in effect.

At Griswold, all tracks are yard tracks from south switch north. Trains entering Griswold expect to find cars on any and all tracks including the old main track.

Saturday and Sunday: Red Oak office continuous; other offices closed.

Red Oak and Hamburg—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 79.

EFFECTIVE SEPTEMBER 30, 1951.

SOUTHWARD					STATIONS	Distance from Hamburg	Capacity of Other Tracks	Office Open Week Days, except Saturday	NORTHWARD				
SECOND CLASS									SECOND CLASS				
				Daily Ex. Sunday Mixed					Signs	Distance from Red Oak			
				101							102		
				A.M. L 8.30	B.K.O. R.T.W. Y.Yd.						P.M. A 5.00		
				s 8.45		6 6	39.1	Yard	Continuous		s 4.40		
				s 8.58		12 9	32.5	21	No Office		s 4.25		
						18 2	26.2	21	8:30 a.m. to 5:30 p.m.				
				s 9.18	O.T.W. Yd.	18 8	20.9						
				s 9.32		25 2	20.3	Yard	8:30 a.m. to 5:30 p.m.		4.00 P.M.		
				s 9.45		30 3	13.9	29	8:30 a.m. to 5:30 p.m.		s 11.20		
				A 10.05 A.M.	C.R.W.Y. Yd.	39 1	8.8	41	8:30 a.m. to 5:30 p.m.		s 10.50		
				1:35 24.6			8 8	75	Continuous		L 10.35 A.M.		
							SCHEDULE TIME				6:25		
							AVERAGE MILES AN HOUR...				6:1		

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

Manual Block System; Rule 318-B In effect.

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

Rule 907 in effect.

Saturday and Sunday: Red Oak and Hamburg continuous; other offices closed.

Hastings and Carson—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 79.

EFFECTIVE SEPTEMBER 30, 1951.

NORTHWARD					STATIONS	Distance from Carson	Capacity of Other Tracks	Office Open Week Days, except Saturday	SOUTHWARD				
SECOND CLASS									SECOND CLASS				
				Tuesday Thursday and Sat. Mixed					Signs	Distance from Hastings			
				85							86		
				A.M. L 11.30	F.R.Y.		..... HASTINGS	16 2	14	7:30 a.m. to 4:30 p.m.	P.M. A 2.00	
				P.M. S 12.05		9 3	..... HENDERSON	6 9	19	8:00 a.m. to 5:00 p.m.	S 1.35	
				S 12.25		13 1	..... MACEDONIA	3 1	30	8:00 a.m. to 5:00 p.m.	S 1.20	
				A 12.45	W R.T. Yd.	16 2	..... CARSON		65	8:00 a.m. to 5:00 p.m.	L 1.05	
				P.M.							P.M.		
				1:15 12.9			..... SCHEDULE TIME				0:55	
							..... AVERAGE MILES AN HOUR				17.8	

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

Manual Block System; Rule 318-B in effect.

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

Rule 907 in effect.

At Carson, all tracks are yard tracks from south switch north. Trains entering Carson expect to find cars on any and all tracks including the old main track.

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

Offices Henderson and Macedonia closed Monday; open Saturday 8:00 a. m. to 5:00 p. m.

No offices open Sunday.

Hastings and Sidney—Subdivision

OTTUMWA AND CRESTON DIVISIONS.

TIME TABLE No. 79.

EFFECTIVE SEPTEMBER 30, 1951.

SOUTHWARD					STATIONS	Distance from Sidney	Capacity of Other Tracks	Office Open Week Days, except Saturday	NORTHWARD				
SECOND CLASS									SECOND CLASS				
				Monday Wednesday and Fri. Mixed					Signs	Distance from Hastings			
				82							83		
				A.M. L 9.50	F.R.Y.		..... HASTINGS	21 0	14	7:30 a.m. to 4:30 p.m.	P.M. A 12.20	
						3 2	..... Wabash Crossing (Grade)	17 8				
				f 10.05		5 7	..... CLARK	15 3	10	No Office	f 12.05	
				S 10.25		5 6	..... RANDOLPH	9 7	30	8:00 a.m. to 5:00 p.m.	S 11.55	
				f 10.45		11 3	..... ANDERSON	4 2	9	No Office	f 11.35	
				A 11.00	R.T. Yd.	21 0	..... SIDNEY		25	8:30 a.m. to 5:30 p.m.	L 11.20	
				A.M.							A.M.		
				1:10 17.0			..... SCHEDULE TIME				1:00	
							..... AVERAGE MILES AN HOUR				21.0	

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

Manual Block System; Rule 318-B in effect.

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

At Sidney, all tracks are yard tracks from the north switch south. Trains entering Sidney expect to find cars on any and all tracks including the old main track.

Rule 907 in effect.

No office open Saturday and Sunday.

Freight Trains (Information Only)

WESTWARD						STATIONS	EASTWARD				
Denver Daily Mdee.	Daily Time Freight	Daily Time Freight	Daily Time Freight	Denver Daily Mdee.			Daily Fruit	Daily Mdee.	So. Omaha Daily Meat	Daily Ex. Sunday Meat	Daily Fruit
61	73	79	67	CD			68A	62	LC	74	68
L 5:00 A.M.	L 5:30 A.M.	L 2:30 P.M.	L 5:00 P.M.	L 5:30 P.M.	..... WATERMAN	A 5:00 P.M.	A 2:30 A.M.	A 5:30 A.M.	A 9:45 P.M.	A 11:15 A.M.
8:30	10:00	9:00	8:15	9:00	..... OTTUMWA	12:30 P.M.	10:30	2:00	L 5:45 P.M.	7:15
8:45 P.M.	10:15 P.M.	10:30 A.M.	8:30 A.M.	9:15 A.M.	..... CRESTON	11:45 P.M.	10:00	1:45 A.M.		6:45
12:15	2:15	6:00 P.M.	12:30	1:00	..... PACIFIC JCT.	8:15	6:30	10:45		3:10
12:45	2:30	2:30	1:00	1:30	..... COUNCIL BLUFFS YARD	7:30	6:00	10:15		2:40
A 3:40 P.M.	5:45	A 7:00 P.M.	3:30 A	4:00		5:00	L 3:30 P.M.	8:00		L 12:01 A.M.	
	6:45		5:00 L	4:30 A.M.		L 3:30 A.M.		7:30		A 11:30 P.M.	
	A 7:30 P.M.		A 6:00 A.M.					L 4:30 P.M.			

SPEED RESTRICTIONS.

1. Troop trains consisting of passenger cars only (including caboose) will be governed by speed authorized for steam trains handling standard cars, except must not exceed 65 M.P.H.

Troop trains handling freight cars will be governed by speed authorized for freight trains, except must not exceed 50 M.P.H.

Light engines may operate at speed authorized for freight trains, except must not exceed 35 M. P. H.

Steam switch engines not equipped with engine truck, moving over the road (outside of switching limits) must run forward when practicable, and must not exceed 20 M. P. H.

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

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

Gas or diesel-electric motor cars may operate on the various subdivisions at speed authorized for passenger trains, but must not exceed 50 M. P. H. On branch lines when steam is substituted for motor service speed must be reduced 10 M.P.H. below authorized speed for motor trains.

Gas or diesel-electric motor cars running backward must not exceed a speed of 10 M.P.H. above the speed authorized for steam engines running backward on that subdivision.

Diesel engines 9103, 9104, 9105, 9106 and 9107 must not exceed maximum speed of 30 M. P. H.

Diesel engines running light must not exceed speed authorized for freight trains except must not exceed 35 M.P.H. unless otherwise provided.

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

Gas or diesel-electric motor cars	60 M.P.H.
Diesel-electric passenger engines	75 M.P.H.
Diesel-electric freight engines	60 M.P.H.
Diesel-electric switch engines	40 M.P.H.

When subdivision maximum speeds are less, they will govern.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
On Sidings	Reduced speed	Reduced speed
All crossovers and turnouts, not otherwise specified ...	10	10
Derricks, pile drivers, clamshells or similar equipment:		
Main line		30
Branch lines unless otherwise provided		15
Derricks between Tracy and Levey		25
Derricks between Levey and Des Moines		15
250 ton derrick may operate on any track where M-4-A engines operate, but must not exceed 10 M. P. H. on any siding. Must not operate on any branch line.		
Pile drivers 204617 and 204618:		
Main line		25
Branch line		15
Rotary snow plows:		
Main line		25
Branch line		15
Scale test car:		
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
Loaded 30-yard air dump cars in 202800-202884 series, in rear of train when possible: Main Line		35
When handling outfit cars of steel and surfacing gangs exclusively:		
Main line		35
Branch line		20
B, S-4 or S-4-A engines with drivers blocked up	40	40
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
Wholly disconnected or dead steam engines		20

SPEED RESTRICTIONS—Continued.

The following symbols indicate the class of engine or type of equipment the maximum speeds shown in that column govern.

A—Trains 1, 2, 5, 10, 11, 12, 17, 18, 20 and 21 when consisting of all light weight cars handled by Diesel engines. See Class B Notes (1) and (2).

B—Passenger trains handled by Diesel engines, having one or more standard cars, or passenger trains handled by O-5-A, S-4 or S-4-A engines.

Note (1) Class A trains operated with automatic brake instead of electric straight air.

Note (2) Class A trains handled by S-1-A or S-2-A engines.

C—All other steam passenger trains.

Solid express trains consisting of equipment authorized for handling in passenger trains.

D—Freight trains.

Freight cars equipped for handling in passenger trains will be considered the same as standard passenger equipment.

Mail and express trains with cars equipped for handling in passenger trains accompanied by caboose or drovers car, must not exceed 70 M.P.H., except trains having drovers cars 5762, 5764 and 5765 will be operated as Class B trains.

Gas-electric motor cars must not exceed 50 M.P.H. and will be governed by speed restrictions applying to Class C trains, where the authorized speed is less than 50 M.P.H.

S-3 and S-3-A engines must not exceed 70 M.P.H.

Diesel-electric engines C&S 9950 A and B, and FW&D 9980 A and B must not exceed 85 M.P.H.

Steam engines running backward, 20 M.P.H.

GALESBURG AND OTTUMWA SUBDIVISION.

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS
	A	B	C	D
Waterman-Graham	35	35	35	35
ZONE—M.P. 162.23—M.P. 163.50	30	30	30	Yd.
ZONE—M.P. 163.50—M.P. 164.00	75	75	75	50
ZONE—M.P. 164.00—M.P. 177.40	90	79	75	50
Graham, turnouts	30	30	30	30
Curve M.P. 169.02	80	70	70	50
Curve M.P. 176.42	80	70	70	50
ZONE—M.P. 177.40—M.P. 178.75	90	79	75	Yd.
ZONE—M.P. 178.75—M.P. 179.50	40	40	20	Yd.
ZONE—M.P. 179.50—M.P. 181.09	90	79	75	Yd.
ZONE—M.P. 181.09—M.P. 186.50	90	79	75	50
ZONE—M.P. 186.50—M.P. 191.00	80	70	70	50
ZONE—M.P. 191.00—M.P. 203.00	90	79	75	50
Connett through crossovers	50	40	40	40
ZONE—M.P. 203.00—M.P. 204.00	70	70	70	50
ZONE—M.P. 204.00—M.P. 207.33	30	20	20	Yd.
M-4-A engines over bridge 204.66			15	15
O-5-A engines doubleheaded over bridge 204.66		15	15	15
Burlington, steam engines over Main Street		5	5	5
Burlington, diesel engines over Main Street	10	10		10
Burlington, trains after engine passes Main Street	12	12	12	12
ZONE—M.P. 207.33—M.P. 208.95, westward track	50	30	30	30
ZONE—M.P. 207.33—M.P. 208.95, eastward track	65	50	50	50
ZONE—M.P. 208.95—M.P. 210.99	90	79	75	Yd.
ZONE—M.P. 210.99—M.P. 233.00	90	79	75	50
New London, through spring switch at east end of eastward siding, trailing movement	15	15	15	15
New London, through spring switch at west end of westward siding, trailing movement	15	15	15	15
ZONE—M.P. 233.00—M.P. 276.50	79	79	75	50
Engines through Mt. Pleasant and Fairfield	40	40	20	20
ZONE—M.P. 276.50—M.P. 277.55	60	50	50	50
ZONE—M.P. 277.55—M.P. 279.00	40	40	40	Yd.
ZONE—M.P. 279.00—M.P. 279.62	30	30	20	Yd.
Ottumwa, Wabash Crossing	15	15	15	15

Engines must approach all street crossings, Burlington, at reduced speed.
 O-5-A, S-4, S-4-A and M engines on westward siding West Burlington, 10 M.P.H.
 M engines on both sidings New London, 10 M.P.H.
 Light engines and single unit motor cars over highway crossing M.P. 269.90, 15 M.P.H.

SPEED RESTRICTIONS—Continued.

OTTUMWA AND CRESTON SUBDIVISION.

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS
	A	B	C	D
Ottumwa, Wabash Crossing	15	15	15	15
ZONE—M.P. 279.62—M.P. 280.46	30	30	30	Yd.
ZONE—M.P. 280.46—M.P. 281.30	79	79	75	Yd.
ZONE—M.P. 281.30—M.P. 301.92	79	79	75	50
ZONE—M.P. 301.92—M.P. 304.40, westward track	70	70	70	50
Engines between M.P. 303.60 and M.P. 304.40, westward track	40	30	20	20
ZONE—M. P. 304.40—M. P. 306.90, westward track	70	70	70	45
ZONE—M.P. 301.92—M.P. 308.25, eastward track	65	55	55	50
Maxon, east crossover	40	30	30	30
Maxon, west crossover	50	40	40	40
Maxon, eastward track over east switch of west crossover	50	50	50	50
Halpin, east crossover	40	30	30	30
Halpin, west crossover	50	40	40	40
ZONE—M.P. 306.90—M.P. 315.00, westward track	79	79	75	50
ZONE—M.P. 308.25—M.P. 315.00, eastward track	79	79	75	50
ZONE—M.P. 315.00—M.P. 321.50	70	65	65	50
Curve M.P. 316.78	65	60	60	50
ZONE—M.P. 321.50—M.P. 323.25	60	60	60	50
ZONE—M.P. 323.25—M.P. 333.85	79	79	75	50
ZONE—M.P. 333.85—M.P. 334.32	40	40	20	Yd.
ZONE—M.P. 334.32—M.P. 336.33	79	79	75	Yd.
ZONE—M.P. 336.33—M.P. 338.50	79	79	75	50
ZONE—M.P. 338.50—M.P. 340.00, westward track	50	40	40	30
ZONE—M.P. 338.50—M.P. 340.00, eastward track	79	79	75	50
ZONE—M.P. 340.00—M.P. 351.60	79	79	75	50
Shannon, crossover	50	40	40	40
ZONE—M.P. 351.60—M.P. 352.54, westward track	79	79	75	50
ZONE—M.P. 351.60—M.P. 352.54, eastward track	55	55	55	45
ZONE—M.P. 352.54—M.P. 359.03	79	79	75	50
ZONE—M.P. 359.03—M.P. 391.65	79	79	75	50
Osceola, through spring switch at east end of eastward siding, trailing movement	15	15	15	15
Osceola, Main Street	40	40	15	15
Osceola, through spring switch at west end of westward siding, trailing movement	15	15	15	15
ZONE—M.P. 391.65—M.P. 393.03	30	30	15	Yd.

O-3 engines in south yard, Osceola, 5 M. P. H.

Trains must not exceed 15 M. P. H. between Talmage Jct. and Talmage.

SPEED RESTRICTIONS—Continued.

CRESTON AND OMAHA SUBDIVISION.

LOCATION	PASSENGER TRAINS			FREIGHT TRAINS
	A	B	C	D
ZONE—M.P. 393.03—M.P. 393.73	30	30	15	Yd.
ZONE—M.P. 393.73—M.P. 444.00	79	79	75	50
Corning, through spring switch at east end of middle siding, trailing movement	15	15	15	15
Corning, through spring switch at west end of middle siding, trailing movement	15	15	15	15
M.P. 441.8, east crossover	50	40	40	40
Red Oak, west crossover between main tracks	40	30	30	30
M.P. 443.70, turnout end of double track	50	40	40	40
ZONE—M.P. 444.00—M.P. 473.57	79	79	75	50
McPherson and Emerson, siding turnouts	40	30	30	30
Emerson and Hastings, engines over public crossings on sidings	10	10	10	10
Hastings and Malvern, siding turnouts	40	30	30	30
M.P. 466.44, turnout, end of double track	50	40	40	40
M.P. 467.95, crossover	40	30	30	30
ZONE—M.P. 473.57—M.P. 474.50	79	79	75	Yd.
Pacific Jct., east crossover between main tracks	30	30	30	Yd.
ZONE—M.P. 474.50—M.P. 475.50	40	40	40	Yd.
Pacific Jct., crossover between main tracks at east switch of northeast wye	30	30	30	Yd.
Pacific Jct., northeast wye	25	25	25	Yd.
ZONE—M.P. 474.50—Lines west M.P. 0.50	40	40	40	Yd.
Pacific Jct., 500 feet from railroad crossing	15	15	15	Yd.
ZONE—M.P. 475.50—M.P. 476.24	79	79	75	Yd.
ZONE—M.P. 476.24—M.P. 489.68	79	79	75	50
Folsom and Island Park, siding turnouts	40	30	30	30
Curve M.P. 487.88	70	60	60	50
ZONE—M.P. 489.68—M.P. 491.00	79	79	75	Yd.
Curve M.P. 490.60	55	45	45	Yd.
ZONE—M.P. 491.00—East end of curve, Council Bluffs depot	30	30	30	Yd.
Wabash Crossing, Council Bluffs Yard, main track	30	25	25	Yd.
Wabash Crossing, Council Bluffs Yard, freight track	Stop	Stop	Stop	Stop
Turnout, east end of double track, Council Bluffs Yard	30	30	30	Yd.
ZONE—East end of curve Council Bluffs depot—U. P. Transfer	30	15	15	Yd.
Turnout west end of double track, Council Bluffs	15	15	15	15
C&NW Crossing, M.P. 492.86; IC Crossing, M.P. 492.99; CRI&P Crossing, M.P. 493.01	20	15	15	15

Light engines and single unit motor cars over Main Street crossing Prescott, 20 M.P.H.

Light engines and single unit motor cars over highway crossing, M.P. 423.08, 20 M.P.H.

All trains reduced speed between east end of U.P. Yard and 13th Street, through passenger yard, Omaha.

SPEED RESTRICTIONS—Concluded.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.			
BURLINGTON AND WASHINGTON SUBDIVISION			CRESTON AND CUMBERLAND SUBDIVISION					
Maximum speed.....	25	25	Maximum speed.....	25	25			
Between M. P. 33.45 and M. P. 34.10.....	20	15	Between M. P. 21 and M. P. 23.....	20	20			
Engine or leading car of train between home signals at C. R. I. & P. crossing, M.P. 48.....	20	20	Over Bridge 28.90.....	10	10			
R engines.....	25	25	Diesel engines over Bridge 34.65.....	15	15			
Highway crossings, M. P. 15.93 and north switch, Crawfordsville.....	5	5	Highway crossing, M. P. 42.95, southward trains.....	5	5			
Steam engines running backward.....	10	10	Steam engines running backward.....	10	10			
Loaded tank cars and loaded 30-yard air dump cars in 202800-202884 series.....		20	Loaded tank cars and loaded 30-yard air dump cars in 202800-202884 series.....		20			
FT. MADISON AND BIRMINGHAM SUBDIVISION			RED OAK AND HAMBURG SUBDIVISION					
Maximum speed:			Maximum speed.....	30	30			
Ft. Madison to M.P. 3.....	20	20	R engines.....	25	25			
M.P. 3 to Birmingham.....	15	15	S-1-A, S-2-A, S-3 and S-3-A engines.....	30	30			
Hamill-Salem.....	15	15	Around curves between M. P. 1 and M. P. 2.40.....	30				
D, E, F, G and H Avenues, Ft. Madison, protect movement.....	Stop	Stop	R-5 and lighter engines between Red Oak passenger depot and foot of incline.....	15	15			
On curves between M. P. 1 and M. P. 3.20.....	10	10	Heavier than R-5 engines between Red Oak passenger depot and foot of incline.....	10	10			
Steam engines running backward.....	10	10	R and S engines between switch at foot of incline and M. P. 2.....	15	15			
Loaded tank cars and loaded 30-yard air dump cars in 202800-202884 series.....		20	Sheridan and Thomas Avenues, Shenandoah. Freight trains protect movement.....	5	Stop			
OSCEOLA AND TRURO SUBDIVISION			RED OAK AND GRISWOLD SUBDIVISION					
Maximum speed.....	25	25	Maximum speed.....	20	20			
Around all curves unless otherwise indicated.....	20	20	Coolbaugh St., Red Oak.....	5	5			
Around curves M. P. 38.50, M. P. 40.90 and M. P. 43.25.....	15	15	Highway crossings M. P. 1.37, M. P. 3.50, M. P. 7.28 and M. P. 7.32.....	5	5			
Between station switch limits, Truro.....	10	10	Between M. P. 2.80 and M. P. 5.00.....	20	15			
Steam engines running backward.....	10	10	Between M. P. 7.75 and M. P. 8.50.....	15	15			
Loaded tank cars and loaded 30-yard air dump cars in 202800-202884 series.....		20	Highway crossing M. P. 12.19.....	5	5			
ALBIA AND DES MOINES SUBDIVISION			HASTINGS AND SIDNEY SUBDIVISION					
Maximum speed.....	45	35	Maximum Speed.....	20	20			
First street crossing east of Tracy depot.....	5	5	Steam engines running backward.....	10	10			
Street crossing, east end of Knoxville passenger depot.....	5	5	Diesel engines over Bridge 15.63.....	15	15			
Between M. P. 28.25 and M. P. 29.80.....	40	30	Loaded tank cars and loaded 30-yard air dump cars in 202800-202884 series.....		20			
Between M. P. 34.90 and M. P. 35.15.....	20	20	Loaded coal cars of 100,000 capacity.....		20			
Over Bridge 62.08 and 67.43.....	20	20	HASTINGS AND CARSON SUBDIVISION					
S engines and 1200-H.P. diesel switch engines.....	6	6	Maximum speed.....	20	20			
Diesel engines, single or multiple units.....	10	10	Highway crossings, M. P. 0.92 and M. P. 3.05.....	5	5			
Diesel or steam engines doubleheaded, must have at least 4 light cars between the engines.....	6	6	Steam engines running backward.....	10	10			
Eastward between approach and home signals at CRI&P Crossing M. P. 65.7.....	40	20	Diesel engines over Bridges 0.96 and 8.78.....	15	15			
Maury Street, East D. M. U. Jct.....	10	10	Loaded tank cars and loaded 30-yard air dump cars in 202800-202884 series.....		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 Des Moines.....	10	10	SPEED OF TRAINS.					
East Sixth Street, Des Moines freight yard.....		5	Miles per Hour	Time per Mile		Miles per Hour	Time per Mile	
Steam engines running backward between Tracy and Iowa Power and Light Company spur.....	15	15		Minutes	Seconds		Minutes	Seconds
Steam engines running backward between Iowa Power and Light Company spur and Des Moines.....	20	20	5.....	12	0	55.....	1	5
Loaded tank cars and loaded 30-yard air dump cars in 202800-202884 series.....		25	10.....	6	0	60.....	1	0
INDIANOLA JCT. AND INDIANOLA SUBDIVISION			15.....	4	0	65.....	0	55
Maximum speed.....	20	20	20.....	3	0	70.....	0	51
Between M. P. 11.35 and M. P. 12.80.....	15	15	25.....	2	24	75.....	0	48
Between M. P. 20.00 and M. P. 21.90.....	15	15	30.....	2	0	80.....	0	45
Between M. P. 26.95 and M. P. 33.00.....	15	15	35.....	1	43	85.....	0	42
600 H. P. or heavier diesel engines over Bridges 10.57 and 26.91.....	15	15	40.....	1	30	90.....	0	40
Steam engines running backward.....	10	10	45.....	1	20	95.....	0	38
Loaded tank cars and loaded 30-yard air dump cars in 202800-202884 series.....		20	50.....	1	12	100.....	0	36

SPECIAL INSTRUCTIONS.

Master Mechanic.....	E. W. Fritts, Galesburg
Assistant Master Mechanic.....	B. S. Carter, Galesburg
Road Foreman.....	H. Allender, Galesburg
Road Foreman.....	I. L. Carter, Galesburg
Road Foreman.....	W. T. Knowles, Galesburg
Trainmaster.....	H. W. Totten, Burlington
Trainmaster.....	F. E. Rogers, Ottumwa
Terminal Trainmaster.....	J. A. Beebe, Omaha
Road Foreman.....	W. H. Purcell, Ottumwa
Road Foreman.....	D. E. Griswold, Creston
Chief Dispatcher.....	H. R. Davis, Ottumwa
Chief Dispatcher.....	E. C. Staley, Creston
Night Chief Dispatcher.....	W. F. Bolam, Ottumwa
Assistant Chief Dispatcher.....	R. P. Carter, Creston

TRAIN DISPATCHERS—Ottumwa

C. A. Walter	H. O. Ball	L. E. Carl
C. G. Conard	Virgil Brown	J. D. Duncan
E. E. Davis	L. H. Beery	
E. D. Clark		

TRAIN DISPATCHERS—Creston

J. E. Pace	D. H. Seeger	K. E. Welcher	L. J. Zahn	M. B. Grover
		D. F. Vetterick		

1. USE OF TRACK.

The following will govern movements through Seminary Street Interlocking, 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, examining switches and derails in routes 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 enginemen 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.

An M-4-A engine may doublehead with diesel power between Galesburg and Creston, but must not exceed 15 M. P. H. over Bridge 204.66, Burlington and the opposite track must not be occupied when this movement is being made.

O-1 or heavier engines must not use Southwest Wye, or Pattee track, Monmouth.

O-3 or heavier engines must not use north end No. 3 track, south yard, Monmouth.

Middle sidings Monmouth and Corning 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 Subdivision.

Hannibal Division trains between Wood Tower and Sixth Street, Burlington, must move at reduced 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, 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.

At M&StL Crossing, M.P. 32.9, Burlington-Washington Subdivision, normal position of gates will be against CB&QRR. Train or enginemen desiring to use gate must open door of electric lock and if indicator lamp is lighted, he can immediately proceed to actuate lock lever and swing gate across M&SL track to permit movement of CB&Q train or engine over crossing. If, upon opening the electric lock door, the indicator lamp is not lighted, and no M&StL train or engine is evident, he will proceed to wind hand release within the electric lock in a clockwise direction releasing same upon striking stop. After a two and one-half minute time interval, lock will be released.

Should lock fail to release after expiration of time interval, train or enginemen should break seal on emergency lock plunger located on top and to the rear of internal lock mechanism turning and depressing same, lock will then be released. Movement over crossing must then be made under protection, and report made to Superintendent from first available point of communication.

After completing movement over crossing, gate must be restored to normal position and door closed.

At C. R. I. & P. Crossing, M. P. 48, Burlington-Washington Subdivision, when interlocking home signals are in stop position, train or engineman will promptly communicate with C. R. I. & P. train dispatcher at Rock Island, Illinois, by means of telephone located near Crossing, and will be governed by his instructions as to movement over the Crossing.

In case of failure of communication with the C. R. I. & P. train dispatcher and no reason is evident for home signal displaying stop indication, trainman may unlock release box marked "C. B. & Q." and push button located within box. Home signal should clear after approximately 2½ minutes.

If home signal does not clear, trainman may signal his train to proceed over the Crossing if there is no train or engine approaching on conflicting route.

Movements must not be made over Crossing on hand signal until after flag protection has been provided for conflicting route.

Between Tower 255 and Fairfield passenger depot train and engine movements in both directions on the westward track will be governed by signal indications.

Wabash Crossing, Ottumwa:—In case of failure of the interlocking signals to clear, a trainman will precede the train through the interlocking, examining switches and assuring himself that they are in proper position.

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.

Interlocking at C. M. St. P. & P. Crossing, M. P. 280.46, is remotely controlled from C. B. & Q. train dispatcher's office at Ottumwa.

Telephone is located in building at Crossing.

C. B. & Q. trains and engines will use C. G. W. tracks between Bridge Jct. and Talmage and are governed by rules and time table of C. G. W. R. R.

O-5-A and M engines must not use south yard, or north yard Osceola north of clearance point on branch main track, or north supply track, Chariton.

Freight and passenger diesel engines may operate on any siding, yard or station track where O-1-A engines operate.

St. Joseph Division trains No. 30 and No. 31 have no time table superiority between passenger depot and yard limit sign, Creston, and must move at reduced speed between these points.

At Mediapolis the normal position of switch connecting C. B. & Q. main track to C. R. I. & P. siding will be for C. B. & Q. main track. Eastward C. B. & Q. trains must approach this switch at reduced 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 M. P. H. In case of signal failure, trains or engines may proceed when preceded by a flagman.

SPECIAL INSTRUCTIONS—Concluded.

At Talmage Jct. when interlocking signals are in stop position train or engineman will promptly communicate with train dispatcher on telephone located near crossover. Train dispatcher, after communicating with operator at Talmage when such operator is on duty, may authorize movement by stop signal in compliance with Rules 509, 628 and 663.

Crossover switches at Talmage Jct. are equipped with electric locks. When eastward trains use this crossover, train or engineman must communicate with train dispatcher, who may authorize the operator at Talmage to unlock the switches. Crossover may then be used complying with Rule 539.

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

Switching movements within the interlocking limits at C. M. St. P. & P.-C. R. I. & P. crossings, Council Bluffs Yard, may be made on permission from the signalman as prescribed by Rule 670, however, the engine must follow each of the last four cars switched out of the interlocking limits. When stop signal governing movement over the crossing on CB&Q main track fails to clear, Rules 628 and 663 must be complied with in addition to securing Clearance Form F before passing such signal. Interlocking rules in effect for movements over crossing on CB&Q yard lead.

When stop signal fails to clear for main track movement over Wabash Crossing, M. P. 491.31; C. & N. W. Crossing, M. P. 492.70; I. C. Crossing, M. P. 492.99; or C. R. I. & P. Crossing, M. P. 493.01, Rules 523, 524, 525, and 526 must be complied with and, in addition, movement over crossing must be made under protection.

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

Trains have no timetable superiority between east end of yard at UP Transfer and U.P. Connection just west of U.P. Transfer Station. Trains and engines must move at reduced speed between these points. Normal position of switch at east end of yard at U.P. Transfer is for No. 1 track.

Switchtenders on duty at 6th Street, Omaha, from 6:30 a. m. to 10:30 p. m. Westward trains approaching east end of passenger yard must receive hand signal from switchtender before proceeding into passenger yard during those hours. Between 10:30 p. m. and 6:30 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.

2. Spring switches at east end of eastward siding and at west end of westward siding, New London; at east end of eastward siding and at west end of westward siding, Osceola; on eastward track at east end and on westward track at west end of middle siding, Corning. Facing point movements over these spring switches are protected by dwarf signals, and trains moving against current of traffic must approach these signals at reduced speed.

H. E. HINSHAW,
General Manager, Chicago

G. ECKHARDT,
Superintendent, Ottumwa

W. B. SIMMONS,
General Superintendent, Transportation, Chicago

E. G. WESSON,
General Superintendent, Burlington

J. M. TURNER,
Assistant Superintendent, Creston